

N. Anza Street Multi-Family (39 Units)

1118 N. Anza St, El Cajon, California

PDS2018-TM-5628/REZ-18-003

July 25, 2018

Traffic Impact Study

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Job #1805

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Glossary of Terms and Acronyms

ADT	Average Daily Traffic
LOS	Level of Service
MPH.....	Miles per Hour
TIS.....	Traffic Impact Study
V/C	Volume to Capacity Ratio



Executive Summary

N. Anza Street 39 Multi-Family Homes

The residential project consists of 39 multi-family homes located at 1118 N. Anza Street, El Cajon, California (within the unincorporated San Diego County community of Lakeside). The project site has five single family homes.

Project access is provided from two new driveways on N. Anza Street. The two driveways are separated by approximately 203.5 feet (centerline to centerline).

The project is calculated to generate 312 ADT, 25 AM peak hour trips (5 inbound and 20 outbound), and 31 PM peak hour trips (22 inbound and 9 outbound).

Under existing + project conditions, all study elements were calculated to operate at LOS C or better. There are no significant direct impacts because the addition of project traffic does not exceed the significance thresholds; however, the project has potential cumulative impacts. The project applicant proposes to pay into the TIF program to mitigate any potential cumulative impacts. A summary of project impacts is shown in **Table E-1**.

TABLE E-1: SUMMARY OF PROJECT IMPACTS AND MITIGATION

Roadway Facility	Direct Impacts (Proposed Mitigation)	Cumulative Impacts (Proposed Mitigation)
Intersections	0 (no mitigation required)	Potential (TIF)
Segments	0 (no mitigation required)	Potential (TIF)

Note: To mitigate potential cumulative impacts, the County has established a Traffic Impact Fee (TIF) program.



1.0 Introduction

This report describes the existing roadway network in the vicinity of the project site and includes a review of the existing and proposed activities for weekday peak AM and PM periods, and daily traffic conditions when the project is completed. The format of this study includes the following chapters:

- 1.0 Introduction
- 2.0 Existing Conditions
- 3.0 Project Impact Analysis
- 4.0 General Plan Consistency and Build Out Analysis
- 5.0 Summary of Recommended Mitigation Measures
- 6.0 References
- 7.0 List of Preparers and Persons and Organizations Contacted

1.1 Purpose of the Report

The purpose of this Traffic Impact Study (TIS) is to determine and analyze potential traffic impacts for the proposed 39 multi-family homes.

1.2 Project Location and Description

The residential project consists of 39 multi-family homes located at 1118 N. Anza Street, El Cajon, California (within the unincorporated San Diego County community of Lakeside). The project site has five single family homes on approximately 3.18 acres. The proposed density is approximately 12 dwelling units per acre ($39 \text{ du} / 3.18 \text{ acers} = 12.3 \text{ du/ac}$).

Project access is provided from two new driveways on N. Anza Street. The two driveways are separated by approximately 203.5 feet (centerline to centerline).

The location of the project is shown in **Figure 1**. The map of the TIS area covering the extend of 25 (two-way) AM or PM peak hour project trips is shown in **Figure 2**. A preliminary site plan is shown in **Figure 3**.

1.3 Planning Requirements

The project applicant does not propose a General Plan Amendment nor a Specific Plan Amendment. A Tentative Subdivision Map and Rezone are proposed as part of the project to change the Permitted Building Types from a 1-2 du per lot, to a multi-dwelling or multi-family on the same lot project. The maximum dwelling units allowed under the VR-15 designation is proposed to stay the same.



Figure 1: Project Location

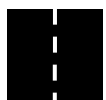
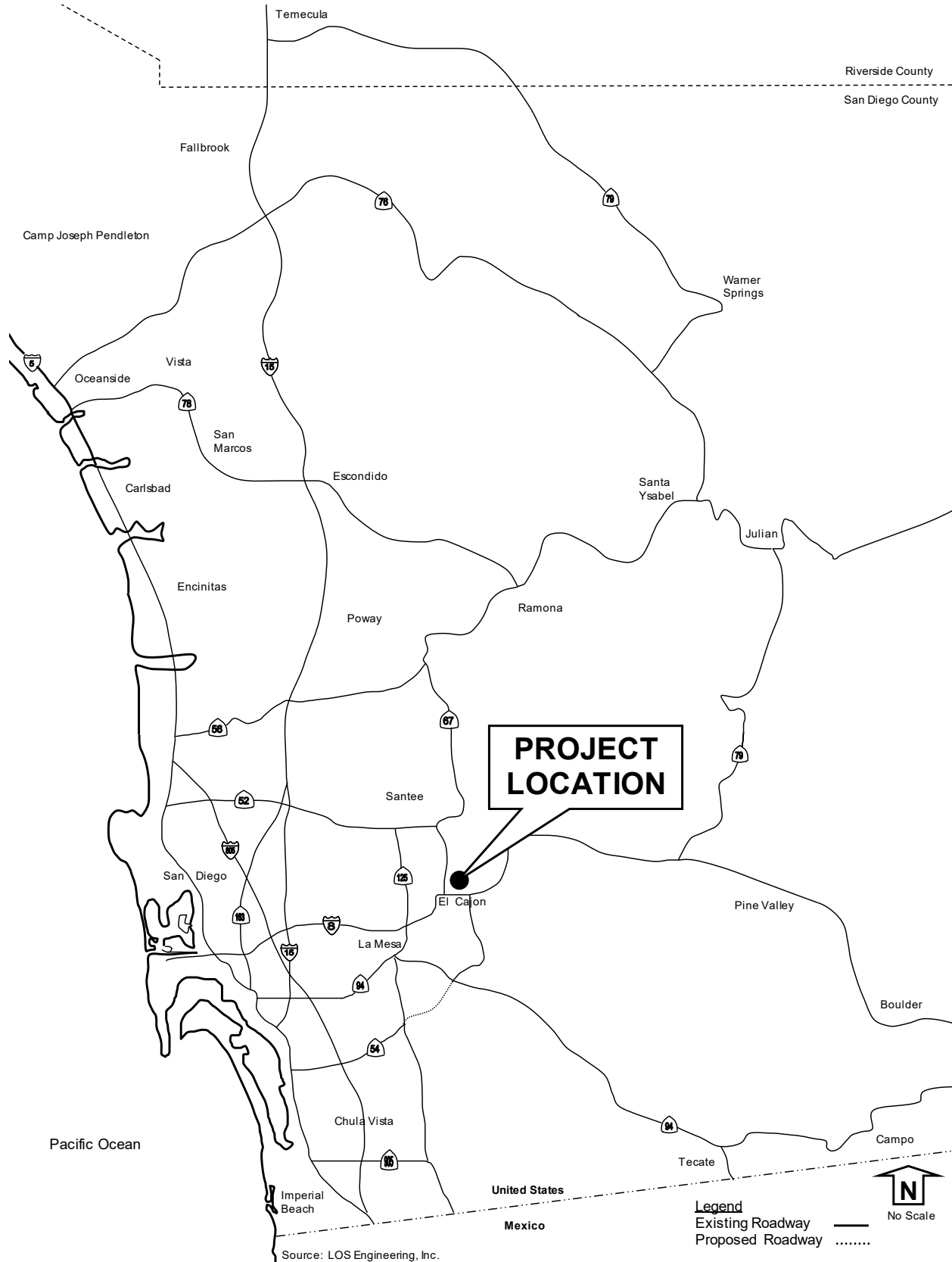


Figure 2: Traffic Impact Study Area

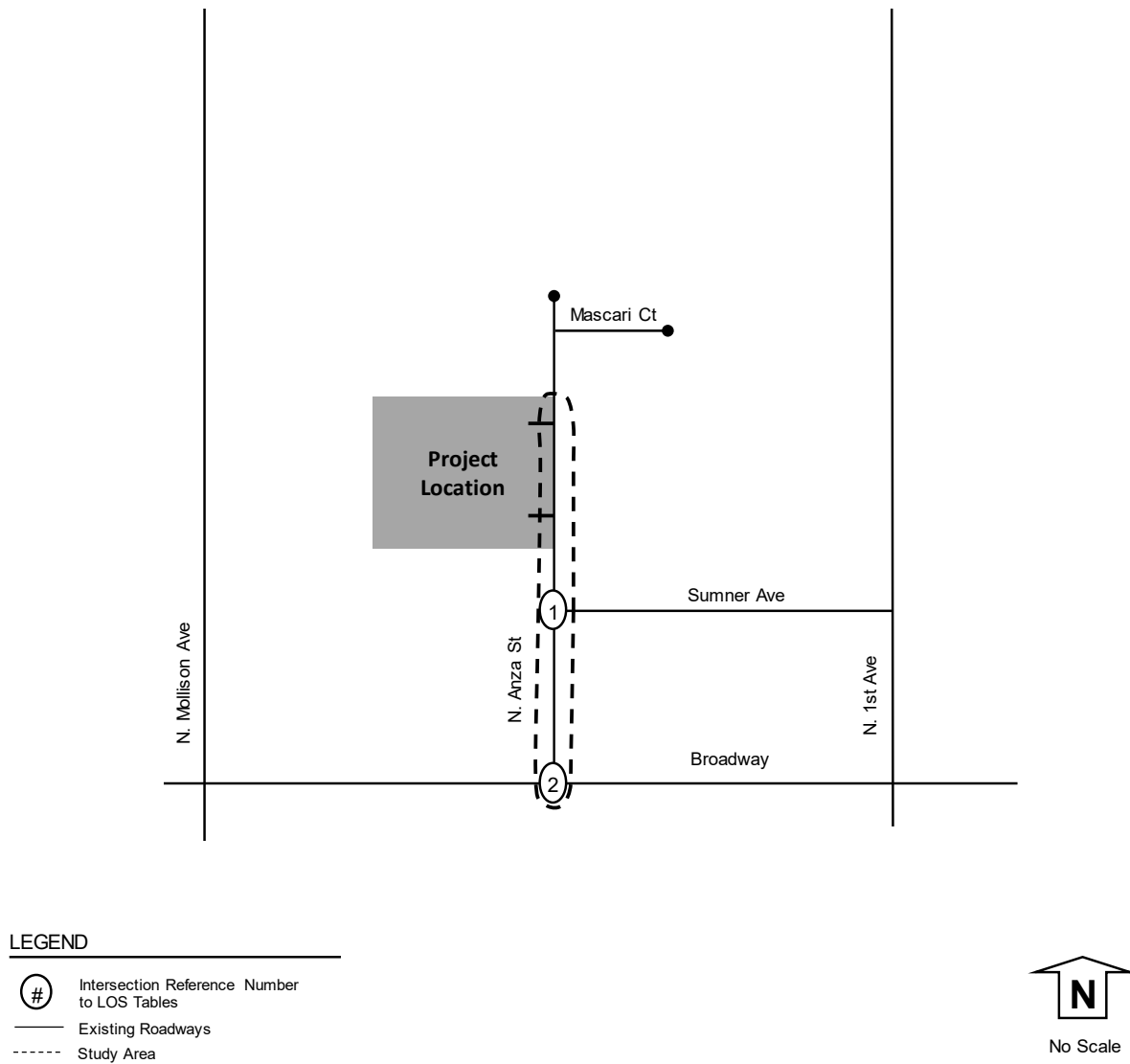
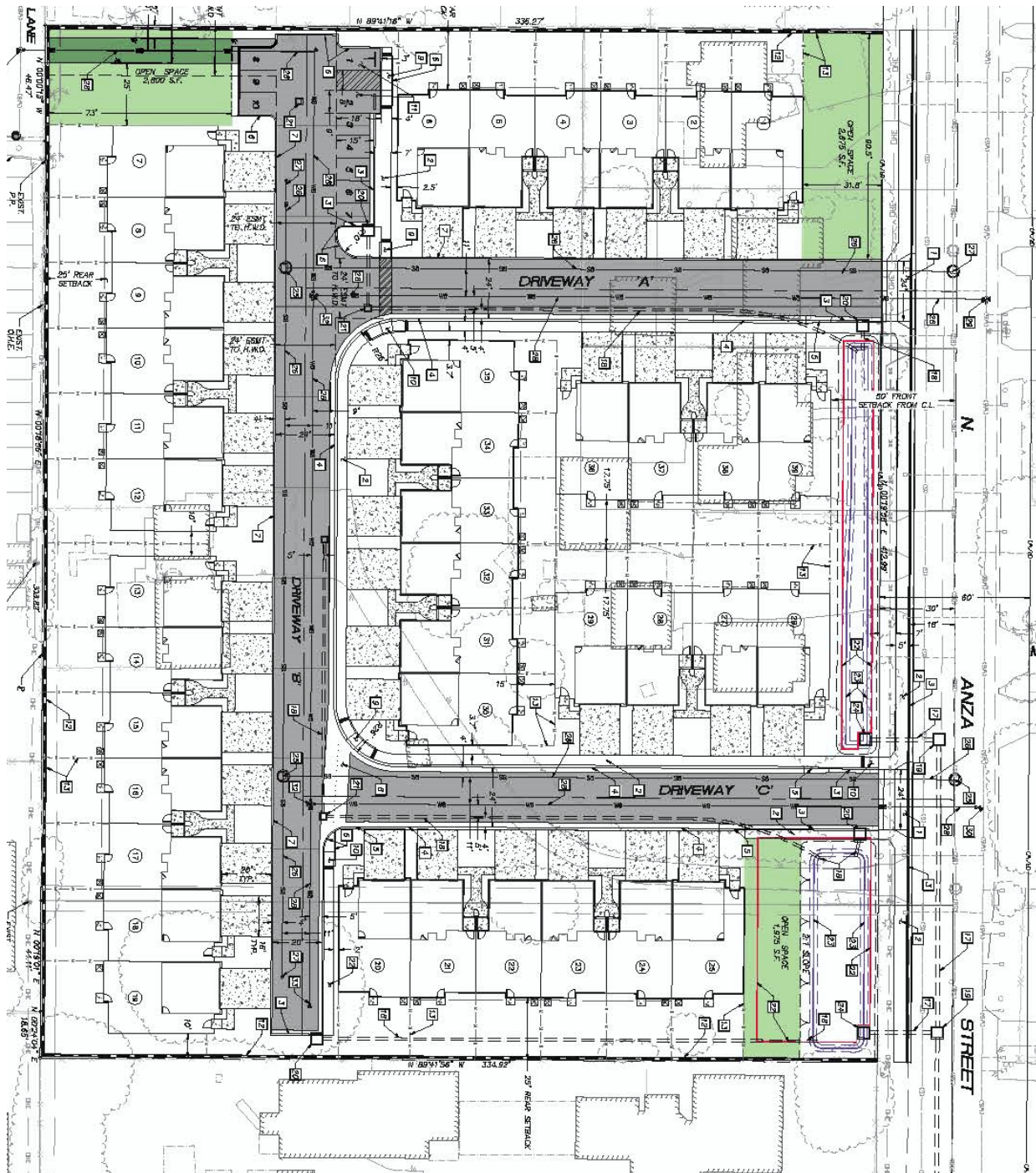


Figure 3: Preliminary Site Plan



No Scale

Source: SB&O, Inc.



LOS Engineering, Inc.

Traffic and Transportation

N. Anza Street 39 MF TIS (PDS2018-TM-5628/REZ-18-003)

1.4 Significance Criteria

This section describes traffic impact significance criteria applied to this project and the SANDAG Congestion Management Program (CMP) requirements.

1.4.1 County of San Diego Guidelines for Determining Significance

Based on the San Diego County *Report Format & Content Requirements Transportation and Traffic*, dated August 24, 2011, a project may have the following allowable increases on congested roadway segments and intersections as shown in **Table 1**.

TABLE 1: COUNTY OF SAN DIEGO SIGNIFICANT TRAFFIC IMPACT THRESHOLDS

Measures of Significant Project Impacts to Congestion Allowable Increases on Congested Roads and Intersections					
Operations	Road Segments			Intersections	
	2-Lane Road	4-Lane Road	6-Lane Road	Signalized	Un-signalized
LOS E	200 ADT	400 ADT	600 ADT	Delay of 2 seconds or less	20 or less peak hour trips on a critical movement
LOS F	100 ADT	200 ADT	300 ADT	Either a Delay of 1 second, or 5 peak hour trips or less on a critical movement	5 or less peak hour trips on a critical movement

Source: County of San Diego *Guidelines for Determining Significance* Tables 1 and 2. Note: A critical movement is one that is experiencing excessive queues. By adding proposed project trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes any trips must mitigate its share of the cumulative impacts. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

A direct impact would occur when the significance criteria are exceeded. If the proposed project exceeds the values provided in the above table, then the individually proposed project would result in a direct traffic impact. Specific improvements to mitigate direct impacts must be identified.

A cumulative impact would occur when two conditions are met: 1) build-out of all near-term projects results in a cumulative traffic impact and 2) the amount of traffic generated by the individual proposed project contributes (even in a small part) to that cumulative impact. Both conditions must be met for an individual project to result in a cumulative traffic impact.

Potential mitigation measures may include traffic signal improvements (i.e. signal coordination), physical road improvements, street re-striping and parking prohibitions, fair-share contributions, and transportation demand management programs.

1.4.2 SANDAG Congestion Management Program Requirements

The San Diego Association of Governments (SANDAG) has the following statement on their website regarding the Congestion Management Program (CMP) - details included in **Appendix A**:

“In October 2009, the San Diego region elected to be exempt from the State CMP and, since this decision, SANDAG has been abiding by 23 CFR 450.320 to ensure the region’s continued compliance with the federal congestion management process.”



2.0 Existing Conditions

This section describes the study area street system, peak hour intersection volumes and daily roadway volumes.

2.1 Existing Transportation Conditions

The study area includes the segment of N. Anza Street from the project to Broadway. The existing roadway conditions are shown in **Figure 4**.

N. Anza Street from the project to Broadway is not classified on the County Mobility Element Network map (a copy of the County Mobility Element map is included in **Appendix B**). This segment of N. Anza Street is generally constructed as a two-lane roadway undivided roadway with one travel lane in each direction and parking on both sides of the roadway. The pavement width varies and is generally between 30 and 36 feet with some areas having a raised curb. This segment was analyzed as a Rural Residential Road with a LOS C capacity of 1,500 ADT based on the County's public road standards. A posted speed limit was not observed on this segment.

2.1.1 Existing Traffic Volumes and LOS Analyses

Existing peak hour intersection volumes were collected from 7-9 AM and 4-6 PM for the following intersections as noted below:

- 1) N. Anza St/Sumner Ave (Tuesday 3/6/18)
- 2) N. Anza St/Broadway (Tuesday 3/6/18)

Additionally, existing daily traffic volumes were collected on the following segments:

- 1) N. Anza Street between Mascari Ct and Sumner Ave (Tuesday 3/6/18)
- 2) N. Anza Street between Sumner Ave and Broadway (Tuesday 3/6/18)

The existing AM, PM, and daily volumes are shown on **Figure 5**, with count data included in **Appendix C**. Intersection and segment LOS are shown in **Tables 2 and 3**, respectively.



Figure 4: Existing Roadway Conditions

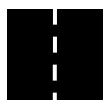
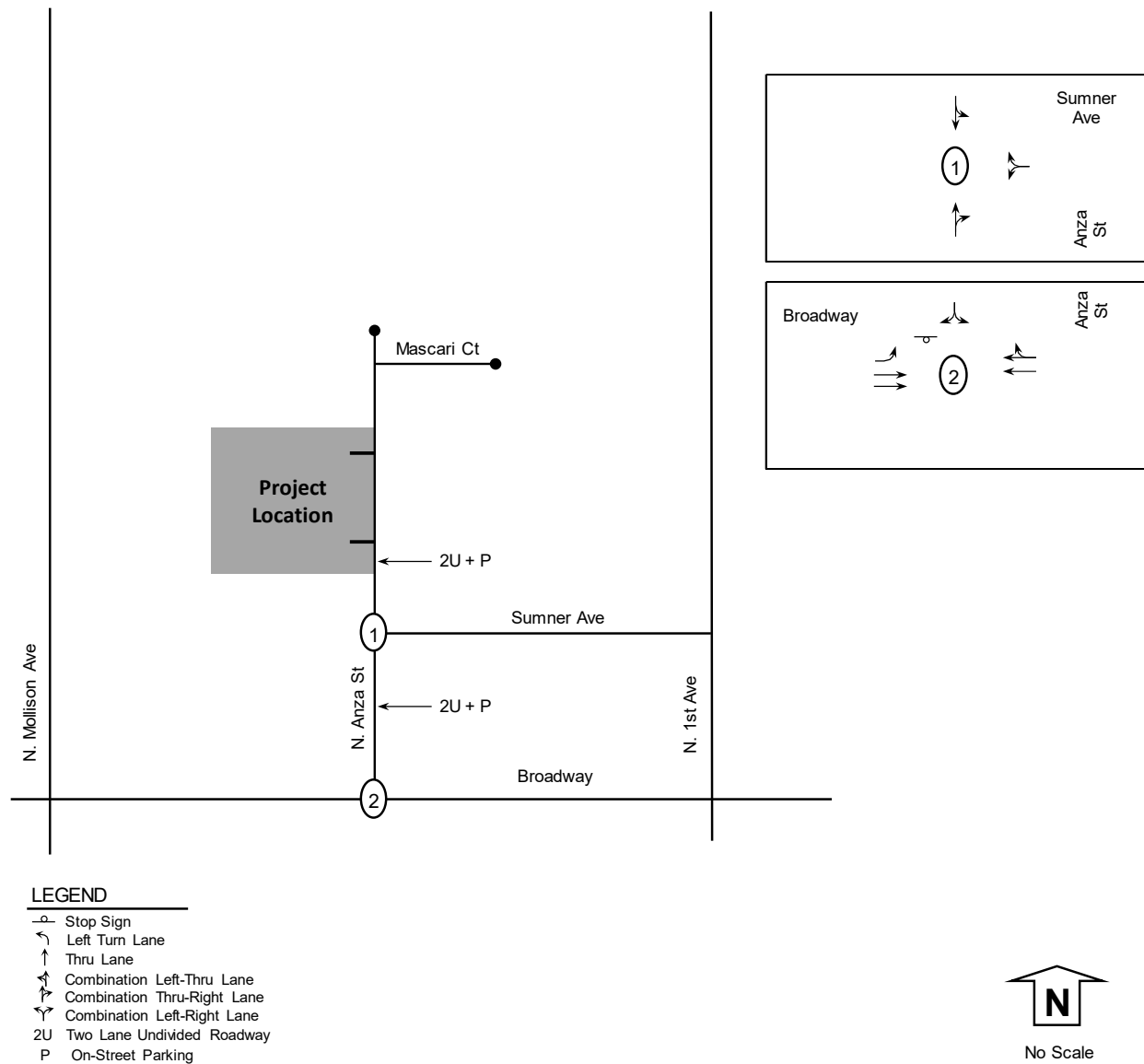


Figure 5: Existing Volumes

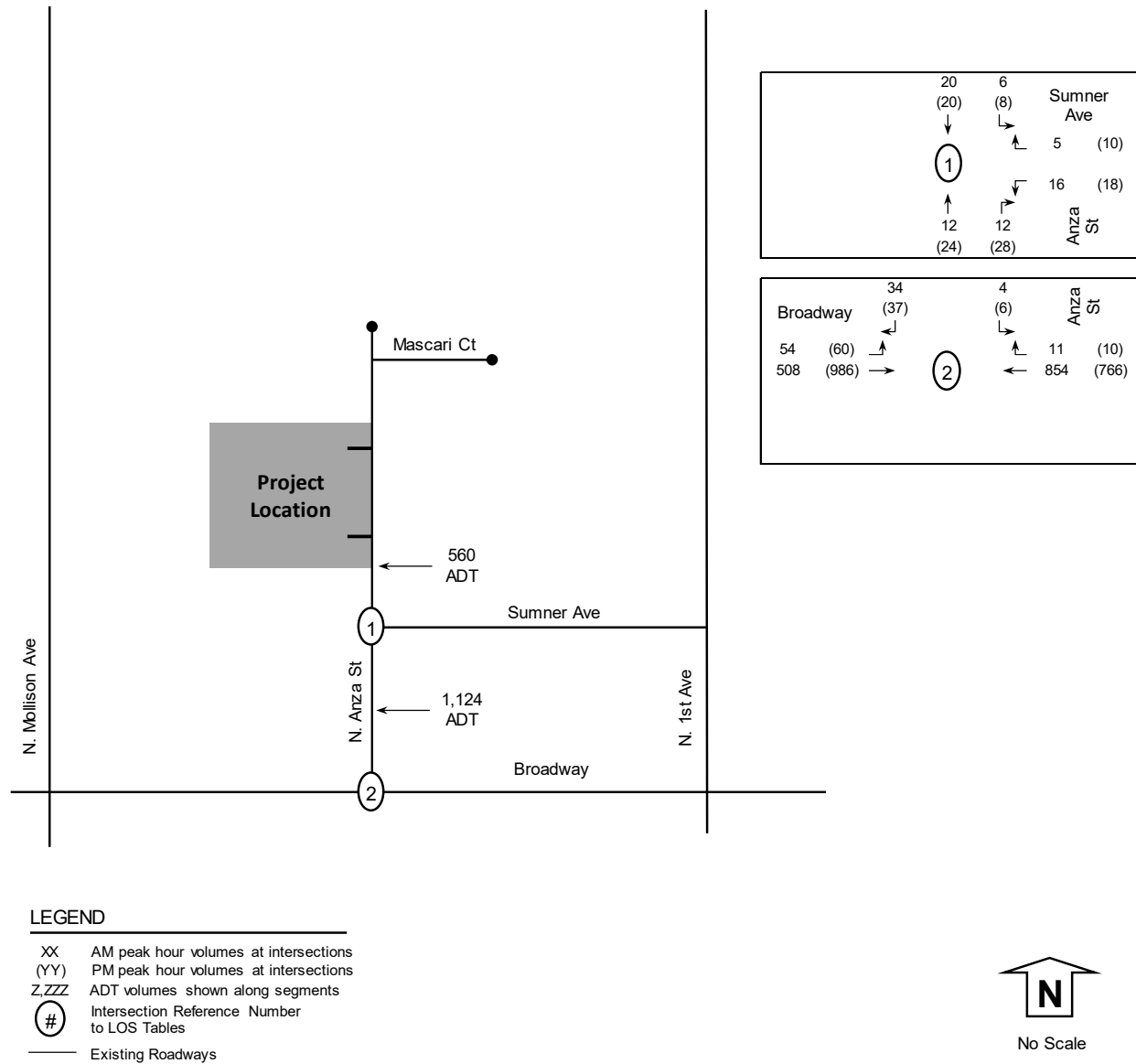


TABLE 2: EXISTING INTERSECTION LEVEL OF SERVICE

Intersection and (Analysis) ¹	Movement	Study Period	Existing	
			Delay ²	LOS ³
1) N. Anza St at Sumner Ave (U)	WB LR	AM	8.8	A
	WB LR	PM	8.9	A
2) N. Anza St at Broadway (U)	SB LR	AM	15.2	C
	SB LR	PM	17.3	C

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds. 3) LOS: Level of Service.

TABLE 3: EXISTING SEGMENT ADT VOLUMES AND LEVEL OF SERVICE

Segment	Non-Mobility	LOS C Capacity	Existing		
			Daily Volume	V/C	LOS
<u>N. Anza Street</u>					
Project Access to Sumner Ave	Rural Residential Road	1,500	560	0.373	C
Sumner Ave to Broadway	Rural Residential Road	1,500	1,124	0.749	C

Notes: 4U+TWLTL = 4 un-divided lanes + two way left turn lane. Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity Ratio.

Under existing conditions, all study elements were calculated to operate at LOS C or better. LOS calculations are included in **Appendix D**.

2.2 Existing Parking, Transit and On-site Circulation

The existing site has five single family homes with some on-site parking for the homes. Current on-site circulation includes driveways to the existing homes.

The Metropolitan Transit System (MTS) shows Bus Route 848, 874, and 875 along Broadway in the vicinity of the project (MTS map and schedules are included in **Appendix E**).



3.0 Project Impact Analysis

This section describes the traffic analysis methodology.

3.1 Analysis and Methodology

The project study area was based on direction from County staff and guidelines as outlined in the County of San Diego *Guidelines for Determining Significance and Report Format and Content Requirements Transportation and Traffic* dated August 24, 2011.

The traffic analyses prepared for this study were based on the *2010 Highway Capacity Manual* (HCM) operations analysis using Level of Service (LOS) evaluation criteria. The operating conditions of the study intersections, roadway segments, and highway segments are measured using the HCM LOS designations, which range from A through F. LOS A represents the best operating condition and LOS F denotes the worst operating condition. The individual LOS criteria for each roadway component are described below.

3.1.1 Intersections

The study intersections were analyzed based on the **operational analysis** outlined in the 2010 HCM. This process defines LOS in terms of **average control delay** per vehicle, which is measured in seconds. LOS at the intersections were calculated using the computer software program Synchro 10.0 (Trafficware Corporation). The HCM LOS for the range of delay by seconds for un-signalized and signalized intersections is described in **Table 4**.

TABLE 4: INTERSECTION LEVEL OF SERVICE DEFINITIONS (HCM 2010)

Level of Service	Un-Signalized (TWSC and AWSC) Control Delay (seconds/vehicle)	Signalized Control Delay (seconds/vehicle)
A	0-10	≤ 10
B	> 10-15	> 10-20
C	> 15-25	> 20-35
D	> 25-35	> 35-55
E	> 35-50	> 55-80
F	> 50	> 80

TWSC: Two Way Stop Control. AWSC: All Way Stop Control. Source: Highway Capacity Manual 2010 (exhibit 19-1 for two way stop control, exhibit 20-2 for all way stop control, and exhibit 18-4 for signalized intersections).

3.1.2 Street Segments

The street segments were analyzed based on the functional classification of the roadway using the County of San Diego *Average Daily Vehicle Trips* capacity lookup table. The roadway segment capacity and LOS standards used to analyze street segments are summarized in **Table 5**.



TABLE 5: STREET SEGMENT DAILY CAPACITY AND LOS (COUNTY OF SAN DIEGO GENERAL PLAN UPDATE)

Mobility Element Roads Classification		LOS A	LOS B	LOS C	LOS D	LOS E
Expressway	6.1	<36,000	<54,000	<70,000	<86,000	<108,000
Prime Arterial	6.2	<22,200	<37,000	<44,600	<50,000	<57,000
Major Road w/raised median	4.1A	<14,800	<24,700	<29,600	<33,400	<37,000
Major Rd w/intermittent turn lanes	4.1B	<13,700	<22,800	<27,400	<30,800	<34,200
Boulevard w/raised median	4.2A	<18,000	<21,000	<24,000	<27,000	<30,000
Boulevard w/Intermittent turn lanes	4.2B	<16,800	<19,600	<22,500	<25,000	<28,000
Community Collector w/raised median	2.1A	<10,000	<11,700	<13,400	<15,000	<19,000
Community Collector w/cont. turn lane	2.1B	<3,000	<6,000	<9,500	<13,500	<19,000
Community Collector w/intermit. turn lane	2.1C	<3,000	<6,000	<9,500	<13,500	<19,000
Community Collector w/improvement opt.	2.1D	<3,000	<6,000	<9,500	<13,500	<19,000
Community Collector	2.1E	<1,900	<4,100	<7,100	<10,900	<16,200
Light Collector w/raised median	2.2A	<3,000	<6,000	<9,500	<13,500	<19,000
Light Collector w/continuous left turn lane	2.2B	<3,000	<6,000	<9,500	<13,500	<19,000
Light Collector w/intermittent turn lane	2.2C	<3,000	<6,000	<9,500	<13,500	<19,000
Light Collector w/ passing lane	2.2D	<3,000	<6,000	<9,500	<13,500	<19,000
Light Collector - no median	2.2E	<1,900	<4,100	<7,100	<10,900	<16,200
Light Collector w/ reduced shoulder	2.2F	<5,800	<6,800	<7,800	<8,700	<9,700
Minor Collector w/raised median	2.3A	<3,000	<6,000	<7,000	<8,000	<9,000
Minor Collector w/intermittent turn lane	2.3B	<3,000	<6,000	<7,000	<8,000	<9,000
Minor Collector – no median	2.3C	<1,900	<4,100	<6,000	<7,000	<8,000
Non-Mobility Element Roads Classification		LOS C				
Rural Residential Road 2 lanes		<1,500				

Source: County of San Diego Public Road Standards, March, 2012.

3.2 Project Trip Generation

The project trip generation was calculated using the SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. The project site with approximately 3.18 acres has a proposed density of approximately 12 dwelling units per acre (39 du/3.18 acers = 12.3 du/ac). A trip credit was not applied for the existing and occupied homes. The project (without a trip credit) is calculated to generate 312 ADT, 25 AM peak hour trips (5 inbound and 20 outbound), and 31 PM peak hour trips (22 inbound and 9 outbound) as shown in **Table 6**.

TABLE 6: PROJECT TRIP GENERATION

Proposed Land Use	Rate	Size & Units	ADT	%	Split	AM			%	Split	PM	
						IN	OUT				IN	OUT
Residential - Multi Family	8 /DU	39 DU	312	8%	0.2 0.8	5	20	10%	0.7 0.3		22	9

Source: SANDAG *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region*, April 2002. ADT: Average Daily Traffic.

Split-percent inbound and outbound. Excel rounding may result in ±1 to above numbers.

3.3 Project Trip Distribution and Assignment

The project distribution was based a review of background traffic patterns and surrounding trip attractors. The project distribution as shown in **Figure 6**. The project trip assignment is shown in **Figure 7**.



Figure 6: Project Distribution

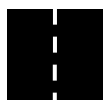
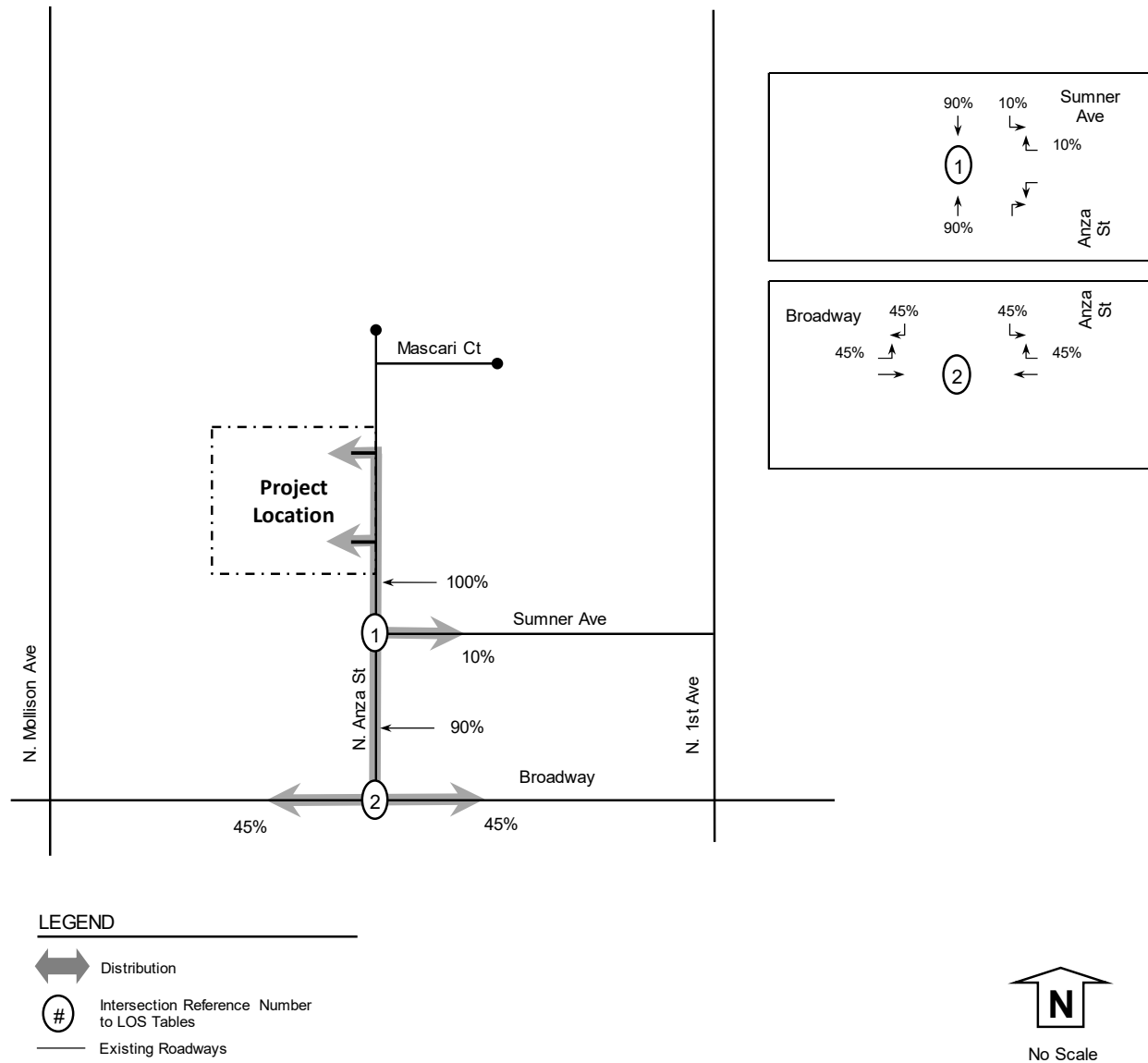
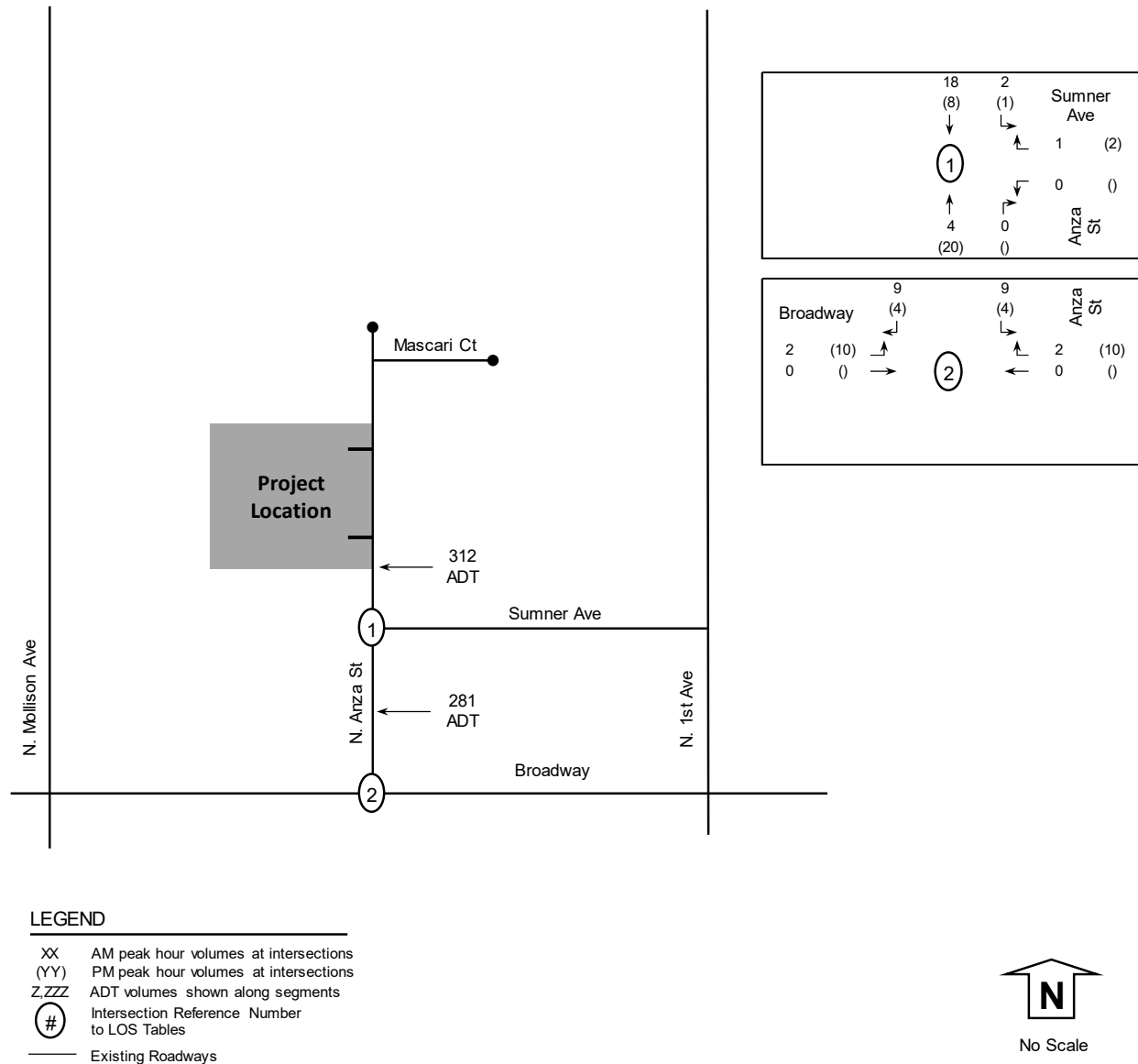


Figure 7: Project Trip Assignment



3.4 Existing + Project Conditions

This section will summarize the analysis for the addition of project traffic onto the existing background traffic for AM, PM, and daily traffic conditions. The peak hour intersection volumes and daily traffic volumes for this scenario of existing + project are shown in **Figure 8**. The LOS calculated for the intersections and segments are shown in **Tables 7 and 8**, respectively.

TABLE 7: EXISTING + PROJECT INTERSECTION LEVEL OF SERVICE

Intersection & Movement (Analysis) ¹	Study	Period	Existing		Existing + Project				
			Delay ²	LOS ³	Delay ²	LOS ³	Delta ⁴	CM Vol ⁵	Direct Impact? ⁶
1) N. Anza St at Sumner Ave (U)	WB LR	AM	8.8	A	8.9	A	0.1	1	No
	WB LR	PM	8.9	A	9.0	A	0.1	2	No
2) N. Anza St at Broadway (U)	SB LR	AM	15.2	C	19.8	C	4.6	18	No
	SB LR	PM	17.3	C	20.9	C	3.6	8	No

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized. 2) Delay - HCM Average Control Delay in seconds. 3) LOS: Level of Service. 4) Delta is the increase in delay from project. 5) Critical Movement Volume. 6) Direct Impact if project traffic exceeds threshold.

TABLE 8: EXISTING + PROJECT SEGMENT ADT VOLUMES AND LEVEL OF SERVICE

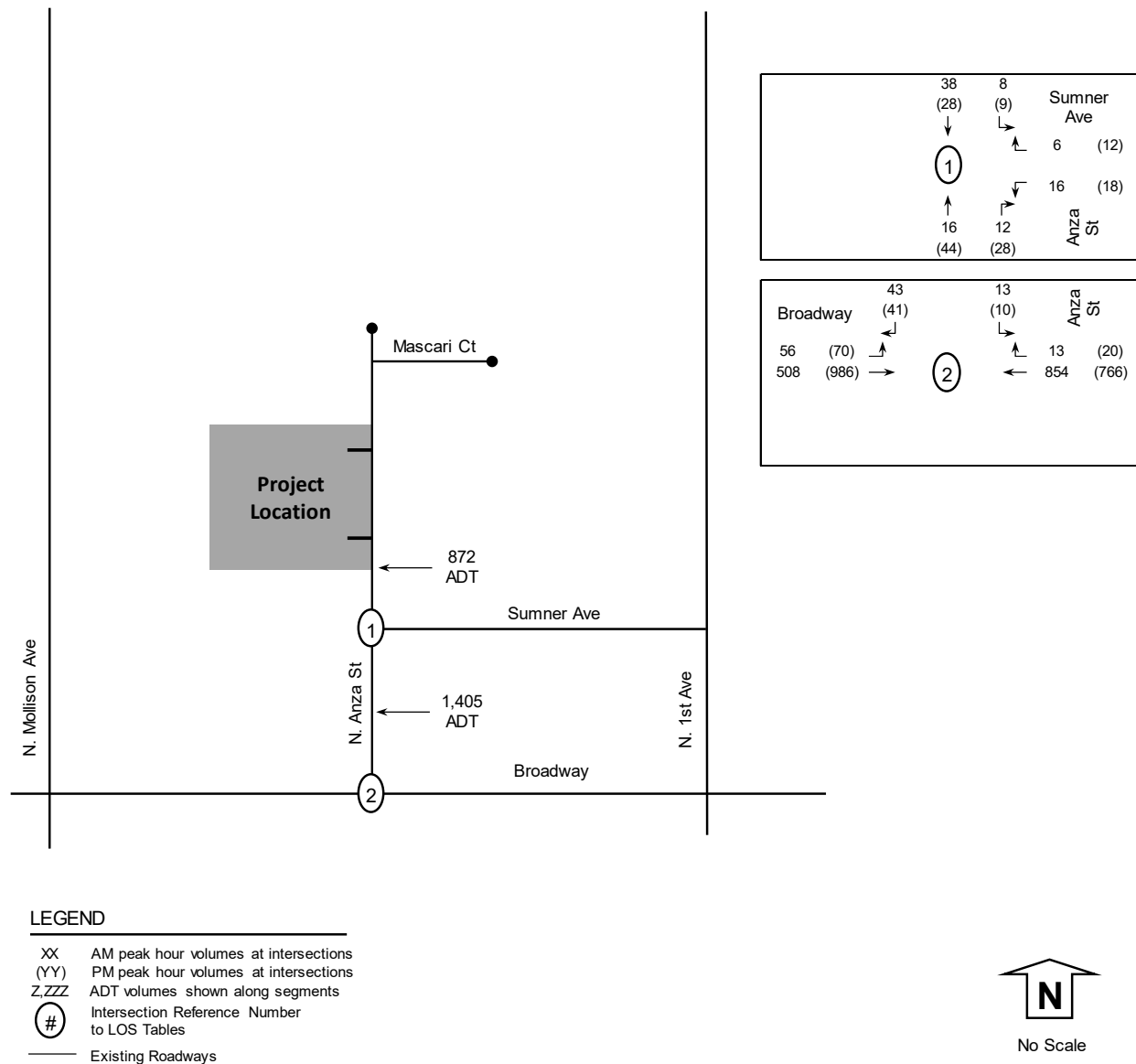
TABLE 3: EXISTING + PROJECT ELEMENTS BY VOLUME AND LEVEL OF SERVICE											
Segment	Non-Mobility	LOS C	Existing			Project	Existing + Project				
			Daily	Daily	Daily	Daily	Change	Direct			
		Capacity	Volume	V/C	LOS	Volume	Volume	V/C	LOS	in V/C	Impact?
<u>N. Anza Street</u>											
Project Access to Sumner Ave	Rural Residential Rd	1,500	560	0.373	C	312	872	0.581	C	0.208	No
Sumner Ave to Broadway	Rural Residential Rd	1,500	1,124	0.749	C	281	1,405	0.937	C	0.187	No

Notes: 4U+TWLTL = 4 un-divided lanes + two way left turn lane. Daily volume is a 24 hour volume. LOS: Level of Service. V/C: Volume to Capacity Ratio.

Under existing + project conditions, all study elements were calculated to operate at LOS C or better. There are no significant direct impacts because the addition of project traffic does not exceed the significance thresholds. LOS calculations are included in **Appendix F**.



Figure 8: Existing + Project Volumes



3.5 Ramps

The project distribution of trips using surrounding interstate on-ramps is anticipated to be 5 or less peak hour trips; therefore, an on-ramp meter analysis is not provided.

3.6 Congestion Management Program

The San Diego Association of Governments (SANDAG) has the following statement on their website regarding the Congestion Management Program (CMP) - details included in Appendix A:

“In October 2009, the San Diego region elected to be exempt from the State CMP and, since this decision, SANDAG has been abiding by 23 CFR 450.320 to ensure the region’s continued compliance with the federal congestion management process.”

3.7 Hazards Due To An Existing Transportation Design Feature

Project has frontage on N. Anza Street. Any required improvements will be constructed to maintain existing conditions as it relates to existing design features.

3.8 Hazards To Pedestrians or Bicyclists

Project has frontage on N. Anza Street. Any required improvements will be constructed to maintain existing conditions as it relates to pedestrian and bicyclists.

3.9 Public Transportation

MTS shows Bus Route 848, 874, and 875 along Broadway in the vicinity of the project (MTS map and schedules are included in Appendix E).

3.10 Impact Summary Table

The project is calculated to have no direct impacts and the potential for cumulative impacts as summarized in **Table 9**.

TABLE 9: IMPACT SUMMARY TABLE

Roadway Facility	Direct Impacts	Cumulative Impacts
Intersections	0	Potential
Segments	0	Potential

Note: To mitigate potential cumulative impacts, the County has established a Traffic Impact Fee (TIF) program.



4.0 General Plan Consistency and Build-out Analysis

The project applicant does not propose a General Plan Amendment nor a Specific Plan Amendment. A Tentative Subdivision Map and Rezone are proposed as part of the project to change the Permitted Building Types from a 1-2 du per lot, to a multi-dwelling or multi-family on the same lot project. The maximum dwelling units allowed under the VR-15 designation is proposed to stay the same.

5.0 Summary of Recommended Mitigation Measures

The project is calculated to have no direct impacts; however, the project may contribute to potential cumulative impacts.

5.1 Cumulative Impacts

Because the proposed project is located within the Lakeside TIF area, the project applicant proposes to pay into the TIF program to mitigate any potential cumulative impacts. The County of San Diego has developed an overall programmatic solution that addresses existing and projected future road deficiencies in the unincorporated portion of San Diego County. This program includes the adoption of a TIF program to fund improvements to roadways necessary to mitigate potential cumulative impacts caused by traffic from future development. Based on SANDAG regional growth and land use forecasts, the SANDAG Regional Transportation Model was utilized to analyze projected build-out development conditions on the existing mobility element roadway network throughout the unincorporated area of the County. Based on the results of the traffic modeling, funding necessary to construct transportation facilities that will mitigate cumulative impacts from new development was identified. Existing roadway deficiencies will be corrected through improvement project funded by other public funding sources, such as TransNet, gas tax, and grants. Potential cumulative impacts to the region's freeways have been addressed in SANDAG's Regional Transportation Plan (RTP). This plan, which considers freeway build-out over the next 30 years, will use funds from TransNET, state, and federal funding to improve freeways to projected level of service objectives in the RTP.

The proposed project is calculated to generate 312 primary daily trips. These trips will be distributed on mobility element roadways in the County that were analyzed by the TIF program, some of which currently are projected to operate at inadequate levels of service. These project trips therefore contribute to a potential significant cumulative impact and mitigation is required. The potential growth represented by this project was included in the growth projections upon which the TIF project is based. The TIF cost is based on the year when building permits are pulled and type of building permit.



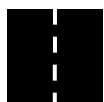
5.2 Summary of Impacts, Mitigation, and Project Improvements

The project is calculated to have no direct impacts and potential cumulative impacts. A summary of project impacts and proposed mitigation is shown in **Table 10**.

TABLE 10: SUMMARY OF PROJECT IMPACTS AND MITIGATION

Roadway Facility	Direct Impacts (Proposed Mitigation)	Cumulative Impacts (Proposed Mitigation)
Intersections	0 (no mitigation required)	Potential (TIF)
Segments	0 (no mitigation required)	Potential (TIF)

Note: To mitigate potential cumulative impacts, the County has established a Traffic Impact Fee (TIF) program.



6.0 References

County of San Diego. August 24, 2011. *Guidelines for Determining Significance and Report Format and Content Requirements Traffic and Transportation*. Print.

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7.0 List of Preparers and Persons and Organizations Contacted

7.1 List of Preparers

Justin Rasas, P.E. (RCE 60690), LOS Engineering, Inc. Author

7.2 Organizations Contacted

Applicant, Sean Santa Cruz

Counts Unlimited, Kris Campos



Appendix A

Congestion Management Program SANDAG Position



**BOARD OF DIRECTORS
OCTOBER 23, 2009**

**AGENDA ITEM NO. 09-10-6
ACTION REQUESTED – INFORMATION**

CONGESTION MANAGEMENT PROGRAM PROCESS

File Number 3100400

Introduction

SANDAG, as the Congestion Management Agency (CMA), is required by state law to prepare and regularly update a Congestion Management Program (CMP) for the San Diego region. The last CMP update was adopted by SANDAG in November 2008. On May 8, 2009, the Board of Directors directed staff to work with local jurisdictions that wished to prepare resolutions electing to opt out of the state CMP. A majority of the jurisdictions representing a majority of the population have adopted resolutions electing to be exempt from the state CMP. This informational report also was presented at the October 16, 2009, Transportation Committee meeting.

Discussion

The purposes of the CMP are to monitor the performance of the transportation system, develop programs to address near-term and long-term congestion, and better integrate transportation and land use planning. SANDAG staff evaluated options for future direction of the CMP and discussed these options at multiple meetings of the Cities/County Transportation Advisory Committee and the Regional Planning Technical Working Group. One option was to streamline the SANDAG CMP process and the other was to opt out of the state CMP process. As previously stated, at its May 8, 2009, meeting, the Board of Directors discussed these options and voted to direct staff to work with local jurisdictions that wished to prepare resolutions electing to opt out of the state CMP.

Assembly Bill (AB) 2419, passed in 1996, allows congestion management agencies to “opt out” of the state CMP process. Section 65088.3 of the California Government Code states *“This chapter does not apply in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopt resolutions electing to be exempt from the congestion management program.”* Over the past few months 14 out of the 19 local jurisdictions, representing a majority of the population in San Diego County have adopted resolutions electing to be exempt from the state CMP process. The local jurisdictions that adopted resolutions include: Carlsbad, Chula Vista, El Cajon, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, City of San Diego, County of San Diego, San Marcos, and Santee.

SANDAG will continue to meet the federal congestion management provisions through existing SANDAG planning and performance monitoring activities, such as the Regional Transportation Plan (RTP) and other multimodal performance monitoring efforts. Federal congestion management provisions are more flexible and utilize the RTP as the primary tool to provide solutions for congestion. The RTP includes identification and evaluation of anticipated performance and expected benefits of appropriate congestion management strategies (demand management, operational improvements, transit improvements, systems management improvements, etc.).

Additionally, appropriate analysis of multimodal strategies and alternatives for corridors is required when an increase in single occupancy vehicle capacity is proposed.

Next Steps

SANDAG staff will notify the California Transportation Commission and State Controller of the region's decision to elect to be exempt from the state CMP.

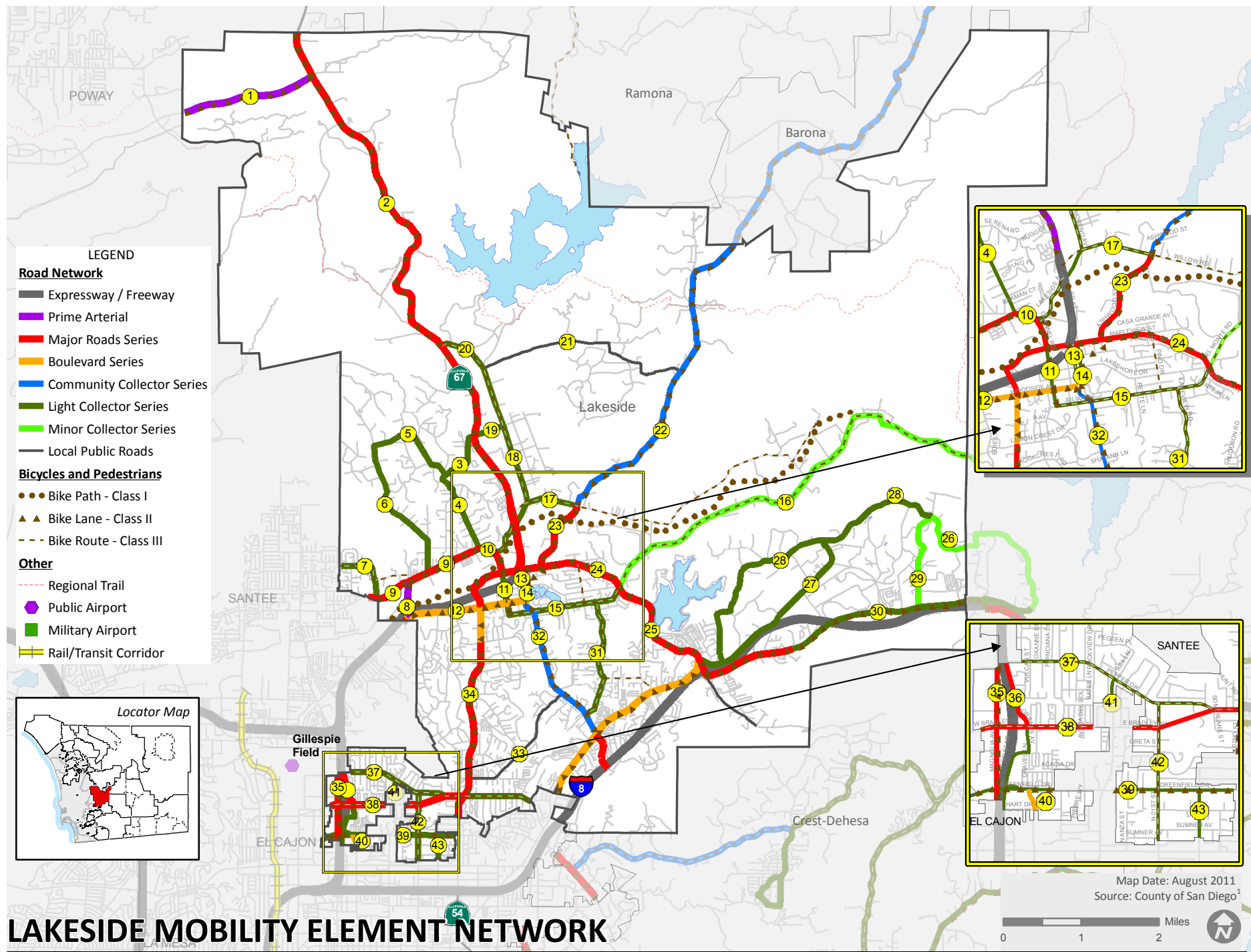
GARY L. GALLEGOS
Executive Director

Key Staff Contact: Heather Werdick, (619) 699-6967, hwe@sandag.org

Funds are budgeted in Work Element #3100400

Appendix B

County of San Diego Mobility Element Excerpts



LAKESIDE MOBILITY ELEMENT NETWORK

Mobility Element Network—Lakeside Community Planning Area Matrix			
ID ^a	Road Segment	Designation/Improvement #.X = [# of lanes].[roadway classification][improvement]	Special Circumstances
1	Scripps Poway Parkway (SA 780) <u>Segment:</u> Poway city limits to SR-67	6.2 Prime Arterial	None
2	State Route 67 <u>Segment:</u> Poway city limits to Santee city limits	4.1B Major Road Intermittent Turn Lanes—Poway city limits to Scripps Poway Parkway 4.1A Major Road Raised Median—Scripps Poway Parkway to Maplevue Street 6.1 Expressway Maplevue Street to Santee city limits	Accepted at LOS E/F <u>Segments:</u> Poway city limits to Sycamore Park Drive and Johnson Lake Road to Posthill Road Additional Improvements ■ Full interchange at Winter Gardens Boulevard ■ Overpass at Maplevue Street ■ Realign Willow Road with Lakeside Avenue and provide a SR-67 overpass
3	Posthill Road (SC 1790) <u>Segment:</u> SR-67 to Valle Vista Road	2.2E Light Collector	None
4	Valle Vista Road (SC 1791) <u>Segment:</u> Posthill Road to Riverside Drive	2.2E Light Collector	None
5	Manzanita Road/ Pinehurst Drive (SC 1780) <u>Segment:</u> Post Hill Road to Oak Creek Drive	2.2E Light Collector	None
6	Oak Creek Drive/Palm Row Drive (SA 1800) <u>Segment:</u> Manzanita Road to Riverside Drive	2.2E Light Collector	None
7	El Nopal (SC 1775) <u>Segment:</u> Santee city limits to Riverside Drive	2.2E Light Collector	None
8	Riverford Road (SC 1800) <u>Segment:</u> Riverside Drive to Woodside Avenue	6.2 Prime Arterial Riverside Drive to westbound SR-67 ramp 4.1B Major Road Intermittent Turn Lanes—Westbound SR-67 ramp to Woodside Avenue	None
9	Riverside Drive (SA 880.2) <u>Segment:</u> Santee city limits to Channel Road	4.1B Major Road Intermittent Turn Lanes	None



Mobility Element Network—Lakeside Community Planning Area Matrix			
ID ^a	Road Segment	Designation/Improvement #.X = [# of lanes].[roadway classification][improvement]	Special Circumstances
10	Lakeside Avenue (SA 880) <u>Segment</u> : Valle Vista Road to SR-67	4.1B Major Road Intermittent Turn Lanes—Valle Vista Road to Channel Road 2.2E Light Collector Channel Road to SR-67	None
11	Channel Road (SC 1910) <u>Segment</u> : Lakeside Avenue to Julian Avenue	4.1B Major Road Intermittent Turn Lanes—Lakeside Avenue to Maplevue Street 2.2B Light Collector Continuous Turn Lane—Maplevue Street to Woodside Avenue 2.2C Light Collector Intermittent Turn Lanes—Woodside Avenue to Julian Avenue	None
12	Woodside Avenue (SF 731) <u>Segment</u> : Santee city limits to Vine Street	4.2A Boulevard Raised Median	Accepted at LOS F <u>Segment</u> : State Route 67 northbound ramp to Riverford Road
13	Maine Avenue (SF 1400) <u>Segment</u> : Maplevue Street to Los Coches Road	2.2E Light Collector Maplevue Street to Woodside Avenue 2.1D Community Collector Improvement Options—Woodside Avenue to Los Coches Road	Accepted at LOS E/F <u>Segment</u> : Maplevue Street to Woodside Avenue Shoulder as Parking Lane Separate Bike Lane required—Maplevue Street to Los Coches Road
14	Vine Street (SA 841) <u>Segment</u> : Maplevue Street to Woodside Avenue	2.2E Light Collector	Shoulder as Parking Lane Separate Bike Lane required—Maplevue Street to Woodside Avenue
15	Julian Avenue (SC 1910) <u>Segment</u> : Channel Road to Lake Jennings Park Road	2.2C Light Collector Intermittent Turn Lanes	Right-of-Way Limitations Potential due to existing development

Mobility Element Network—Lakeside Community Planning Area Matrix			
ID ^a	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
16	El Monte Road (SC 1920) <u>Segment:</u> Lake Jennings Park Road to Mountain Empire Subregion boundary	2.3C Minor Collector	None
17	Willow Road (SA 820) <u>Segment:</u> SR-67 to Wildcat Canyon Road	2.2E Light Collector	Recommended Improvement Align Willow Road with Lakeside Avenue and provide underpass at SR- 67
18	Moreno Avenue (SC 1772) <u>Segment:</u> Vigilante Road to Willow Road	2.2E Light Collector	None
19	San Vicente Avenue (SC 1790) <u>Segment:</u> SR-67 to Moreno Avenue	2.2E Light Collector	None
20	Vigilante Road (SC 1772) <u>Segment:</u> SR-67 to Moreno Avenue	2.2B Light Collector Continuous Turn Lane	Recommended Improvement Align Slaughterhouse Canyon Road with Vigilante Road to form a four-way signalized intersection at SR- 67
21	(Unnamed) Muth Valley Connection <u>Segment:</u> Moreno Avenue to Wildcat Canyon Road	Local Public Road	Public Road on Mobility Element Provide emergency access and connectivity for future development
22	Wildcat Canyon Road (SA 340.2) <u>Segment:</u> Willow Road to Ramona CPA boundary	2.1D Community Collector Improvement Options [Passing Lanes]	Accepted at LOS F <u>Segment:</u> Willow Road to Ramona CPA boundary
23	Ashwood Street (SA 340) <u>Segment:</u> Willow Road to Maplevue Street	4.1A Major Road Raised Median	None
24	Maplevue Street (SC 1805) <u>Segment:</u> Winter Gardens Boulevard to Lake Jennings Park Road	4.1A Major Road Raised Median	Accepted at LOS F Maine Avenue to Ashwood Street Recommended Improvement Underpass at SR-67
25	Lake Jennings Park Road (SA 810) <u>Segment:</u> Maplevue Street to Old Highway 80	4.1B Major Road Intermittent Turn Lanes	Accepted at LOS F <u>Segment:</u> I-8 Business Route to I-8 westbound ramp



Mobility Element Network—Lakeside Community Planning Area Matrix			
ID ^a	Road Segment	Designation/Improvement #.X = [# of lanes].[roadway classification][improvement]	Special Circumstances
26	Broad Oaks Road (SC 1930) <u>Segment:</u> Hawley Road to Alpine CPA boundary	2.3C Minor Collector	None
27	Blossom Valley Road (SA 830.1) <u>Segment:</u> Lake Jennings Park Road to Quail Canyon Road	2.2D Light Collector Improvement Options—Lake Jennings Park Road to Quail Canyon Road 2.2E Light Collector Intermittent Turn Lanes—Quail Canyon Road to Quail Canyon Road	None
28	Quail Canyon Road <u>Segment:</u> Blossom Valley Road to Hawley Road	2.2E Light Collector	None
29	Hawley Road (SC 1940) <u>Segment:</u> Old Highway 80 to Broad Oaks Road	2.3C Minor Collector	None
30	Old Highway 80 (SA 895) <u>Segment:</u> Pepper Drive to Alpine CPA boundary	4.2B Boulevard with Intermittent Turn Lanes Intermittent Turn Lanes—Pepper Drive to Lake Jennings Park Road 4.1B Major Road Intermittent Turn Lanes—Lake Jennings Park Road to Marina Springs Lane 2.2B Light Collector Continuous Turn Lane—Marina Springs Lane to Alpine CPA boundary	None
31	Lakeview Road (SC 1890) <u>Segment:</u> Los Coches Road to Julian Avenue	2.2E Light Collector	None
32	Los Coches Road (SF 1400) <u>Segment:</u> Julian Avenue to Interstate 8	2.1D Community Collector Improvement Options—Julian Avenue to Old Highway 80 4.1B Major Road Continuous Turn Lane—Old Highway 80 to Interstate 8	Accepted at LOS E/F <u>Segment:</u> Woodside Avenue to I-8 Business Route Shoulder as Parking Lane Separate Bike Lane required—Mapleview Street to Woodside Avenue

Mobility Element Network—Lakeside Community Planning Area Matrix			
ID ^a	Road Segment	Designation/Improvement #.X = [# of lanes].[roadway classification][improvement]	Special Circumstances
33	Melrose Extension <u>Segment:</u> Winter Gardens Boulevard to Los Coches Road	Local Public Road	None
34	Winter Gardens Boulevard (SF 1399) <u>Segment:</u> SR-67 to El Cajon city limits	4.1A Major Road Raised Median—SR-67 to Woodside Avenue 4.2A Boulevard Raised Median—Woodside Avenue to Lemoncrest Drive 4.1A Major Road Continuous Turn Lane—Woodside Avenue to El Cajon city limits	Recommended Improvement Full interchange for SR-67
35	Magnolia Avenue (SC 850) <u>Segment:</u> Santee city limits to El Cajon city limits	4.1B Major Road Intermittent Turn Lanes	None
36	Graves Avenue (SC 1880) <u>Segment:</u> Pepper Drive to Bradley Avenue	4.1B Major Road Intermittent Turn Lanes—Pepper Drive to Bradley Avenue 2.2C Light Collector Intermittent Turn Lanes—Bradley Avenue to El Cajon city limits	None
37	Pepper Drive (SC 1870) <u>Segment:</u> Graves Avenue to El Cajon city limits	2.2C Light Collector Intermittent Turn Lanes—Graves Avenue to Bradley Avenue 4.1B Major Road Intermittent Turn Lanes—Bradley Avenue to Winter Gardens Boulevard 2.2C Light Collector Intermittent Turn Lanes—Winter Gardens Boulevard to El Cajon city limits	None



Mobility Element Network—Lakeside Community Planning Area Matrix			
ID ^a	Road Segment	Designation/Improvement #.#X = [# of lanes].[roadway classification][improvement]	Special Circumstances
38	Bradley Avenue (SA 890) <u>Segments:</u> El Cajon city limits to El Cajon city limits (near Mollison Avenue) and El Cajon city limits to Pepper Drive	4.1B Major Road Intermittent Turn Lanes	None
39	Greenfield Drive (SC 1860) <u>Segment:</u> El Cajon city limits to El Cajon city limits (near Mollison Avenue) and El Cajon city limits to Pepper Drive	2.2B Light Collector Continuous Turn Lane	None
40	Ballantyne Street (SC 1880) <u>Segment:</u> Greenfield Drive to El Cajon city limits	4.2B Boulevard Intermittent Turn Lanes	None
41	North Mollison Avenue (SC 1871) <u>Segment:</u> Pepper Drive to El Cajon city limits	2.2E Light Collector	None
42	North First Street (SC 1869) <u>Segment:</u> Pepper Drive to El Cajon city limits	2.2E Light Collector	None
43	Oro Street <u>Segment:</u> El Cajon city limits to El Cajon city limits	2.2E Light Collector	None

a. ID = Roadway segment on Figure M-A-10

Appendix C

Count Data



PO Box 1178
Corona, CA 92880
951-268-6268

Location: County of San Diego
N/S: Anza Street
E/W: Sumner Avenue

Date: 3/6/2018
Day: TUESDAY
Project # 143-18170

TURNING MOVEMENT COUNT

Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:30 AM to 8:30 AM

Vehicle Counts

	Anza Street Northbound			Anza Street Southbound			Sumner Avenue Eastbound			Sumner Avenue Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	2	0	4	0	0	0	0	3	0	0	9
7:15 AM	0	1	1	2	5	0	0	0	0	2	0	0	11
7:30 AM	0	1	3	3	8	0	0	0	0	5	0	2	22
7:45 AM	0	4	3	1	6	0	0	0	0	3	0	1	18
8:00 AM	0	5	4	0	3	0	0	0	0	6	0	0	18
8:15 AM	0	2	2	2	3	0	0	0	0	2	0	2	13
8:30 AM	0	1	4	0	5	0	0	0	0	3	0	0	13
8:45 AM	0	3	3	1	4	0	0	0	0	5	0	1	17
TOTAL VOLUMES:	0	17	22	9	38	0	0	0	0	29	0	6	121

AM Peak Hr Begins at: 730 AM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	12	12	6	20	0	0	0	0	16	0	5	71

PEAK HR FACTOR:	0.667	0.591	0.000	0.750	0.807
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Bicycle Counts

	Anza Street Northbound			Anza Street Southbound			Sumner Avenue Eastbound			Sumner Avenue Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	0	2	1	0	1	0	0	0	0	0	0	0	4

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	1	0	0	0	0	0	0	0	0	0	1

Pedestrian Counts

	Anza Street North Leg		Anza Street South Leg		Sumner Avenue East Leg		Sumner Avenue West Leg		TOTAL
7:00 AM	0		0		1		1		2
7:15 AM	3		0		0		0		3
7:30 AM	0		0		0		0		0
7:45 AM	0		0		0		0		0
8:00 AM	1		0		0		0		1
8:15 AM	0		0		0		0		0
8:30 AM	1		0		1		0		2
8:45 AM	0		0		1		0		1
TOTAL VOLUMES:	5		0		3		1		9

	North Leg		South Leg		East Leg		West Leg		TOTAL
PEAK VOLUMES:	1		0		0		0		1



PO Box 1178
Corona, CA 92880
951-268-6268

Location: County of San Diego
N/S: Anza Street
E/W: Sumner Avenue

Date: 3/6/2018
Day: TUESDAY
Project # 143-18170

TURNING MOVEMENT COUNT

Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM

Vehicle Counts

	Anza Street Northbound			Anza Street Southbound			Sumner Avenue Eastbound			Sumner Avenue Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	5	7	1	3	0	0	0	0	7	0	5	28
4:15 PM	0	6	9	2	6	0	0	0	0	3	0	3	29
4:30 PM	0	6	5	3	4	0	0	0	0	4	0	0	22
4:45 PM	0	7	7	2	7	0	0	0	0	4	0	2	29
5:00 PM	0	5	6	0	2	0	0	0	0	5	0	2	20
5:15 PM	0	5	9	1	6	0	0	0	0	6	0	1	28
5:30 PM	0	6	8	3	2	0	0	0	0	4	0	2	25
5:45 PM	0	9	6	0	3	0	0	0	0	7	0	4	29
TOTAL VOLUMES:	0	49	57	12	33	0	0	0	0	40	0	19	210

PM Peak Hr Begins at: 400 PM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	24	28	8	20	0	0	0	0	18	0	10	108

PEAK HR FACTOR:	0.867	0.778	0.000	0.583	0.931
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Bicycle Counts

	Anza Street Northbound			Anza Street Southbound			Sumner Avenue Eastbound			Sumner Avenue Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	1	1	0	0	0	0	0	0	1	5

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	2	0	0	1	0	0	0	0	0	0	0	3

Pedestrian Counts

	Anza Street North Leg	Anza Street South Leg	Sumner Avenue East Leg	Sumner Avenue West Leg	TOTAL
4:00 PM	0	0	1	0	1
4:15 PM	0	0	3	0	3
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1
5:15 PM	0	0	2	0	2
5:30 PM	0	0	8	0	8
5:45 PM	0	0	2	0	2
TOTAL VOLUMES:	0	0	18	0	18

	North Leg	South Leg	East Leg	West Leg	TOTAL
PEAK VOLUMES:	0	0	5	0	5



PO Box 1178
Corona, CA 92880
951-268-6268

Location: City of El Cajon
N/S: Anza Street
E/W: Broadway

Date: 3/6/2018
Day: TUESDAY
Project # 143-18170

TURNING MOVEMENT COUNT

Count Period: 7:00 AM to 9:00 AM
Peak Hour: 7:45 AM to 8:45 AM

Vehicle Counts

	Anza Street Northbound			Anza Street Southbound			Broadway Eastbound			Broadway Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	1	0	7	2	79	0	0	117	1	207
7:15 AM	0	0	0	0	0	8	5	68	0	0	141	0	222
7:30 AM	0	0	0	3	0	10	5	102	0	0	174	3	297
7:45 AM	0	0	0	1	0	9	15	126	0	0	203	2	356
8:00 AM	0	0	0	2	0	10	16	116	0	0	260	5	409
8:15 AM	0	0	0	1	0	5	10	142	0	0	181	2	341
8:30 AM	0	0	0	0	0	10	13	124	0	0	210	2	359
8:45 AM	0	0	0	0	0	10	9	109	0	0	221	3	352
TOTAL VOLUMES:	0	0	0	8	0	69	75	866	0	0	1507	18	2543

AM Peak Hr Begins at: 745 AM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	4	0	34	54	508	0	0	854	11	1465

PEAK HR FACTOR:	0.000	0.792	0.924	0.816	0.895
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Bicycle Counts

	Anza Street Northbound			Anza Street Southbound			Broadway Eastbound			Broadway Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	2
TOTAL VOLUMES:	0	0	0	0	0	0	1	3	0	0	4	1	9

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	0	0	0	1	0	0	0	2	0	3

Pedestrian Counts

	Anza Street North Leg		Anza Street South Leg		Broadway East Leg		Broadway West Leg		TOTAL
7:00 AM	1		0		0		0		1
7:15 AM	1		0		0		0		1
7:30 AM	1		0		0		0		1
7:45 AM	0		0		0		0		0
8:00 AM	4		0		0		0		4
8:15 AM	1		0		0		0		1
8:30 AM	0		0		0		0		0
8:45 AM	1		0		0		0		1
TOTAL VOLUMES:	9		0		0		0		9

	North Leg		South Leg		East Leg		West Leg		TOTAL
PEAK VOLUMES:	5		0		0		0		5



PO Box 1178
Corona, CA 92880
951-268-6268

Location: City of El Cajon
N/S: Anza Street
E/W: Broadway

Date: 3/6/2018
Day: TUESDAY
Project # 143-18170

TURNING MOVEMENT COUNT

Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

Vehicle Counts

	Anza Street Northbound			Anza Street Southbound			Broadway Eastbound			Broadway Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	2	0	5	11	266	0	0	179	3	466
4:15 PM	0	0	0	2	0	11	23	234	0	0	165	4	439
4:30 PM	0	0	0	1	0	12	12	209	0	0	178	5	417
4:45 PM	0	0	0	2	0	10	15	215	0	0	208	2	452
5:00 PM	0	0	0	1	0	12	13	264	0	0	190	2	482
5:15 PM	0	0	0	2	0	10	13	267	0	0	181	1	474
5:30 PM	0	0	0	1	0	5	19	240	0	0	187	5	457
5:45 PM	0	0	0	1	0	10	17	205	0	0	175	3	411
TOTAL VOLUMES:	0	0	0	12	0	75	123	1900	0	0	1463	25	3598

PM Peak Hr Begins at: 445 PM

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	6	0	37	60	986	0	0	766	10	1865

PEAK HR FACTOR:	0.000	0.827	0.934	0.924	0.967
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Bicycle Counts

	Anza Street Northbound			Anza Street Southbound			Broadway Eastbound			Broadway Westbound			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	1	0	0	0	4	0	5

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
PEAK VOLUMES:	0	0	0	0	0	0	1	0	0	0	1	0	2

Pedestrian Counts

	Anza Street North Leg	Anza Street South Leg	Broadway East Leg	Broadway West Leg	TOTAL
4:00 PM	3	0	2	0	5
4:15 PM	1	0	0	0	1
4:30 PM	1	0	0	0	1
4:45 PM	1	0	0	0	1
5:00 PM	8	0	1	3	12
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	4	0	1	0	5
TOTAL VOLUMES:	18	0	4	3	25

	North Leg	South Leg	East Leg	West Leg	TOTAL
PEAK VOLUMES:	9	0	1	3	13



City of El Cajon
Anza Street
B/ Mazzola Street - Sumner Avenue

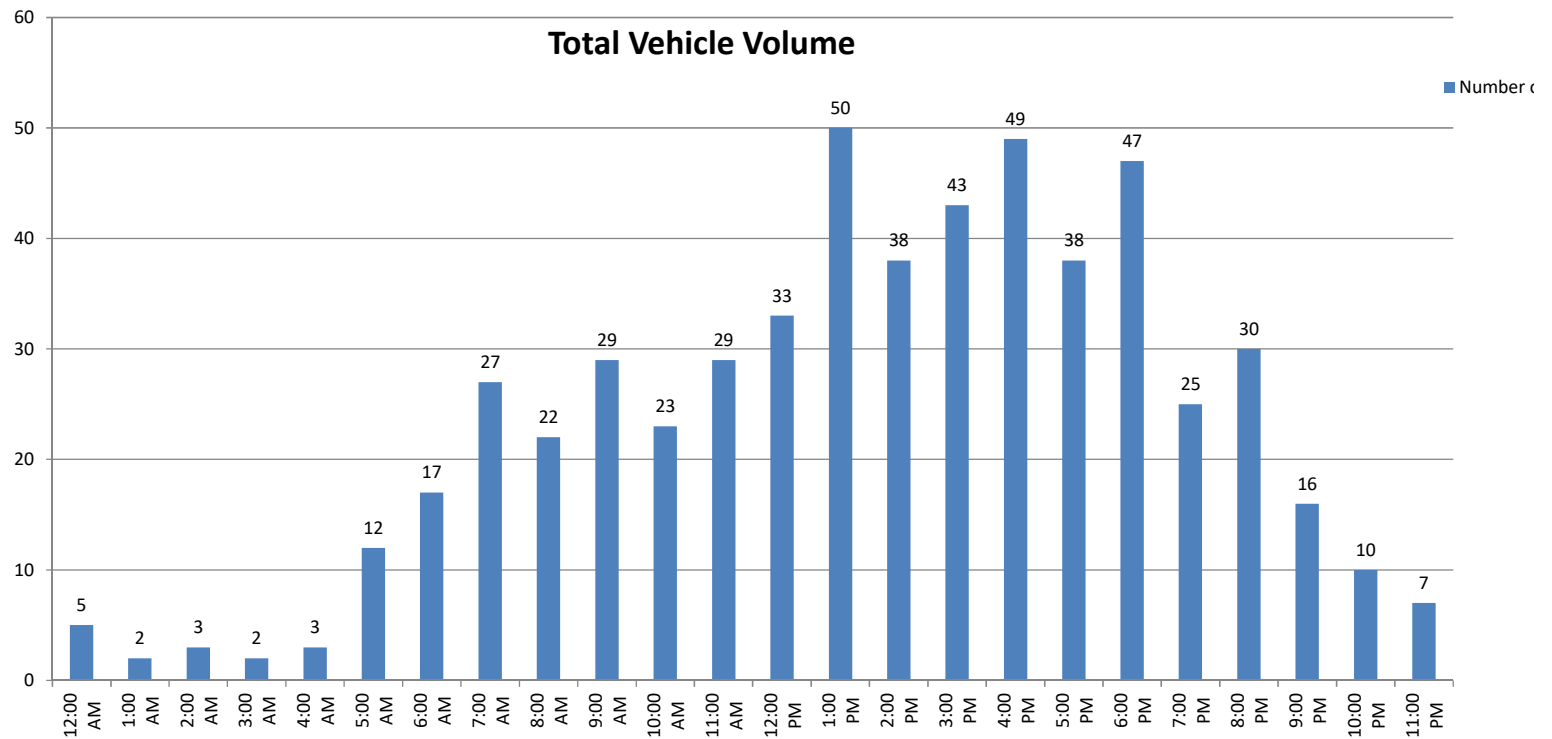
File Name 001
Site Code: 143-18170
24 Hour Directional Volume Count

Date: 3/6/2018	Northbound				Southbound				Combined Totals	
	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals			
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	10			0	4				
12:15	1	2			1	5				
12:30	1	3			1	4				
12:45	1	3	3	18	0	2	2	15	5	33
1:00	0	3			0	8				
1:15	0	4			0	3				
1:30	0	10			0	9				
1:45	1	5	1	22	1	8	1	28	2	50
2:00	0	9			0	7				
2:15	0	3			1	3				
2:30	1	6			1	4				
2:45	0	2	1	20	0	4	2	18	3	38
3:00	0	9			0	9				
3:15	0	2			0	6				
3:30	0	3			0	2				
3:45	1	7	1	21	1	5	1	22	2	43
4:00	0	8			0	8				
4:15	1	7			1	6				
4:30	0	2			0	5				
4:45	0	8	1	25	1	5	2	24	3	49
5:00	0	3			1	3				
5:15	0	5			4	2				
5:30	0	4			6	9				
5:45	0	9	0	21	1	3	12	17	12	38
6:00	1	8			3	7				
6:15	1	3			1	4				
6:30	2	11			1	9				
6:45	1	1	5	23	7	4	12	24	17	47
7:00	0	2			5	0				
7:15	2	5			5	4				
7:30	3	6			7	1				
7:45	2	3	7	16	3	4	20	9	27	25
8:00	3	5			1	9				
8:15	6	6			4	1				
8:30	0	3			5	3				
8:45	2	0	11	14	1	3	11	16	22	30
9:00	4	2			6	0				
9:15	3	4			4	1				
9:30	1	4			6	2				
9:45	1	2	9	12	4	1	20	4	29	16
10:00	2	0			5	1				
10:15	0	2			4	1				
10:30	2	2			6	1				
10:45	3	2	7	6	1	1	16	4	23	10
11:00	0	1			0	1				
11:15	4	2			8	2				
11:30	2	1			3	0				
11:45	6	0	12	4	6	0	17	3	29	7
Totals	58	202			116	184				
Combined Totals		260				300				
ADT										560
AM Peak Hour	730	AM			645	AM				
Volume	14				24					
P.H.F.	0.583				0.857					
PM Peak Hour		545	PM			100	PM			
Volume		31				28				
P.H.F.		0.705				0.778				
Percentage	22.3%	77.7%			38.7%	61.3%				



24 Hour Volume Plot
Anza Street
B/ Mazzola Street - Sumner Avenue
3/6/2018

Start Time	3/6/2018
12:00 AM	5
1:00 AM	2
2:00 AM	3
3:00 AM	2
4:00 AM	3
5:00 AM	12
6:00 AM	17
7:00 AM	27
8:00 AM	22
9:00 AM	29
10:00 AM	23
11:00 AM	29
12:00 PM	33
1:00 PM	50
2:00 PM	38
3:00 PM	43
4:00 PM	49
5:00 PM	38
6:00 PM	47
7:00 PM	25
8:00 PM	30
9:00 PM	16
10:00 PM	10
11:00 PM	7
Total	560



Volumes represent the combined totals for both directions



City of El Cajon
Anza Street
B/ Sumner Avenue - Broadway

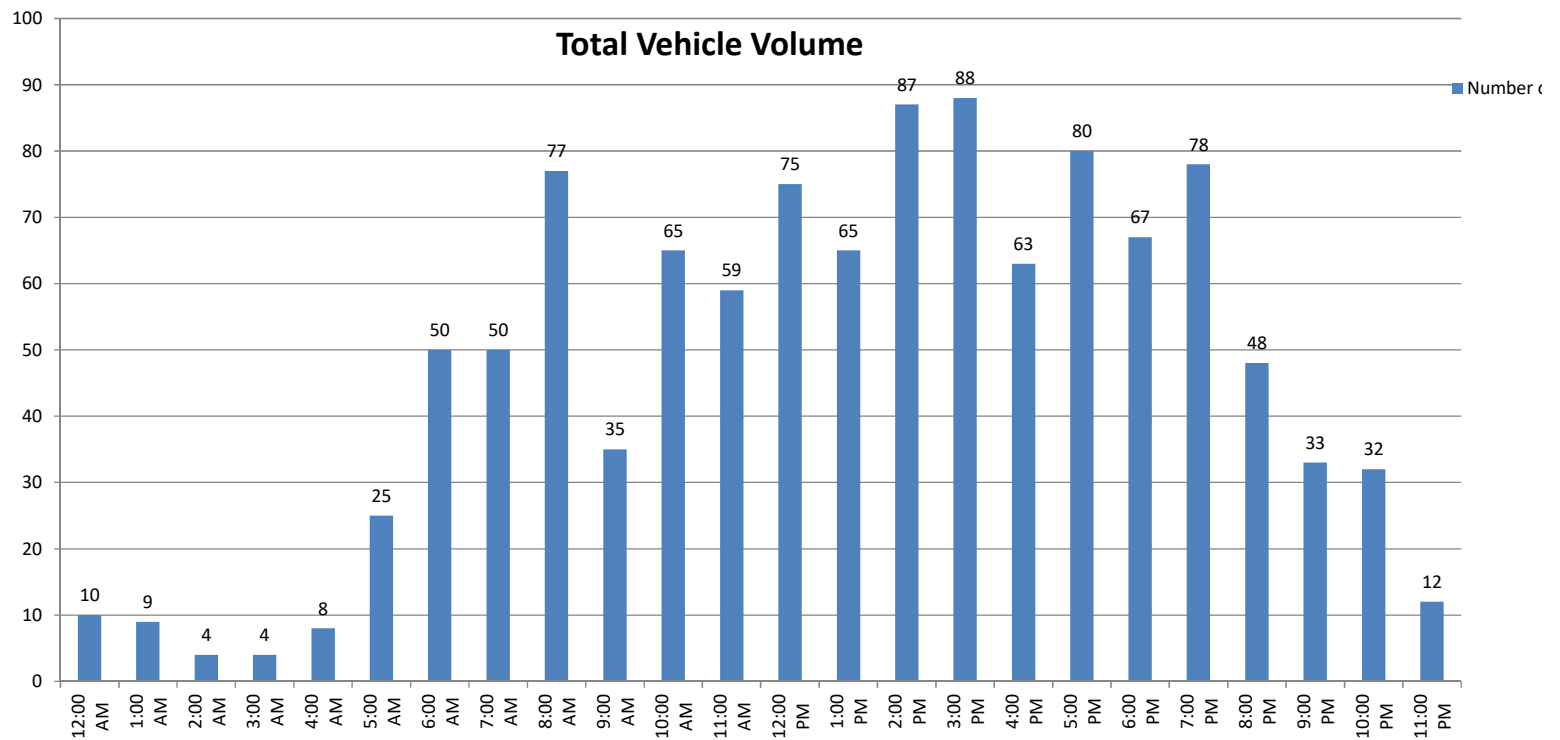
File Name 002
Site Code: 143-18170
24 Hour Directional Volume Count

Date: 3/8/2018	Northbound				Southbound					
	15 Minute Totals		Hourly Totals		15 Minute Totals		Hourly Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	4	9			1	14				
12:15	3	12			0	7				
12:30	0	3			2	12				
12:45	0	7	7	31	0	11	3	44	10	75
1:00	3	9			0	7				
1:15	0	9			1	4				
1:30	2	9			3	13				
1:45	0	9	5	36	0	5	4	29	9	65
2:00	0	16			0	15				
2:15	2	18			1	9				
2:30	0	8			0	9				
2:45	1	7	3	49	0	5	1	38	4	87
3:00	0	11			0	10				
3:15	0	16			1	7				
3:30	0	15			1	9				
3:45	2	13	2	55	0	7	2	33	4	88
4:00	0	13			0	11				
4:15	0	7			3	6				
4:30	0	8			1	2				
4:45	1	14	1	42	3	2	7	21	8	63
5:00	1	15			3	6				
5:15	1	9			4	9				
5:30	1	15			7	6				
5:45	0	14	3	53	8	6	22	27	25	80
6:00	2	13			3	12				
6:15	2	11			13	12				
6:30	4	4			12	3				
6:45	4	8	12	36	10	4	38	31	50	67
7:00	1	15			6	10				
7:15	2	7			8	7				
7:30	2	15			12	7				
7:45	7	9	12	46	12	8	38	32	50	78
8:00	7	9			14	4				
8:15	3	12			11	6				
8:30	10	5			11	2				
8:45	6	7	26	33	15	3	51	15	77	48
9:00	6	7			6	1				
9:15	0	6			4	1				
9:30	4	6			8	3				
9:45	4	5	14	24	3	4	21	9	35	33
10:00	5	5			7	4				
10:15	4	8			9	2				
10:30	10	3			16	5				
10:45	9	2	28	18	5	3	37	14	65	32
11:00	5	2			8	2				
11:15	9	0			8	2				
11:30	6	1			7	3				
11:45	7	1	27	4	9	1	32	8	59	12
Totals	140	427			256	301				
Combined Totals	567				557					
ADT	1124									
AM Peak Hour	1030	AM			800	AM				
Volume	33				51					
P.H.F.	0.825				0.850					
PM Peak Hour		315	PM			1200	PM			
Volume		57				44				
P.H.F.		0.891				0.786				
Percentage	24.7%	75.3%			46.0%	54.0%				



24 Hour Volume Plot
Anza Street
B/ Sumner Avenue - Broadway
3/8/2018

Start Time	3/8/2018
12:00 AM	10
1:00 AM	9
2:00 AM	4
3:00 AM	4
4:00 AM	8
5:00 AM	25
6:00 AM	50
7:00 AM	50
8:00 AM	77
9:00 AM	35
10:00 AM	65
11:00 AM	59
12:00 PM	75
1:00 PM	65
2:00 PM	87
3:00 PM	88
4:00 PM	63
5:00 PM	80
6:00 PM	67
7:00 PM	78
8:00 PM	48
9:00 PM	33
10:00 PM	32
11:00 PM	12
Total	1124



Volumes represent the combined totals for both directions

Appendix D

Existing LOS Calculations

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	5	12	12	6	20
Future Vol, veh/h	16	5	12	12	6	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	5	13	13	7	22
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	56	20	0	0	26	0
Stage 1	20	-	-	-	-	-
Stage 2	36	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	952	1058	-	-	1588	-
Stage 1	1003	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	948	1058	-	-	1588	-
Mov Cap-2 Maneuver	948	-	-	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	8.8	0		1.7		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 972		1588	-	
HCM Lane V/C Ratio	-	- 0.023		0.004	-	
HCM Control Delay (s)	-	- 8.8		7.3	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0.1		0	-	

AM Existing
2: Broadway & Anza St

HCM 2010 TWSC

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	54	508	854	11	4	34
Future Vol, veh/h	54	508	854	11	4	34
Conflicting Peds, #/hr	10	0	0	10	0	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	59	552	928	12	4	37

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	950	0	0 1338 485
Stage 1	-	-	- 944 -
Stage 2	-	-	- 394 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	719	-	- 144 528
Stage 1	-	-	- 339 -
Stage 2	-	-	- 650 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	711	-	- 129 520
Mov Cap-2 Maneuver	-	-	- 129 -
Stage 1	-	-	- 307 -
Stage 2	-	-	- 643 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	15.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	711	-	-	-	394
HCM Lane V/C Ratio	0.083	-	-	-	0.105
HCM Control Delay (s)	10.5	-	-	-	15.2
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.3

LOS Engineering, Inc.

Intersection

Int Delay, s/veh 2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	10	24	28	8	20
Future Vol, veh/h	18	10	24	28	8	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	11	26	30	9	22

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	81	41	0
Stage 1	41	-	-
Stage 2	40	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	921	1030	-
Stage 1	981	-	-
Stage 2	982	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	915	1030	-
Mov Cap-2 Maneuver	915	-	-
Stage 1	975	-	-
Stage 2	982	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	2.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	953	1549
HCM Lane V/C Ratio	-	-	0.032	0.006
HCM Control Delay (s)	-	-	8.9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	60	986	766	10	6	37
Future Vol, veh/h	60	986	766	10	6	37
Conflicting Peds, #/hr	10	0	0	10	0	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	1072	833	11	7	40

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	854	0	0 1515 437
Stage 1	-	-	- 849 -
Stage 2	-	-	- 666 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	781	-	- 110 567
Stage 1	-	-	- 380 -
Stage 2	-	-	- 472 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	772	-	- 99 558
Mov Cap-2 Maneuver	-	-	- 99 -
Stage 1	-	-	- 344 -
Stage 2	-	-	- 467 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	17.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	772	-	-	-	339
HCM Lane V/C Ratio	0.084	-	-	-	0.138
HCM Control Delay (s)	10.1	-	-	-	17.3
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.5

Appendix E

Transit Service Near Project



Regional Transit Information <i>Información de transporte público regional</i>	511 or/ó	(619) 233-3004
TTY/TDD (teletype for hearing impaired) <i>Teletipo para sordos</i>	(619) 234-5005 or/ó	(888) 722-4889
InfoExpress (24-hour info via Touch-Tone phone) <i>Información las 24 horas (vía teléfono de teclas)</i>		(619) 685-4900
Customer Service / Suggestions <i>Servicio al cliente / Sugerencias</i>		(619) 557-4555
SafeWatch		(619) 557-4500
Lost & Found <i>Objetos extraviados</i>		(619) 557-4555
Transit Store		(619) 234-1060

Customer Service / Suggestions <i>Servicio al cliente / Sugerencias</i>	(619) 557-4555
SafeWatch	(619) 557-4500

Servicio al cliente / Sugerencias	(619) 557-4555
SafeWatch	(619) 557-4500
Lost & Found Objetos extraviados	(619) 557-4555
Transit Store	(619) 234-1060 12th & Imperial Transit Center M-F 8am-5pm

Transit Store
12th & Imperial Transit Center
(619) 234-1060
M–F 8am–5pm

For MTS online trip planning
Planificación de viajes por Internet

Planificación de viajes por Internet

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit sdmts.com. Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita sdmts.com.

Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a sdmts.com.

Metropolitan

01/18



El Cajon



01/18

0107'07 IYONIVC 2AHH2AII7

848

El Cajon Transit Center – Lakeside

via Broadway / Winter Gardens Bl.

DESTINATIONS

- El Capitan High School
- Lindero Lake County Park
- Parkway Plaza



Metropolitan Transit System

Alternative formats available upon request.
Please call: (619) 557-4555
Formato alternativo disponible al preguntar.
Favor de llamar: (619) 557-4555

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A Saturday or Sunday schedule will be operated on the following holidays and observed holidays

Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados

New Year's Day, Presidents' Day,
Memorial Day, Independence Day,
Labor Day, Thanksgiving, Christmas

Route 848 – Monday through Friday / Lunes a viernes

El Cajon Transit Center ➡ Lakeside

(A) El Cajon Transit Center DEPART	(B) Johnson Av. & Arnela Av.	(C) Broadway & Mollison Av.	(D) 2nd St. & Pepper Dr.	(E) Winter Gardens Bl. & Woodside Av.	(F) Mapview St. & Ashwood St.	(G) ARRIIVE
5:50a	6:01a	6:06a	6:13a	6:20a	6:23a	6:24a
6:26	6:31	6:36	6:43	6:50	6:53	6:54
6:56	7:02	7:08	7:16	7:23	7:29	7:30
7:26	7:32	7:38	7:46	7:53	7:59	8:00
7:56	8:02	8:08	8:16	8:23	8:29	8:30
8:26	8:32	8:38	8:46	8:53	8:59	9:00
8:56	9:02	9:08	9:16	9:23	9:29	9:30
9:26	9:32	9:38	9:46	9:53	9:59	10:00
9:56	10:02	10:08	10:16	10:23	10:29	10:30
10:26	10:33	10:40	10:48	10:56	11:03	11:04
10:56	11:03	11:10	11:18	11:26	11:33	11:34
11:26	11:33	11:40	11:48	11:56	12:03p	12:04p
11:56	12:03p	12:10p	12:18p	12:26p	12:33	12:34
12:26p	12:33	12:40	12:48	12:56	1:03	1:04
12:56	1:03	1:10	1:18	1:26	1:33	1:34
1:26	1:33	1:40	1:48	1:56	2:03	2:04
1:55	2:02	2:10	2:19	2:28	2:36	2:37
2:25	2:32	2:40	2:49	2:58	3:06	3:07
2:55	3:02	3:10	3:19	3:28	3:36	3:37
3:25	3:32	3:40	3:49	3:58	4:06	4:07
3:55	4:02	4:10	4:19	4:28	4:36	4:37
4:25	4:32	4:40	4:49	4:58	5:06	5:07
4:55	5:02	5:10	5:19	5:28	5:36	5:37
5:26	5:32	5:40	5:49	5:57	6:04	6:05
5:56	6:02	6:10	6:19	6:27	6:34	6:35
6:26	6:32	6:39	6:48	6:56	7:02	7:03
6:56	7:02	7:08	7:16	7:23	7:29	7:30
7:56	8:02	8:08	8:16	8:23	8:29	8:30
8:52	8:57	9:02	9:09	9:16	9:21	9:22
9:52	9:57	10:02	10:09	10:16	10:21	10:22

Route 848 – Saturday / sábado

El Cajon Transit Center ➡ Lakeside

(A) El Cajon Transit Center DEPART	(B) Johnson Av. & Arnela Av.	(C) Broadway & Mollison Av.	(D) 2nd St. & Pepper Dr.	(E) Winter Gardens Bl. & Woodside Av.	(F) Mapview St. & Ashwood St.	(G) ARRIIVE
6:41a	6:47a	6:53a	7:01a	7:08a	7:14a	7:15a
7:41	7:47	7:53	8:01	8:08	8:14	8:15
8:41	8:47	8:53	9:01	9:08	9:14	9:15
9:41	9:47	9:53	10:01	10:08	10:14	10:15
10:41	10:48	10:55	11:03	11:10	11:16	11:17
11:41	11:48	11:56	12:04p	12:12p	12:19p	12:20p
12:41p	12:48p	12:56p	1:04	1:12	1:19	1:20
1:41	1:48	1:56	2:04	2:12	2:19	2:20
2:41	2:48	2:56	3:04	3:12	3:19	3:20
3:41	3:48	3:56	4:04	4:12	4:19	4:20
4:41	4:48	4:56	5:04	5:12	5:19	5:20
5:41	5:48	5:56	6:04	6:12	6:19	6:20
6:41	6:47	6:54	7:02	7:10	7:16	7:17
7:41	7:47	7:53	8:01	8:08	8:14	8:15
8:41	8:46	8:51	8:58	9:05	9:10	9:11
9:41	9:46	9:51	9:58	10:05	10:10	10:11

Route 848 – Sunday / domingo

El Cajon Transit Center ➡ Lakeside

(A) El Cajon Transit Center DEPART	(B) Johnson Av. & Arnela Av.	(C) Broadway & Mollison Av.	(D) 2nd St. & Pepper Dr.	(E) Winter Gardens Bl. & Woodside Av.	(F) Mapview St. & Ashwood St.	(G) ARRIIVE
7:41a	7:48a	7:56a	8:03a	8:10a	8:16a	8:17a
8:41	8:48	8:56	9:03	9:10	9:16	9:17
9:41	9:48	9:56	10:03	10:10	10:16	10:17
10:41	10:48	10:56	11:03	11:10	11:16	11:17
11:41	11:48	11:56	12:03p	12:10p	12:16p	12:17p
12:41p	12:49p	12:58p	1:06	1:14	1:21	1:22
1:41	1:49	1:58	2:06	2:14	2:21	2:22
2:41	2:49	2:58	3:06	3:14	3:21	3:22
3:41	3:49	3:58	4:06	4:14	4:21	4:22
4:41	4:49	4:58	5:06	5:14	5:21	5:22
5:41	5:49	5:58	6:06	6:14	6:21	6:22
6:41	6:48	6:56	7:03	7:11	7:17	7:18
7:41	7:48	7:56	8:03	8:10	8:16	8:17
8:41	8:48	8:56	9:03	9:10	9:15	9:16

A = Route 848A. Serves Parkway Plaza Transit Center. / Ruta 848A. Ofrece servicio a Parkway Plaza Transit Center.

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses. Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

Lakeside ➡ El Cajon Transit Center

(A) El Cajon Transit Center ARRIIVE	(B) Johnson Av. & Arnela Av.	(C) Broadway & Mollison Av.	(D) 2nd St. & Pepper Dr.	(E) Winter Gardens Bl. & Woodside Av.	(F) Mapview St. & Ashwood St.	(G) DEPART
4:54a	4:50a	4:43a	4:37a	4:30a	4:23a	4:22a
5:24	5:20	5:13	5:07	5:00	4:53	4:54
5:54	5:50	5:43	5:37	5:30	5:23	5:24
6:24	6:20	6:13	6:07	6:00	5:53	5:54
6:54	6:49	6:41	6:35	6:27	6:19	6:20
7:24	7:19	7:11	7:05	6:57	6:49	6:50
7:54	7:48	7:39	7:32	7:23	7:15	7:16
8:24	8:18	8:09	8:02	7:53	7:45	7:46
8:54	8:48	8:39	8:32	8:23	8:15	8:16
9:24	9:18	9:09	9:02	8:53	8:45	8:46
9:54	9:48	9:39	9:32	9:23	9:15	9:16
10:24	10:18	10:09	10:02	9:53	9:45	9:46
10:54	10:48	10:39	10:32	10:23	10:15	10:16
11:24	11:18	11:09	11:02	10:53	10:45	10:46
11:54	11:48	11:39	11:32	11:23	11:15	11:16
12:24p	12:18p	12:09p	12:02p	11:53	11:45	11:46
12:54	12:48	12:39	12:32	12:23p	12:15p	12:16p
1:24	1:18	1:09	1:02	1:25	1:15	1:16
1:54	1:48	1:39	1:32	1:23	1:15	1:16
2:24	2:18	2:09	2:02	1:53	1:45	1:46
2:54	2:48	2:39	2:32	2:22	2:13	2:14
3:25	3:19	3:10	3:02	2:53	2:44	2:45
3:55	3:49	3:40	3:32	3:23	3:14	3:15
4:25	4:19	4:10	4:02	3:53	3:44	3:45
4:55	4:49	4:40	4:32	4:23	4:14	4:15
5:25	5:19	5:10	5:02	4:53	4:44	4:45
5:55	5:49	5:40	5:32	5:23	5:14	5:15
6:25	6:19	6:10	6:02	5:53	5:44	5:45
6:54	6:49	6:41	6:34	6:26	6:18	6:19
7:24	7:19	7:12	7:05	6:57	6:50	6:51
7:54	7:50	7:43	7:37	7:29	7:22	7:23
8:54	8:50	8:43	8:37	8:29	8:22	8:23

Lakeside ➡ El Cajon Transit Center

(A) El Cajon Transit Center ARRIIVE	(B) Johnson Av. & Arnela Av.	(C) Broadway & Mollison Av.	(D) 2nd St. & Pepper Dr.	(E) Winter Gardens Bl. & Woodside Av.	(F) Mapview St. & Ashwood St.	(G) DEPART
7:24a	7:19a	7:11a	7:04a	6:56a	6:48a	6:47a
8:24	8:19	8:11	8:04	7:56	7:48	7:49
9:24	9:19	9:11	9:04	8:56	8:48	8:49
10:24	10:18	10:10	10:02	9:53	9:45	9:46
11:24	11:18	11:09	11:02	10:53	10:45	10:46
12:24p	12:18p	12:09p	12:02p	11:53	11:45	11:46
1:24	1:18	1:09	1:02	1:53	1:45	1:46
2:24	2:18	2:09	2:02	2:53	2:45	2:46
3:24	3:18	3:09	3:02	3:53	3:45	3:46
4:24	4:18	4:09	4:02	4:53	4:47	4:48
5:24	5:18	5:10	5:03	5:53	5:47	5:48
6:24	6:18	6:10	6:03	6:53	6:50	6:51
7:24	7:19	7:12	7:05	7:57	7:52	7:53
8:24	8:20	8:13	8:07	8:59	8:52	8:53
9:24	9:20	9:13	9:07	9:59	9:52	9:53

Lakeside ➡ El Cajon Transit Center

(A) El Cajon Transit Center ARRIIVE	(B) Johnson Av. & Arnela Av.	(C) Parkway Plaza	(D) Broadway & Mollison Av.	(E) 2nd St. & Pepper Dr.	(F) Winter Gardens Bl. & Woodside Av.	(G) DEPART
7:24a	7:18a	7:07a	7:01a	6:53a	6:45a	6:44a
8:24	8:18	8:07	8:01	7:53	7:45	7:46
9:24	9:18	9:07	9:01	8:52	8:44	8:45
10:24	10:18	10:07	10:01	9:52	9:44	9:45
11:24	11:17	11:05	10:58	10:49	10:41	10:42
12:24p	12:17p	12:05p	11:58	11:49	11:41	11:42
1:24	1:17	1:05	1:58	1:49	1:41	1:42
2:24	2:17	2:05	2:58	2:49	2:41	2:42
3:24	3:17	3:05	3:58	3:49	3:41	3:42
4:24	4:17	4:05	4:58	4:50	4:42	4:43
5:24	5:17	5:05	5:52	5:52	5:45	5:46
6:24	6:17	6:06	6:52	6:52	6:45	6:46
7:24	7:17	7:06	7:52	7:52	7:45	7:46
8:24	8:17	8:06	8:52	8:52	8:45	8:46

CASH FARES / Tarifas en efectivo

Exact fare, please / Favor de pagar la cantidad exacta	
Day Pass (Regional) / Pase diario (Regional)	\$5.00
Compass Card required (\$2) / Se requiere un Compass Card (\$2)	
One-Way Fare / Tarifa de una dirección	\$2.25
Senior (60+)/Disabled/Medicare / Mayores de 60 años/Discapacitados/Medicare	\$1.10*
Children 5 & under / Niños de 5 años o menos	FREE / GRATIS
Up to two children ride free per paying adult / Máximo dos niños viajan gratis por cada adulto	
MONTHLY PASSES / Pases mensual	
Adult / Adulto	\$72.00
Senior (60+)/Disabled/Medicare / Mayores de 60 años/Discapacitados/Medicare	\$18.00*
Youths (18 and under) / Jóvenes (18 años o menos)	\$36.00*

*10% required for discount fare or pass.

**Se requiere identificación para tarifas o pases de descuento.

DAY PASS (REGIONAL) / Pase diario (Regional)

All passes are sold on Compass Card, which can be reloaded and reused up to five years. Compass Cards are available for \$2 at select outlets. A \$5 Day Pass requires a Compass Card. A paper Day Pass can be purchased on board buses for an additional \$2 fee.

Todos los pases se venden en el Compass Card, el cual puede ser recargado y reutilizado por hasta cinco años. Compass Cards están disponibles por \$2 en selectas sucursales. Un pase de un día por \$5 requiere un Compass Card. Un pase de un día de papel se puede obtener a bordo los autobuses por un costo adicional de \$2.

DIRECTORY / Directorio

Regional Transit Information Información de transporte público regional	511 or/ó (619) 233-3004
TTY/TDD (teletype for hearing impaired) Teléfono para sordos	(619) 234-5005 or/ó (888) 722-4889
InfoExpress (24-hour info via Touch-Tone phone) Información las 24 horas (vía teléfono de teclas)	(619) 685-4900
Customer Service / Suggestions Servicio al cliente / Sugerencias	(619) 557-4555
SafeWatch	(619) 557-4500
Lost & Found Objetos extraviados	(619) 557-4555
Transit Store 12th & Imperial Transit Center M-F 8am-5pm	(619) 234-1060
For MTS online trip planning Planificación de viajes por Internet	sdmts.com

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit sdmts.com.
Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a sdmts.com.

Thank you for riding MTS! ¡Gracias por viajar con MTS!



El Cajon



Metropolitan Transit System

01/18



DESTINATIONS

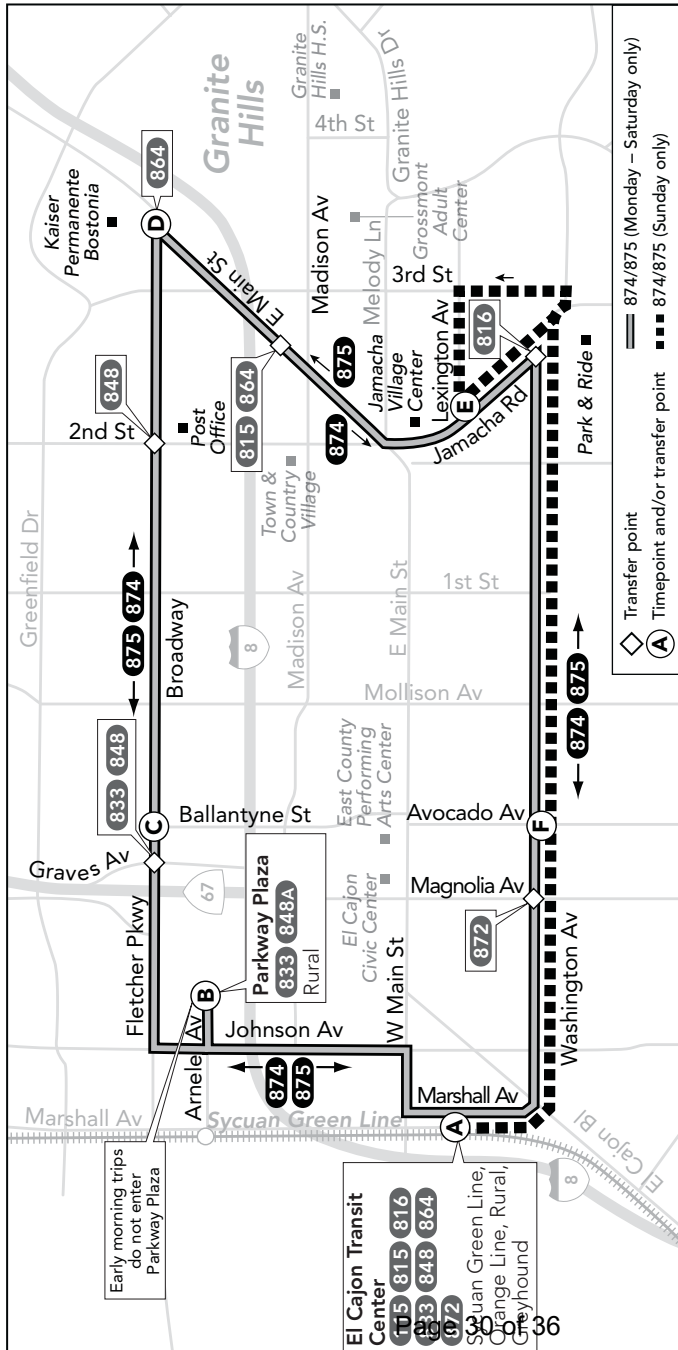
- Broadway
- Kaiser Permanente Bostonia
- Parkway Plaza
- Washington Avenue

Effective JANUARY 28, 2018

874 875

El Cajon Transit Center – East El Cajon
via Washington Ave. / Parkway Plaza / Broadway

Alternative formats available upon request. Please call: (619) 557-4555 / Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555



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CHANGING THE WAY SAN DIEGO MOVES

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Route 874 – Monday through Friday / lunes a viernes
El Cajon T.C. ➡ Broadway ➡ Washington ➡ El Cajon T.C.

(A) El Cajon Transit Ctr. DEPART	(B) Parkway Plaza	(C) Broadway & Ballantyne St.	(D) East Main St. & Broadway	(E) Jamacha Rd. & Lexington Av.	(F) Washington Av. & Avocado Av.	(A) El Cajon Transit Ctr. ARRIVE
—	—	—	—	5:11a	5:18a	—
—	—	—	—	5:41	5:48	5:54
—	—	—	—	6:11	6:18	6:24
—	—	—	6:54a	6:41	6:48	6:54
—	—	6:27a	7:03	7:09	7:17	7:24
—	—	7:22	7:32	7:38	7:47	7:54
7:35a	7:43a	7:51	8:01	8:07	8:16	8:23
8:05	8:13	8:21	8:31	8:37	8:46	8:53
8:35	8:43	8:51	9:01	9:07	9:16	9:23
9:05	9:13	9:21	9:31	9:37	9:46	9:53
9:35	9:43	9:51	10:01	10:07	10:16	10:23
10:03	10:12	10:21	10:31	10:38	10:46	10:53
10:35	10:44	10:53	11:03	11:10	11:18	11:25
11:05	11:14	11:23	11:33	11:40	11:48	11:55
11:35	11:44	11:53	12:03p	12:10p	12:18p	12:25p
12:11p	12:20p	12:29p	12:39	12:46	12:54	1:01
12:41	12:50	12:59	1:09	1:16	1:24	1:31
1:11	1:20	1:29	1:39	1:46	1:54	2:01
1:41	1:50	1:59	2:09	2:16	2:24	2:31
2:11	2:20	2:29	2:39	2:46	2:54	3:01
2:41	2:50	2:59	3:09	3:16	3:24	3:31
3:11	3:20	3:29	3:39	3:46	3:54	4:01
3:41	3:50	3:59	4:09	4:16	4:24	4:31
4:11	4:20	4:29	4:39	4:46	4:54	5:01
4:41	4:50	4:59	5:09	5:16	5:24	5:31
5:11	5:20	5:29	5:39	5:46	5:54	6:01
5:41	5:49	5:57	6:07	6:14	6:22	6:29
6:11	6:19	6:27	6:36	6:42	6:49	6:55
6:41	6:49	6:57	7:06	7:12	7:19	7:25
7:11	7:19	7:27	7:36	7:42	7:49	7:55
7:41	7:49	7:57	8:06	8:12	8:19	8:25
8:11	8:18	8:24	8:32	8:38	8:45	8:51
8:41	8:48	8:55	9:03	9:09	9:16	9:22
9:11	9:18	9:24	9:32	—	—	—

Route 874 – Saturday / sábado
El Cajon T.C. ➡ Broadway ➡ Washington ➡ El Cajon T.C.

(A) El Cajon Transit Ctr. DEPART	(B) Parkway Plaza	(C) Broadway & Ballantyne St.	(D) East Main St. & Broadway	(E) Jamacha Rd. & Lexington Av.	(F) Washington Av. & Avocado Av.	(A) El Cajon Transit Ctr. ARRIVE
7:10a	7:18a	7:24a	7:33a	7:39a	7:47a	7:54a
8:10	8:18	8:24	8:33	8:39	8:47	8:54
9:10	9:18	9:24	9:33	9:39	9:47	9:54
10:08	10:16	10:23	10:33	10:39	10:47	10:54
11:08	11:16	11:23	11:33	11:39	11:47	11:54
12:13p	12:22p	12:30p	12:40p	12:46p	12:54p	1:01p
1:13	1:22	1:30	1:40	1:46	1:54	2:01
2:13	2:22	2:30	2:40	2:46	2:54	3:01
3:13	3:22	3:30	3:40	3:46	3:54	4:01
4:13	4:22	4:30	4:40	4:46	4:54	5:01
5:11	5:20	5:28	5:38	5:44	5:52	6:00
6:11	6:19	6:26	6:35	6:41	6:48	6:54
7:11	7:19	7:26	7:35	7:41	7:48	7:54
8:11	8:18	8:24	8:32	8:38	8:45	8:51
9:11	9:18	9:24	9:32	—	—	—

Route 874 – Sunday / domingo
Washington ➡ El Cajon T.C.

(A) El Cajon Transit Ctr. DEPART	(B) Parkway Plaza	(C) Broadway & Ballantyne St.	(D) East Main St. & Broadway	(E) Jamacha Rd. & Lexington Av.	(F) Washington Av. & Avocado Av.	(A) El Cajon Transit Ctr. ARRIVE
—	—	—	—	6:39a	6:47a	6:54a
—	—	—	—	7:39	7:47	7:54
—	—	—	—	8:39	8:47	8:54
—	—	—	—	9:39	9:47	9:54
—	—	—	—	10:39	10:47	10:54
—	—	—	—	11:39	11:47	11:54
—	—	—	—	12:39p	12:47p	12:54p
—	—	—	—	1:39	1:47	1:54
—	—	—	—	2:39	2:47	2:54
—	—	—	—	3:39	3:47	3:54
—	—	—	—	4:39	4:47	4:54
—	—	—	—	5:39	5:47	5:54
—	—	—	—	6:41	6:48	6:54
—	—	—	—	7:41	7:48	7:54
—	—	—	—	8:41	8:48	8:51
—	—	—	—	9:41	9:48	9:55

Alternative Sunday service available on Route 848

Servicio de domingo alterno por la Ruta 848

J = Trip does not enter Parkway Plaza. Use bus stop on Johnson Av. & Anale Av. for access to/from Parkway Plaza. / Este viaje no entra a Parkway Plaza. Para servicio hacia/desde Parkway Plaza, utilice la parada en Johnson Av. y Anale Av.

Route 875 – Monday through Friday / lunes a viernes
El Cajon T.C. ➡ Washington ➡ Broadway ➡ El Cajon T.C.

(A) El Cajon Transit Ctr. DEPART	(F) Washington Av. & Avocado Av.	(E) Jamacha Rd. & Lexington Av.	(D) East Main St. & Broadway	(C) Broadway & Ballantyne St.	(B) Parkway Plaza	(A) El Cajon Transit Ctr. ARRIVE
—	—	—	5:34a	5:43a	5:54a	—
—	—	—	6:04	6:13	6:24	—
6:11a	6:16a	6:24a	6:30	6:39	6:50	6:54
6:41	6:46	6:54	7:00	7:09	7:20	7:24
7:04	7:10	7:18	7:24	7:33	7:43a	7:50
7:34	7:40	7:49	7:56	8:05	8:16	8:23
8:04	8:10	8:19	8:26	8:35	8:46	8:53
8:34	8:40	8:49	8:56	9:05	9:16	9:23
9:04	9:10	9:19	9:26	9:35	9:46	9:53
9:34	9:40	9:49	9:56	10:05	10:16	10:23
10:04	10:10	10:19	10:26	10:35	10:46	10:53
10:34	10:40	10:49	10:56	11:05	11:16	11:23
11:04	11:10	11:19	11:26	11:35	11:46	11:53
11:34	11:40	11:49	11:56	12:05p	12:16p	12:23p
12:04p	12:10p	12:19p	12:26p	12:35p	12:46p	12:53p
12:39	12:45	12:54	1:01	1:10	1:21	1:28
1:09	1:15	1:24	1:31	1:40	1:51	1:58
1:44	1:50	1:59	2:06	2:15	2:26	2:33
2:14	2:21	2:30	2:37	2:47	2:58	3:06
2:44	2:51	3:00	3:07	3:17	3:28	3:36
3:14	3:21	3:30	3:37	3:47	3:58	4:06
3:44	3:51	4:00	4:07	4:17	4:28	4:36
4:14	4:21	4:30	4:37	4:46	4:57	5:04
4:44	4:51	5:00	5:07	5:16	5:27	5:34
5:14	5:21	5:30	5:37	5:46	5:57	6:04
5:44	5:51	6:00	6:07	6:16	6:27	6:34
6:14	6:21	6:30	6:37	6:46	6:57	7:04
6:41	6:47	6:55	7:01	7:09	7:19	7:26
7:11	7:17	7:25	7:31	7:39	7:49	7:56
7:41	7:47	7:55	8:01	8:09	8:19	8:26
8:11	8:16	8:23	8:29	8:37	8:46	8:52
8:41	8:46	8:53	8:59	9:07	9:16	9:22
9:11	9:16	9:23	9:29	—	—	—

Route 875 – Saturday / sábado
El Cajon T.C. ➡ Washington ➡ Broadway ➡ El Cajon T.C.

(A) El Cajon Transit Ctr. DEPART	(F) Washington Av. & Avocado Av.	(E) Jamacha Rd. & Lexington Av.	(D) East Main St. & Broadway	(C) Broadway & Ballantyne St.	(B) Parkway Plaza	(A) El Cajon Transit Ctr. ARRIVE
6:16a	6:21a	6:29a	6:35a	6:44a	6:54a	—
7:10	7:15	7:23	7:29	7:38	7:47a	7:54
8:10	8:15	8:23	8:29	8:38	8:47	8:54
9:10	9:15	9:23	9:29	9:38	9:47	9:54
10:08	10:14	10:22	10:28	10:37	10:47	10:54
11:12	11:18	11:27	11:33	11:43	11:54	12:01p
12:12p	12:18p	12:27p	12:33p	12:43p	12:54p	1:01p
1:12	1:18	1:27	1:33	1:43	1:54	2:01
2:12	2:18	2:27	2:33	2:43	2:54	3:01
3:12	3:18	3:27	3:33	3:43	3:54	4:01
4:12	4:18	4:27	4:33	4:42	4:53	5:00
5:12	5:18	5:27	5:33	5:42	5:53	6:00
6:12	6:18	6:27	6:33	6:42	6:53	7:00
7:11	7:17	7:25	7:31	7:39	7:49	7:56
8:11	8:16	8:23	8:29	8:37	8:46	8:52
9:11	9:16	9:23	9:29	—	—	—

Route 875 – Sunday / domingo
Washington ➡ Broadway ➡ El Cajon T.C.

(A) El Cajon Transit Ctr. DEPART	(F) Washington Av. & Avocado Av.	(E) Jamacha Rd. & Lexington Av.	(D) East Main St. & Broadway	(C) Broadway & Ballantyne St.	(B) Parkway Plaza	(A) El Cajon Transit Ctr. ARRIVE
7:11a	7:16a	7:24a	—	—	—	—
8:11	8:16	8:24	—	—	—	—
9:11	9:16	9:24	—	—	—	—
10:11	10:17	10:25	—	—	—	—
11:11	11:17	11:26	—	—	—	—
12:11p	12:17p	12:26p	—	—	—	—
1:11	1:17	1:26	—	—	—	—
2:11	2:17	2:26	—	—	—	—
3:11	3:17	3:26	—	—	—	—
4:11	4:17	4:26	—	—	—	—
5:11	5:17	5:26	—	—	—	—
6:11	6:17	6:26	—	—	—	—
7:11	7:17	7:25	—	—	—	—
8:11	8:16	8:23	—	—	—	—

Alternative Sunday service available on Route 848

Servicio de domingo alterno por la Ruta 848

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays
 Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados

New Year's Day, Presidents' Day,
 Memorial Day, Independence Day,
 Labor Day, Thanksgiving, Christmas

Appendix F

Existing + Project LOS Calculations

Intersection

Int Delay, s/veh 2.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	6	16	12	8	38
Future Vol, veh/h	16	6	16	12	8	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	7	17	13	9	41

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	83	24	0
Stage 1	24	-	-
Stage 2	59	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	919	1052	-
Stage 1	999	-	-
Stage 2	964	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	913	1052	-
Mov Cap-2 Maneuver	913	-	-
Stage 1	993	-	-
Stage 2	964	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.9	0	1.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	947	1583
HCM Lane V/C Ratio	-	-	0.025	0.005
HCM Control Delay (s)	-	-	8.9	7.3
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

AM Existing + Project
2: Broadway & Anza St

HCM 2010 TWSC

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	56	508	854	13	13	43
Future Vol, veh/h	56	508	854	13	13	43
Conflicting Peds, #/hr	10	0	0	10	0	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	552	928	14	14	47
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	952	0	-	0	1343	486
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	398	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	717	-	-	-	143	527
Stage 1	-	-	-	-	338	-
Stage 2	-	-	-	-	647	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	709	-	-	-	128	519
Mov Cap-2 Maneuver	-	-	-	-	128	-
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	640	-
Approach	EB	WB		SB		
HCM Control Delay, s	1	0		19.8		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	709	-	-	-	304	
HCM Lane V/C Ratio	0.086	-	-	-	0.2	
HCM Control Delay (s)	10.6	-	-	-	19.8	
HCM Lane LOS	B	-	-	-	C	
HCM 95th %tile O(veh)	0.3	-	-	-	0.7	

LOS Engineering, Inc.

Intersection

Int Delay, s/veh 2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	12	44	28	9	28
Future Vol, veh/h	18	12	44	28	9	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	13	48	30	10	30

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	113	63	0
Stage 1	63	-	-
Stage 2	50	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	884	1002	-
Stage 1	960	-	-
Stage 2	972	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	878	1002	-
Mov Cap-2 Maneuver	878	-	-
Stage 1	953	-	-
Stage 2	972	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9	0	1.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	924	1520
HCM Lane V/C Ratio	-	-	0.035	0.006
HCM Control Delay (s)	-	-	9	7.4
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

PM Existing + Project
2: Broadway & Anza St

HCM 2010 TWSC

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	70	986	766	20	10	41
Future Vol, veh/h	70	986	766	20	10	41
Conflicting Peds, #/hr	10	0	0	10	0	5
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	75	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	1072	833	22	11	45

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	865	0	0 1542 443
Stage 1	-	-	- 854 -
Stage 2	-	-	- 688 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	774	-	- 106 562
Stage 1	-	-	- 377 -
Stage 2	-	-	- 460 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	765	-	- 93 553
Mov Cap-2 Maneuver	-	-	- 93 -
Stage 1	-	-	- 336 -
Stage 2	-	-	- 455 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	20.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	765	-	-	-	281
HCM Lane V/C Ratio	0.099	-	-	-	0.197
HCM Control Delay (s)	10.2	-	-	-	20.9
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.7

LOS Engineering, Inc.