

COAST, CANYONS, AND TRAILS COMPREHENSIVE MULTIMODAL CORRIDOR PLAN

Appendix D: Transportation Solution Strategies

- D1. Transportation Solution Strategies
- D2. Mobility Hub Profiles
- D3. Proposed TSS Concepts

FEDERAL CMP CONSISTENCY

The proposed transportation solution strategies (TSS) are consistent with SANDAG's Federal congestion management process (CMP). Proposed projects utilizing federal funds that may add single occupancy vehicle (SOV) capacity undergo evaluation for non-SOV inducing and multimodal alternatives prior to programming. Projects captured on the CMP network are regularly monitored through State of the Commute reports. More information, including levels of analysis and reporting, can be found in Technical Appendix N of the 2021 Regional Plan.

D1. TRANSPORTATION SOLUTION STRATEGIES

Building on the insight and the key takeaways resulting from the existing conditions analysis, planning documents review, and engagement activities, the CCT CMCP project team developed transportation solution strategies (TSS) to address the corridor’s needs through the year 2050.

The TSS proposed in this plan align with the SANDAG 2021 Regional Plan and its five transformational strategies—the 5 Big Moves—integrated into one regional transportation system. These 5 Big Moves (Complete Corridors, Transit Leap, Mobility Hubs, Flexible Fleets, and Next Operating System (OS)), are the lens through which the transportation solution strategies have been developed and organized.

This appendix includes tables of all proposed TSS by Big Move, including a description and applicable Alternative(s) (Alt), 1, 2, and/or 3. .

Transit Leap

Transit Leap creates a complete network of fast, high-capacity, high-frequency¹ transit services that connect major residential areas with employment centers and attractions throughout the San Diego region. Transit Leap services would connect to supporting flexible fleets at mobility hubs. New high-speed services covering longer distances with limited stops may be separated from non-transit vehicular traffic through the use of bridges, tunnels, or dedicated lanes. Improvements to existing transit services such as the Trolley, COASTER, SPRINTER, and *Rapid* may include additional rail tracks, more frequent service, managed lanes or dedicated transit lanes, and traffic signal priority to keep transit moving quickly.

- **Commuter Rail** is a high-speed train that serves longer regional trips and typically arrives every 5-10 minutes all day.
- **Light Rail** comprises tram (also known as streetcar) services that operate on major streets and improved Trolley services with higher frequencies, expanded service times, and faster travel times. Light rail typically arrives every 10 minutes all day.
- **Next Gen Rapid** offers fast, frequent, and more reliable bus service that uses transit priority measures such as dedicated bus lanes and priority at traffic signals, typically arriving every 10 minutes all day.

¹High-Frequency Transit can be characterized as transit headways between 2-6 minutes, 10-30 buses per hour, or a system capable of carrying 500 – 2,000 passengers per hour. [Transit Frequency & Volume | National Association of City Transportation Officials \(nacto.org\)](https://nacto.org/publication/urban-transit-frequency-and-volume/)

- **Local Bus** services broaden the reach of the transit network into diverse neighborhoods, with buses arriving every 15 to 60 minutes depending on local need and demand.
- **Microtransit** completes the Transit Leap network by expanding access to transit into areas difficult to reach by buses. Microtransit is typically a multi-passenger shuttle that provide rides within a defined service area but operates without fixed routes or schedules, arriving when summoned through a smartphone app.

Complete Corridors

Complete Corridors provide a variety of travel choices and use technology to manage how highways and major roads are used in real time. They provide a balance of dedicated, safe space for everyone, including freight vehicles and people who walk, bike, drive, ride transit, and use Flexible Fleets.

SANDAG is planning for a regional network of Complete Corridors on major roads and highways. The proposed network intertwines with the adopted regional bike network to create seamless connections within communities and across jurisdictions. Complete Corridors create a backbone for Flexible Fleets and Transit Leap services by combining infrastructure and technology solutions.

- **Managed Lanes**, such as those along the Interstate 15 Corridor, offer priority access to people using transit, carpooling, or vanpooling. People driving alone can access these lanes for a fee. When paired with technology, this can help move more people, reduce traffic congestion, and increase transit ridership.
- **Truck Climbing Lanes** provide an extra lane for short distances to enable cars and other vehicles to pass trucks and slow-moving vehicles. These lanes help improve safety and reduce traffic congestion resulting from trucks needing to slow down due to steep grades.
- **Zero-Emission Vehicle (ZEV) infrastructure** such as public charging stations help support California's shift to electric vehicles and a reduction of greenhouse gases.ⁱ
- **Wildlife crossings** facilitate safe passage for wildlife across transportation infrastructure, restoring and enhancing connections between conservation lands and native habitat. These connections are beneficial for biodiversity and resiliency of several animal species.
- **Green infrastructure** protects, restores, and mimics the natural water cycle by using plants, mulch, soil, and other natural materials to store rainwater and stormwater and treat runoff.
- **Utility enhancements** harden electrical and communications infrastructure to make them more resilient during wildfires, earthquakes, and other natural disasters.

Active Transportation

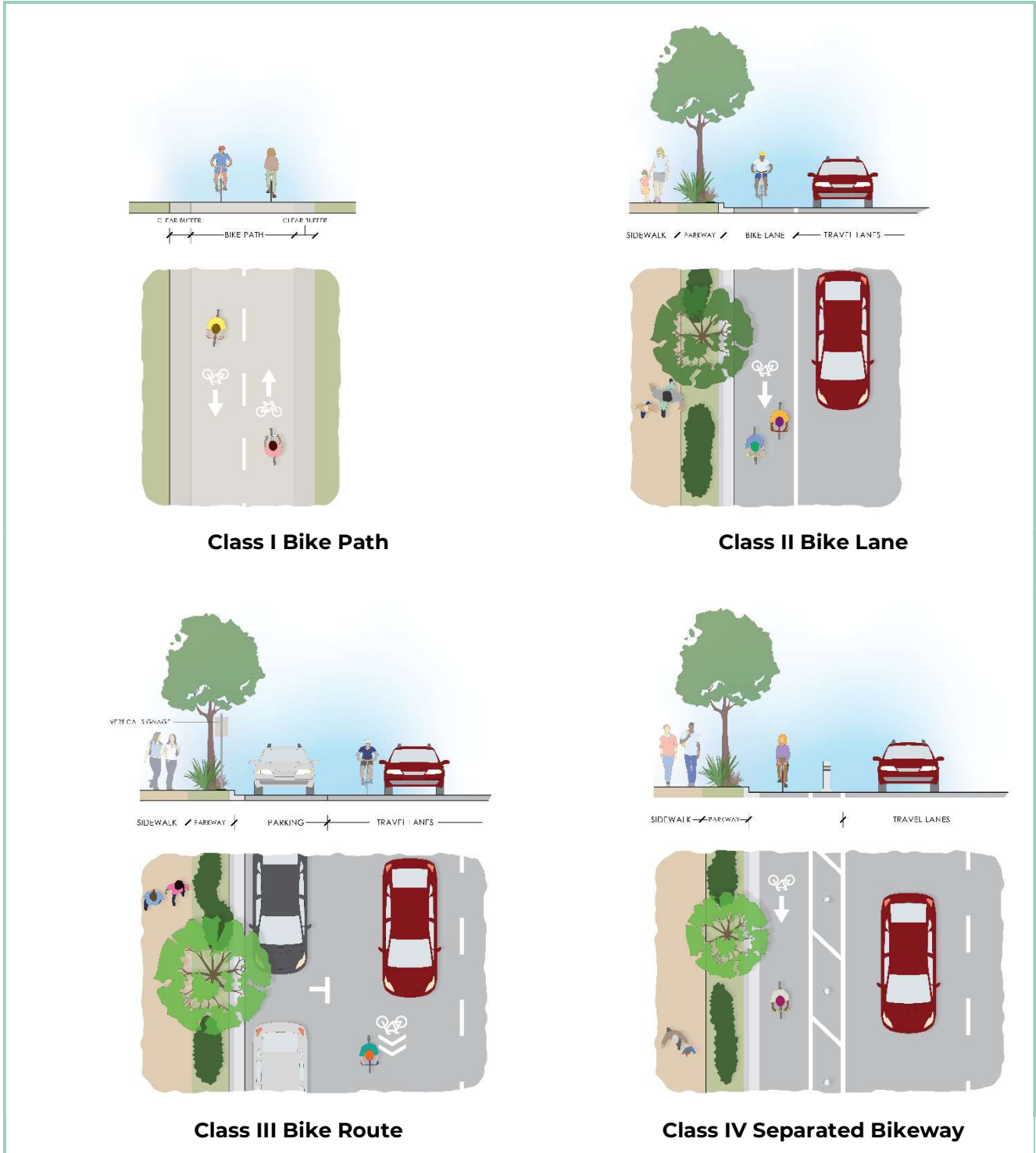
The Complete Corridors strategy also includes active transportation such as cycling and walking, which can serve whole trips or provide first and last-mile connections to other forms of transportation.

- **Class I (Bike Path)** – a path separated from vehicle traffic for shared use by cyclists, pedestrians, and other non-motorized users with minimal vehicle crossings. Some paths may have restricted access or speed limits.
- **Class II (Bike Lane)** – a striped lane for one-way bike travel on a roadway.
- **Class III (Bike Route)** – bike riders share the roadway with motor vehicles. This bikeway type may be designated with signs only but may also include shared lane markings called “sharrows.”
- **Class IV (Separated Bikeway)** – an on-street bike lane that is physically separated from moving vehicles by parked cars or bollards.

In addition to the four bicycle facility classifications recognized by Caltrans, SANDAG recognizes a fifth type of facility called a Bike Boulevard.

- **Bike Boulevards** accommodate cyclists and motorists through Class II or III bike facilities on low-volume, low-speed roadways that have been enhanced with traffic calming treatments to prioritize people traveling by bike.

Figure D-1 Caltrans-recognized bikeway classifications



Mobility Hubs

Mobility hubs are places of connectivity where different travel options – walking, biking, transit, and shared mobility – come together. They provide an integrated suite of mobility services, amenities, and supporting technologies to better connect high-frequency transit to an individual's origin or destination. A mobility hub can span one, two, or a few miles to provide on-demand travel choice for short trips around a community. Mobility hubs would make it easy to connect to and from Transit Leap services by offering on-demand Flexible Fleet choices. Mobility hubs were identified based on land use and employment characteristics, travel patterns, and demographics. Mobility hubs also integrate with Complete Corridors to ensure walking and biking are safe experiences while prioritizing pooled ride options over single-occupant vehicles.

Key mobility hub services and supporting amenities include bikeshare, carshare, neighborhood electric vehicles, convenient micromobility parking and e-charging, dynamic parking management strategies, real-time traveler information, on-demand ridesharing, microtransit services, safer bikeways and walkways, and a variety of urban design features. Integrating information technology helps people find, book, and pay for transit and all other shared mobility options. In the future, automated and connected vehicle technology can enhance travel for people of all ages and abilities while fostering a safer environment for all mobility hub users. The different projects include the following categories of amenities.

Table D-1 List of Potential Amenities at Mobility Hub Locations

| AMENITY TYPE | AMENITY | DESCRIPTION |
|----------------|-----------------------|--|
| Micromobility | Bike or Scooter share | Shared fleet of bikes or scooters for short-term use that can be accessed by using a smartphone app. These can be checked out a payment kiosk. |
| | Rideables | Portable devices with wheels that use an electric power source and feature a footboard for the rider to stand on. |
| Bike Amenities | Bike Share | Provides convenient, affordable, on-demand access to bikes for short-term use in urban areas while enhancing access to transit. |
| | Bike Parking | Provides secure locations for people to park and lock their bikes while they are away or transferring modes. |
| | Bikeways | Provides a safe and comfortable riding experience for people of all ages and abilities and alerts drivers to the presence of bike riders on or near the roadway. |

| AMENITY TYPE | AMENITY | DESCRIPTION |
|----------------------|--|---|
| | Bike Repair Station | Provides common bicycle maintenance and repair tools to help cyclists reach their destinations safely. |
| Pedestrian Amenities | Walkways | Introduces wide walkways, landscaping, pedestrian scale lighting, enhanced paving, pedestrian cut-throughs, and other urban design enhancements to create a safe and efficient pedestrian connection. |
| | Crossings | Provides short crossing distances and makes pedestrians more visible to drivers using pedestrian crossing beacons, curb extensions, raised crosswalks, or pedestrian crossing medians. |
| Transit Amenities | Enhanced Transit Waiting Areas | Includes seating, lighting, shade, rain cover, trash receptacles, complementary Wi-Fi, real-time travel alerts, daily schedule information. |
| | Real Time Travel Information | Helps passengers make informed travel choices based on availability or nearby mobility options. People can plan their trips more efficiently and wait less for transit connections. |
| | Passenger Loading Zones | Zones where passengers can be dropped off or picked up, conveniently and safely. This curb space can be flexible to allow space for TNCs, NEVs, or Micro-transit vehicles. |
| | Electric Vehicle Charging Station (EVCs) | Gives people the opportunity to charge plug-in electric vehicles (PEVs) at a mobility hub. |
| | Neighborhood Electric Vehicle (NEV) | Offers a low speed (25 mph), zero-emission motorized travel option for local trips in self-contained areas such as planned communities, resorts, college campuses, and industrial parks. |
| | Micro Transit Connections | Provides a flexible, on-demand option for small groups of people to common locations. This provides an alternative to fixed-route transit service. |
| | Dedicated Transit Lanes | Dedicated transit lanes are physically separated from traffic with curbs or paint to discourage |

| AMENITY TYPE | AMENITY | DESCRIPTION |
|--------------------------------------|----------------------------------|---|
| | | drivers from entering them and making it easier for busses to re-emerge into the travel network. |
| Motorized Services Amenities | On-Demand Rideshare | Allows someone to request a ride in real-time using a mobile app and links passengers with available drivers based on a trip's origin and destination, while also identifying the quickest route. |
| | Carshare | Shared fleet of cars that can be found within a specified service area, at transit stations, or other locations, and accessed via a smartphone app or provider's website. Carshare offers people a convenient way to make connections beyond the first and last mile and provides an alternative to owning a vehicle. |
| | Flexible Curb Space | Designates curb space for some mobility services during peak demand periods, while the same space can be designated for other uses during off-peak periods. |
| Support Services & Amenities | Wayfinding | Assists travelers with navigation to other transit stations, civic and community buildings, or parks. Wayfinding signage can be placed throughout the five-minute walk, bike, and drive access sheds. |
| | Mobile Retail Services | Provides opportunities for local businesses to come directly to customers, allowing travelers to finish some errands while at the mobility hub. |
| | Package Delivery | Provides a secure location for online orders to be picked up at any time of day. |
| Intelligent Transportation Solutions | Smart Parking | Uses technology to make searching and paying for parking more convenient and efficient. This can be also be used to provide data on parking patterns within a community. |
| | Universal Transportation Account | Provides people with an integrated payment solution for a wide variety of mobility services. |

| AMENITY TYPE | AMENITY | DESCRIPTION |
|-----------------------|--------------------------|---|
| Placemaking Amenities | Green Space | Provides park or urban greenery to the community. |
| | Landscaping and Shade | Provides an enhanced sense of place to passenger waiting areas or to community spaces. |
| | Public Seating | Creates a meeting place for community members and an enhanced sense of place for passengers waiting for a transit connection. |
| | Device Charging Stations | Allows travelers to charge their electronic devices while waiting for transit. |
| | Public Art | Creates an enhanced sense of place. |

Flexible Fleets

The Flexible Fleets strategy builds on the popularity of shared mobility services such as on-demand rideshare, bikeshare, and scootershare. These fleets provide different mobility options and vehicles for all types of trips, including package deliveries, thus reducing the need to own a car. Services can make it easier for a person to connect to high-speed transit and other important destinations by providing a first and last-mile connection or fulfilling a complete trip.

A trip on a Flexible Fleet can be reserved through a mobile app. Public agencies are working with the private sector to ensure there are options for people without a smartphone or credit card who would like to use the service.

- **Micromobility** includes small, low-speed, vehicles like e-scooters, bikes, and other rideables to support short trips around a community.
- **Rideshare** is when riders headed in a similar direction can share the ride in a vehicle. This includes carpool, vanpool, and pooled ride hailing services such as uberPOOL and Lyft Shared. Eventually these services will operate as automated and shared taxis that will be designed to meet passenger needs.
- **Microtransit** is typically a multi-passenger shuttle that can carry up to 15 passengers and provide rides within a defined service area. This technology-enabled transit service allows users to reserve a ride ahead of time or on-demand. Smaller, all-electric shuttles, also known as neighborhood electric vehicles (NEV), are another form of microtransit that provides a sustainable and convenient solution for short trips around communities.

- **Ridehailing services** enable someone to request a ride in real-time. Services link the passenger with available drivers based on their trip length, number of passengers, origin, and destination. This includes services such as Uber, Lyft, or taxis. Ridehailing services will be automated in the future, allowing users to reserve any type of vehicle for their trip.

Next Operating System (OS)

Next OS is the “brain” of the entire transportation system. It is a digital platform that compiles information from sources like passenger vehicles, delivery trucks, e-bikes, and scooters into a centralized data hub. Analysis of this data will improve how transportation is planned, operated, and experienced.

The Next OS makes the transportation system smarter, allowing it to adapt and respond to changing conditions throughout the day. For example, travel lanes on Complete Corridors can be dedicated to different uses or modes at different times of day depending on traffic levels, transit services can become more responsive to user demand, and different numbers and types of transit vehicles can be deployed as needed to serve specific areas. Next OS supports dashboards with real-time data to help service providers and transportation operators optimize their services.

Next OS also provides people with timely and accurate information about travel choices so they can make more informed decisions about the best modes or routes to use. Applications and interactive kiosks can then be used to browse for, book, and pay for any mobility service.

Next OS can also help planners and policymakers make informed decisions using data that provides a clear perspective on how the transportation system is functioning and what improvements might be needed and where. Next OS would unify Complete Corridor management systems and complement the proposed infrastructure improvements to let people choose the travel option that works best for them.

- **Active Transportation and Demand Management (ATDM)** technology enables transportation operators to modify how infrastructure and services are used based on changing traffic conditions. This also allows operators to make more use of existing roads and offers an alternative to costly road expansion. Real-time travel information helps people decide how, where, and when to travel to avoid congestion and dangerous driving conditions, thereby supporting mode shift.
- **Active Traffic Management (ATM)** technology enables operators to dynamically manage the roadway based on recurrent and non-recurrent congestion and traffic patterns. This strategy improves the efficiency and throughput of the freeway or roadway while simultaneously providing benefit to traveler safety. When integrated regionally, ATM can aid congestion management and travel time-reliability throughout the transportation system.

- **Smart infrastructure and connected vehicles** use high-speed communication networks to enable connected vehicles, smartphones, and smart roads to share data, which can help reduce collisions, increase network capacity, and improve travel times.
- **Priority for transit, active transportation, and shared mobility services**, including smart intersections, flexible lanes, dedicated transit lanes, micromobility lanes, and separate space for people who walk and bike, make traveling by transit, bike, or foot safer, faster, and more comfortable. More people choosing shared transportation options leads to better air quality.

Figures D-2 through D-6 map the 367 TSS included in this CMCP and included in Alternatives 2 and 3. **Tables D1-1 through D1-5** list the TSS developed as part of this CMCP and included in Alternatives 2 and 3.

Figure D-2 Transit Leap

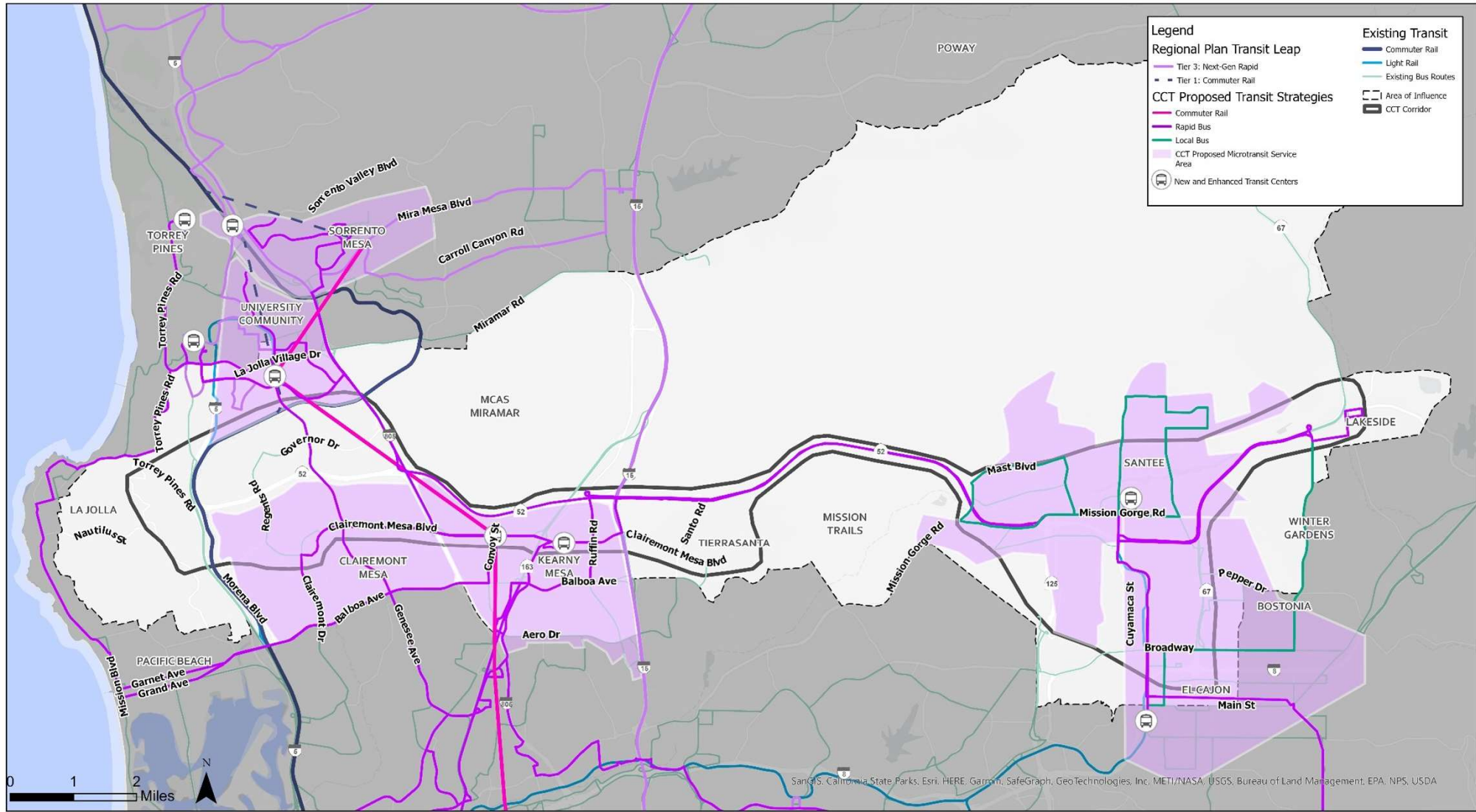


Figure D-3 Complete Corridors

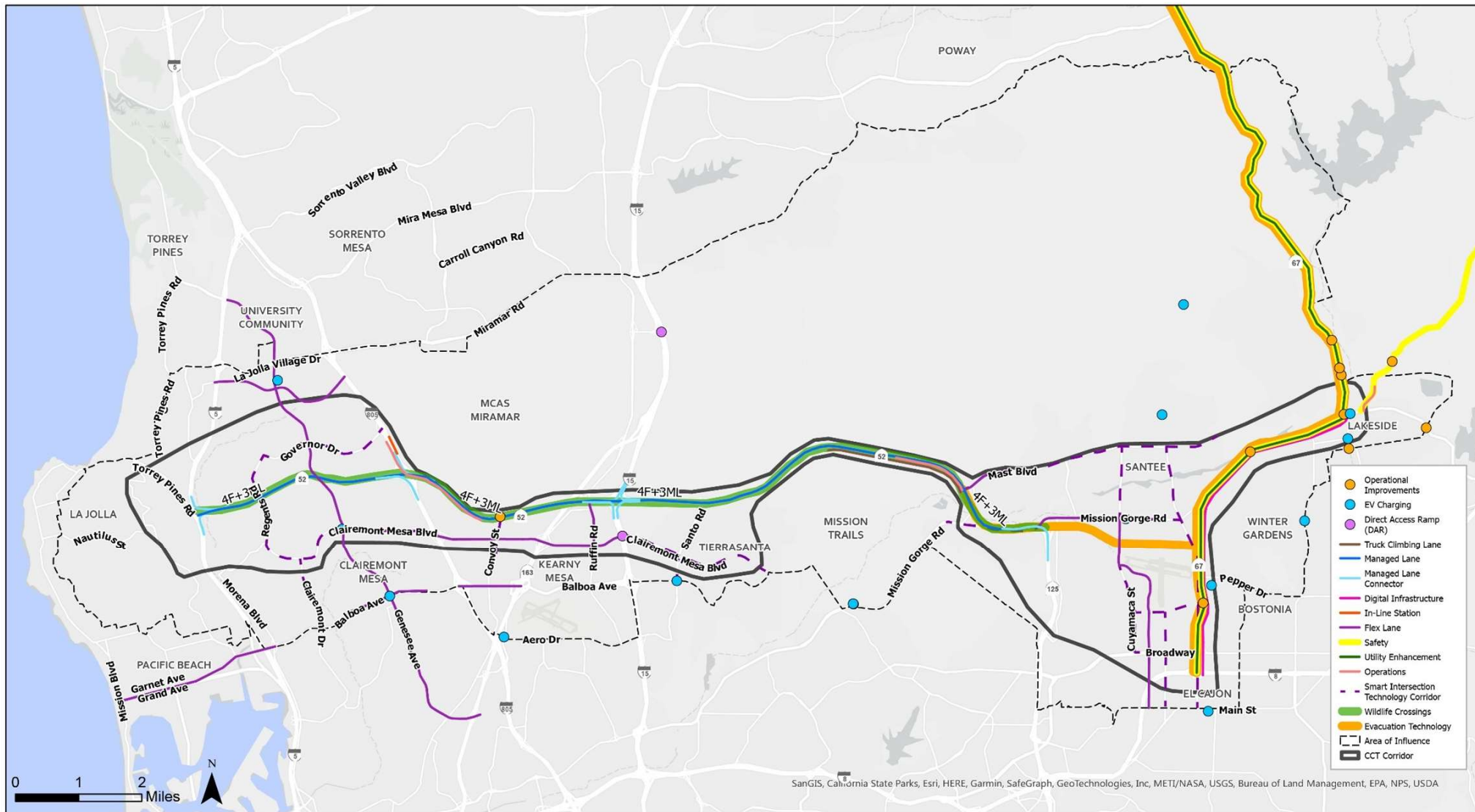


Figure D-3-A Complete Corridors – Active Transportation

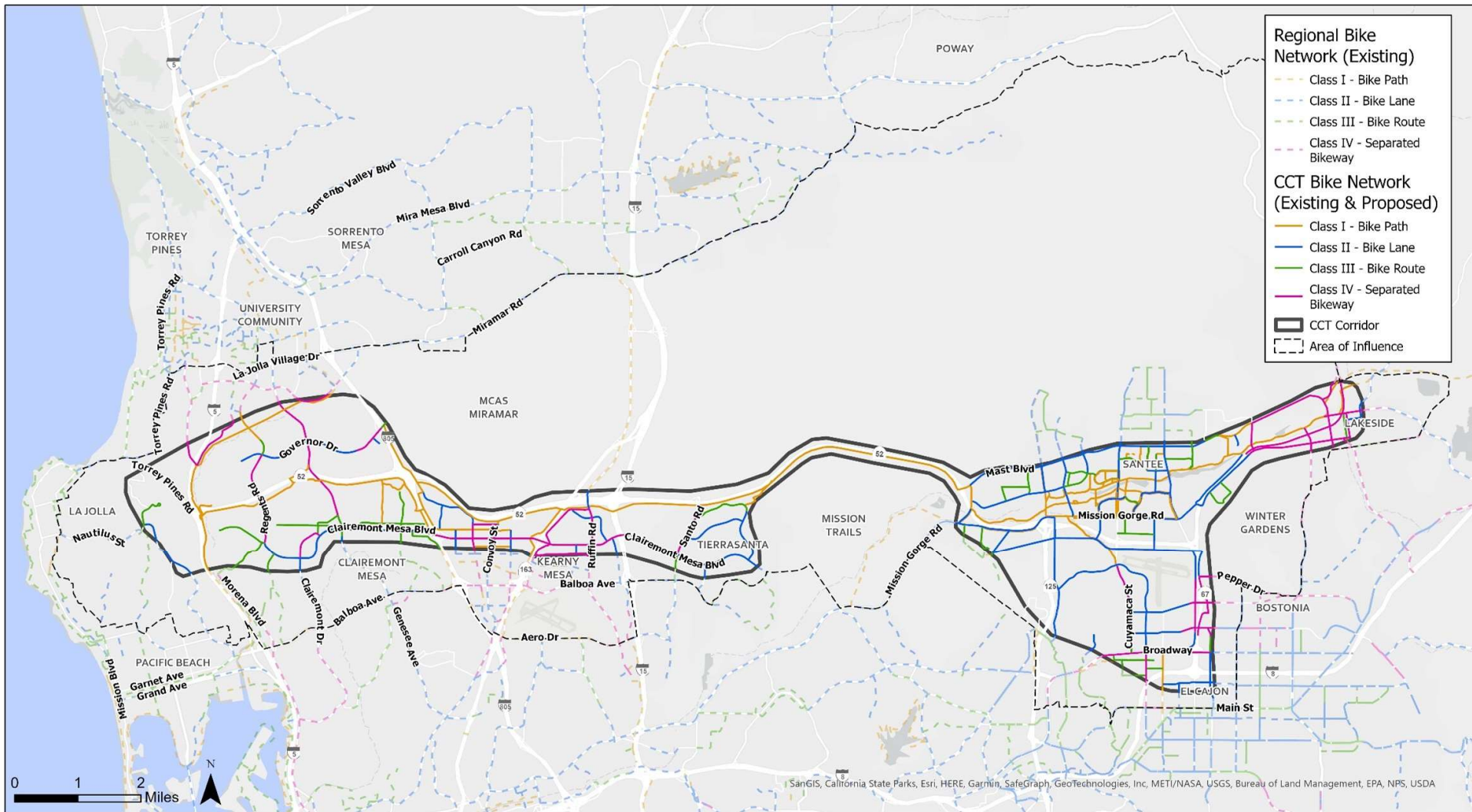


Figure D-4 Mobility Hubs

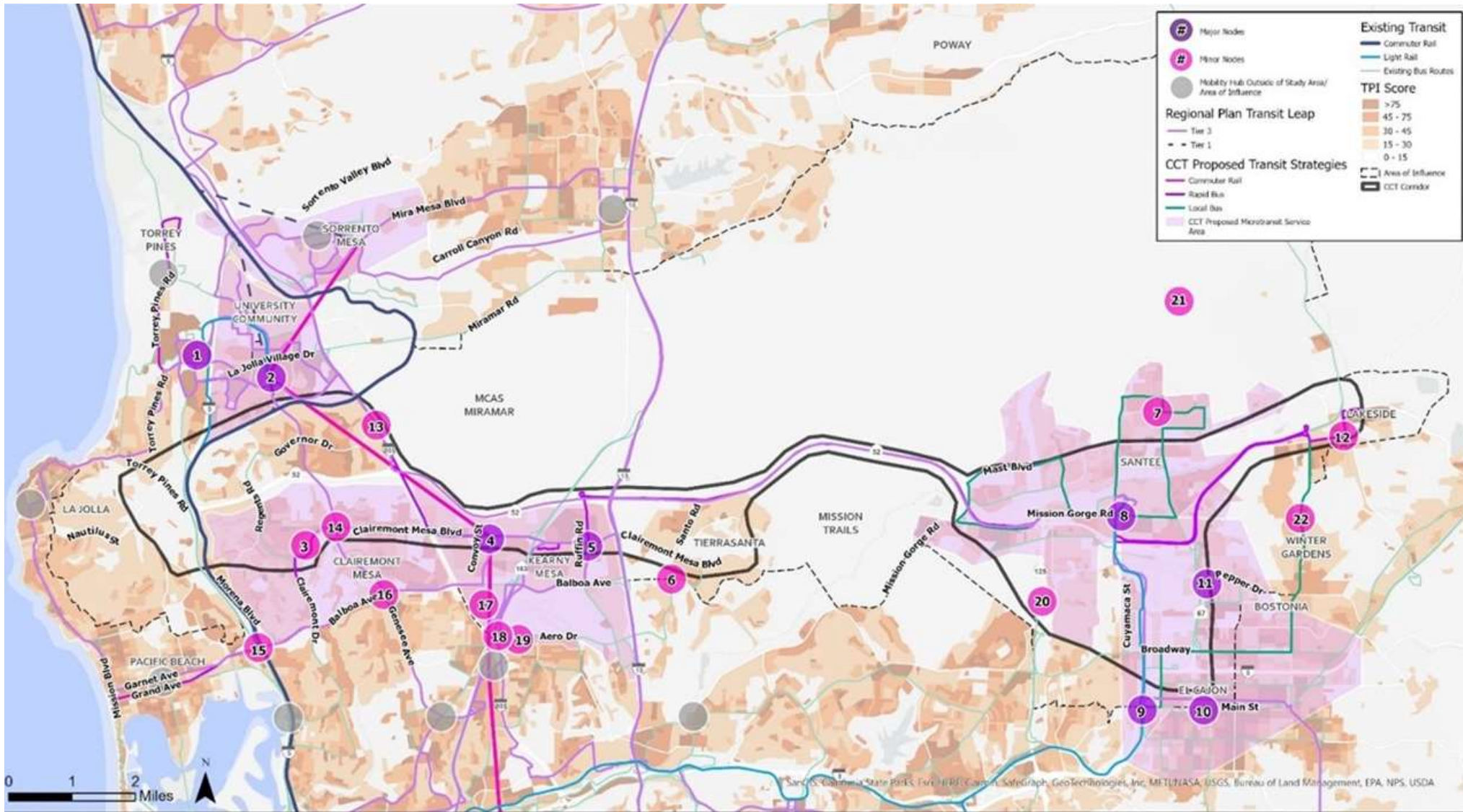


Figure D-5 Flexible Fleets

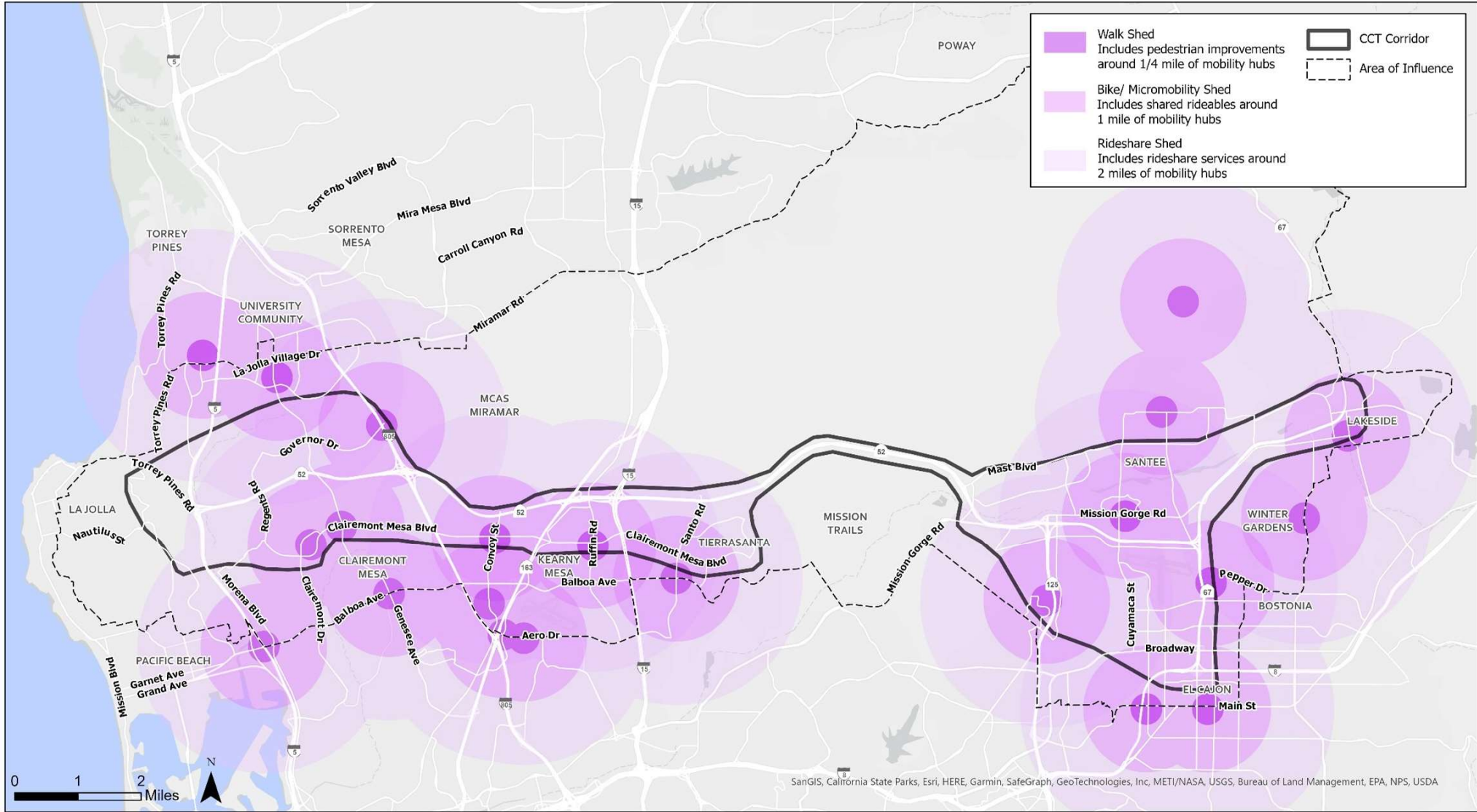


Figure D-6 Next OS Strategies

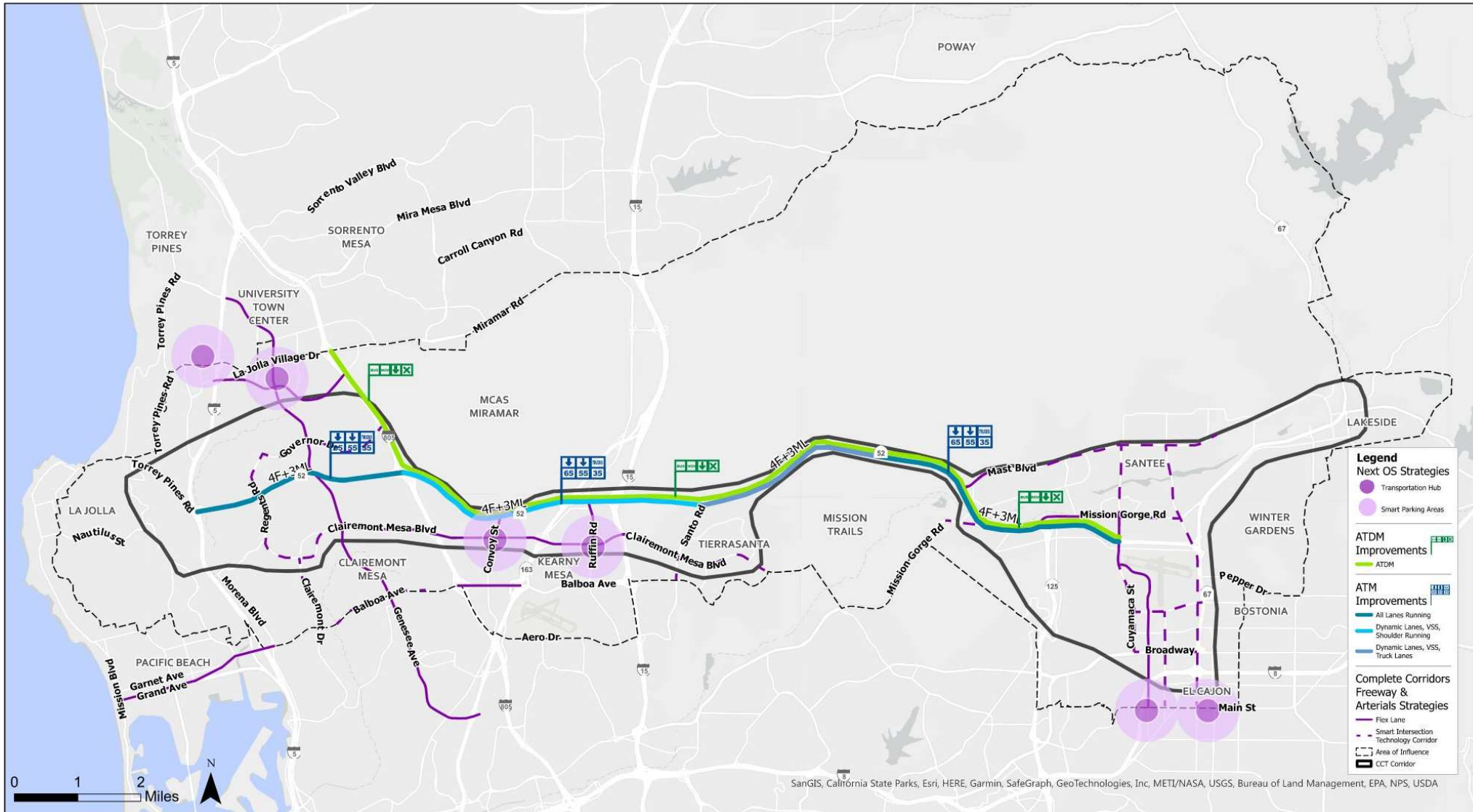


Table D-2 Transit Leap Strategies

| Strategy ID | Strategy Name | Description | Alt 1 | Alt 2 | Alt 3 |
|-------------|--------------------------------------|---|-------|-------|-------|
| TC01 | Torrey Pines Transit Center | Torrey Pines Transit Center at Callan Road | No | Yes | Yes |
| TC02 | Gilman Transit Center (UC San Diego) | UC San Diego Transit Center at Gilman Drive | No | Yes | Yes |
| TC03 | Sorrento Valley Transit Center | Sorrento Valley Coaster Station at Sorrento Valley Road | No | Yes | Yes |
| TC04 | UTC Transit Center | UTC Trolley Station at Genesee Avenue | No | Yes | Yes |
| TC05 | West Kearny Mesa Transit Center | West Kearny Mesa Transit Center at Convoy Street | No | Yes | Yes |
| TC06 | East Kearny Mesa Transit Center | East Kearny Mesa Transit Center at Complex Drive | No | Yes | Yes |
| TC07 | Santee Transit Center | Santee Transit Center at Santee Town Center | No | Yes | Yes |
| TC08 | El Cajon Transit Center | El Cajon Trolley Station at Marshall Avenue | No | Yes | Yes |
| TM01 | Sorrento Mesa Microtransit | Sorrento Mesa Mobility Hub | No | Yes | Yes |
| TM02 | UTC Microtransit | UTC Mobility Hub | No | Yes | Yes |
| TM04 | Clairemont Mesa Microtransit | Clairemont Mesa Mobility Hub | No | Yes | Yes |
| TM05 | Kearny Mesa Microtransit | Kearny Mesa Mobility Hub | No | Yes | Yes |
| TM06 | Santee Microtransit | Santee Mobility Hub | No | No | Yes |
| TM07 | El Cajon Microtransit | El Cajon Mobility Hub | No | Yes | Yes |
| TR01 | Rapid 27 Phase 1 | Balboa Transit Center to Kearny Mesa via Balboa Avenue | No | Yes | Yes |
| TR02 | Rapid 27 Phase 2 | Pacific Beach to Kearny Mesa via Balboa Avenue | No | Yes | Yes |
| TR03 | Rapid 28 | Point Loma to Kearny Mesa via Central Mobility Hub | Yes | Yes | Yes |

| Strategy ID | Strategy Name | Description | Alt 1 | Alt 2 | Alt 3 |
|-------------|-------------------|---|-------|-------|-------|
| TR04 | Rapid 30 | Balboa Transit Center to Sorrento Mesa via Pacific Beach, La Jolla, and UTC | Yes | Yes | Yes |
| TR05 | Rapid 41 | Fashion Valley to UTC/UC San Diego via Linda Vista and Clairemont Mesa | Yes | Yes | Yes |
| TR06 | Rapid 43 | Pacific Beach to Kearny Mesa via Clairemont Mesa | No | Yes | Yes |
| TR07 | Rapid 120 | Kearny Mesa to Downtown San Diego via Fashion Valley | Yes | Yes | Yes |
| TR08 | Rapid 292 | El Cajon to Otay Mesa via Jamacha and Otay Lakes | No | Yes | Yes |
| TR09 | Rapid 292 Phase 1 | Pacific Beach to Kearny Mesa | Yes | No | No |
| TR10 | Rapid 292 Phase 2 | Pacific Beach to Otay Mesa via El Cajon, Jamacha, and Otay Lakes | Yes | No | No |
| TR11 | Rapid 295 | Spring Valley to Clairemont Mesa via Kearny Mesa | Yes | Yes | Yes |
| TR12 | Commuter Rail 582 | Sorrento Mesa to National City via UTC, Kearny Mesa, and University Heights | Yes | Yes | Yes |
| TR13 | Rapid 630 | Iris Avenue to Kearny Mesa via I-5 and City College | Yes | Yes | Yes |
| TR14 | Route 848 | El Cajon to Lakeside via Winter Gardens | No | Yes | Yes |
| TR15 | Rapid 870 | El Cajon to Torrey Pines via Santee, SR 52, UC San Diego, I-805 | No | Yes | No |
| TR16 | Rapid 870 | El Cajon to UTC via Santee, SR 52, I-805 | Yes | No | No |
| TR17 | Rapid 870 | El Cajon to Torrey Pines via Santee, SR 52, UC San Diego, I-805 | No | No | Yes |
| TR18 | Rapid 880 | El Cajon to UC San Diego via Santee, SR 52, Kearny Mesa, I-805, UTC | No | Yes | No |
| TR19 | Rapid 880 | El Cajon to UC San Diego via Santee, SR 52, Kearny Mesa, I-805, UTC | No | No | Yes |
| TR20 | Rapid 890 | El Cajon to Sorrento Mesa via Santee, SR 52, I-805 | No | Yes | No |
| TR21 | Rapid 890 | El Cajon to Sorrento Mesa via Santee, SR 52, I-805 | Yes | No | No |
| TR22 | Rapid 890 | El Cajon to Sorrento Mesa via Santee, SR 52, I-805 | No | No | Yes |

| Strategy ID | Strategy Name | Description | Alt 1 | Alt 2 | Alt 3 |
|-------------|---------------|---------------------------------------|-------|-------|-------|
| TR23 | Rapid 893 | Lakeside to El Cajon via SR 52, SR 67 | No | No | Yes |
| TR24 | Route 832 | Santee Town Center to North Santee | No | Yes | No |
| TR25 | Route 834 | Santee Town Center to West Santee | No | Yes | No |





Table D-3 Complete Corridors Strategies

| Strategy ID | Strategy Name | Description | Start | Finish | Alt 1 | Alt 2 | Alt 3 |
|-------------|--------------------------------------|---|-----------|-----------|-------|-------|-------|
| CC01 | SR 52 Managed Lanes | Add 2 managed lanes and 1 reversible | I-5 | I-805 | Yes | Yes | Yes |
| CC02 | SR 52 Managed Lanes | Convert general purpose lanes and/or shoulder to 2 managed lanes and add 1 reversible | I-805 | I-15 | Yes | Yes | Yes |
| CC03 | SR 52 Managed Lanes | Convert general purpose lanes and/or shoulder to 2 managed lanes and add 1 reversible | I-15 | Mast Blvd | Yes | Yes | Yes |
| CC04 | SR 52 Managed Lanes | Convert general purpose lanes and/or shoulder to 2 managed lanes and add 1 reversible | Mast Blvd | SR 125 | Yes | Yes | Yes |
| CC05 | Complete Corridor: MLC SR 52 (I-5) | South to East and West to North | I-5 | SR 52 | Yes | Yes | Yes |
| CC06 | Complete Corridor: MLC SR 52 (I-5) | North to East and West to South | I-5 | SR 52 | Yes | Yes | Yes |
| CC07 | Complete Corridor: MLC SR 52 (I-805) | West to North and South to East | I-805 | SR 52 | Yes | Yes | Yes |
| CC075 | Complete Corridor: MLC SR 52 (I-805) | North to West and East to South | n/a | n/a | Yes | Yes | Yes |
| CC081 | Complete Corridor: MLC SR 52 (I-15) | South to West and East to North | I-15 | SR-52 | Yes | Yes | Yes |
| CC082 | Complete Corridor: MLC SR 52 (I-15) | West to North and South to East | I-15 | SR 52 | Yes | Yes | Yes |
| CC083 | Complete Corridor: MLC SR 52 (I-15) | North to West and East to South | I-15 | SR 52 | Yes | Yes | Yes |
| CC084 | Complete Corridor: MLC SR 52 (I-15) | North to East and West to South | I-15 | SR 52 | Yes | Yes | Yes |

| Strategy ID | Strategy Name | Description | Start | Finish | Alt 1 | Alt 2 | Alt 3 |
|-------------|---------------------------------------|---|--------------------|---------------------------|-------|-------|-------|
| CC09 | Complete Corridor: MLC SR 52 (SR 125) | North to West and East to South | SR 125 | SR 52 | Yes | Yes | Yes |
| CC10 | Genesee Avenue Flex Lane | Convert general purpose lanes and/or shoulder/parking to flex lane. | I-5 | Regents Road | No | Yes | Yes |
| CC11 | Genesee Avenue Flex Lane | Convert general purpose lanes and/or shoulder/parking to flex lane. | Regents Road | Nobel Drive | No | Yes | Yes |
| CC12 | Genesee Avenue Flex Lane | Convert general purpose lanes and/or shoulder/parking to flex lane. | Nobel Drive | SR 52 | No | Yes | Yes |
| CC13 | Genesee Avenue Flex Lane | Convert general purpose lanes and/or shoulder/parking to flex lane. | SR 52 | Marlesta Drive | No | Yes | Yes |
| CC14 | Genesee Avenue Flex Lane | Convert general purpose lanes and/or shoulder/parking to flex lane. | Marlesta Drive | SR 163 | No | Yes | Yes |
| CC15 | Nobel Drive Flex Lane | Convert general purpose lanes and/or shoulder/parking to flex lane. | I-5 | I-805 | No | Yes | Yes |
| CC16 | Clairemont Mesa Blvd Flex Lane | Convert general purpose lanes and/or shoulder/parking to flex lane. | I-805 | I-15 | No | Yes | Yes |
| CC17 | Ruffin Road Flex Lane | Convert general purpose lanes and/or shoulder/parking to flex lane. | Kearny Villa Road | Clairemont Mesa Boulevard | No | Yes | Yes |
| CC18 | Mast Boulevard Flex Lane | Convert general purpose lanes and/or shoulder/parking to flex lane. | SR 52 | Boulder Vista | No | Yes | Yes |
| CC19 | Mission Gorge Road Flex Lane | Convert general purpose lanes and/or shoulder/parking to flex lane. | SR 52 | Cuyamaca Street | No | Yes | Yes |
| CC20 | Cuyamaca Street Flex Lane | Convert general purpose lanes and/or shoulder/parking to flex lane. | Mission Gorge Road | Marshall Avenue | No | Yes | Yes |
| CC21 | Marshall Avenue Flex Lane | Convert general purpose lanes and/or shoulder/parking to flex lane. | Cuyamaca Street | Bradley Avenue | No | Yes | Yes |
| CC22 | Marshall Avenue Flex Lane | Convert general purpose lanes and/or shoulder/parking to flex lane. | Bradley Avenue | Fletcher Parkway | No | Yes | Yes |

| Strategy ID | Strategy Name | Description | Start | Finish | Alt 1 | Alt 2 | Alt 3 |
|-------------|--|---|----------------------|-----------------|-------|-------|-------|
| CC23 | Marshall Avenue Flex Lane | Convert general purpose lanes and/or shoulder/parking to flex lane. | Fletcher Parkway | Main Street | No | Yes | Yes |
| CC24 | Balboa Avenue Flex Lane | Convert general purpose lanes and/or shoulder/parking to flex lane. | I-805 | SR 163 | No | Yes | Yes |
| CC42 | Garnet Avenue Flex Lane | Convert general purpose lanes and/or shoulder/parking to flex lane. | n/a | n/a | No | Yes | Yes |
| CC43 | Grand Avenue Flex Lane | Convert general purpose lanes and/or shoulder/parking to flex lane. | Mission Blvd | Garnet Avenue | No | Yes | Yes |
| CC44 | SR 67 Broadband Digital Infrastructure | Install fiber optic connection filling the missing gap between El Cajon and Lake Side | El Cajon | Lakeside | No | Yes | Yes |
| CC45 | WB 52 to NB 805 Auxiliary (Aux) Lane | Add additional freeway to freeway ramp lane and extend as aux lane to Governor Drive. | SR 52 | Governor Drive | No | Yes | Yes |
| CC46 | WB 52 Aux Lane | Add aux lane from Convoy Street to NB 805 connector. | Convoy Street | I-805 | No | Yes | Yes |
| CC47 | WB 52 Truck Climbing Lane | Add truck climbing lane from Mast Boulevard to crest of hill | Mast Blvd | Crest of hill | No | Yes | Yes |
| CC48 | EB 52 Aux Lane | Add aux lane from Spring Canyon Bridge to Mast Boulevard | Spring Canyon Bridge | Mast Boulevard | No | Yes | Yes |
| CC49 | SR 67 & Maplevue Street ICE (ICE) | Perform ICE and evaluate intersection geometry | SR 67 | Maplevue Street | No | Yes | Yes |
| CC50 | SR 67 & Willow Road ICE | Perform ICE and evaluate intersection geometry | SR 67 | Willow Road | No | Yes | Yes |
| CC51 | Willow Road & Wildcat Canyon ICE | Perform ICE and evaluate intersection geometry | Wildcat Canyon | Wildcat Canyon | No | Yes | Yes |
| CC52 | Lake Jennings Road & El Monte Road ICE | Perform ICE and evaluate intersection geometry | Willow Road | Wildcat Canyon | No | Yes | Yes |

| Strategy ID | Strategy Name | Description | Start | Finish | Alt 1 | Alt 2 | Alt 3 |
|-------------|--|--|-----------------------------|-------------------|-------|-------|-------|
| CC53 | Julian Avenue & Lemon Crest Drive ICE | Perform ICE and evaluate intersection geometry | Lemon Crest Drive | Lemon Crest Drive | No | Yes | Yes |
| CC54 | SR 67 & Gold Bar Lane ICE | Perform ICE and evaluate intersection geometry | Gold Bar Lane | Gold Bar Lane | No | Yes | Yes |
| CC55 | SR 67 & Lakeside Avenue | Perform signal warrant analysis | Lakeside Avenue | Lakeside Avenue | No | Yes | Yes |
| CC56 | Willow Road Traffic Calming | Implement traffic calming strategies to SR-67 | Willow Road | Willow Road | No | Yes | Yes |
| CC58 | Wildcat Canyon Road Falling Rock Improvement | Install falling rock protection devices and warning signage along roadway | El Cajon Mountain Trailhead | Mapleview Street | No | Yes | Yes |
| CC59 | SR 67: San Diego River Bridge | Widen bridge to accommodate evacuation needs (based on Highway Safety Improvement Plan evacuation study) | Vine Street | Lakeside Avenue | No | Yes | Yes |
| CC60 | Ashwood Street: Mapleview Street to Cactus Park Road | Create passing lane from Mapleview Street to Cactus Park | Mapleview Street | Cactus Park | No | Yes | Yes |
| CC61 | SR 67 PM 6.05 to 9.01 Shoulder Widening | Widen shoulders on both sides of the roadway to be used for evacuation (based on Highway Safety Improvement Plan evacuation study) | PM 6.05 | PM 9.01 | No | Yes | Yes |
| CC62 | SR 67 PM 5.48 to 5.85 Shoulder Widening | Widen shoulders on both sides of the roadway to be used for evacuation (based on Highway Safety Improvement Plan evacuation study) | PM 5.48 | PM 5.85 | No | Yes | Yes |
| CC63 | SR 67 Utility Enhancements | Ensure all utilities have redundancy for resiliency for wildfires, earthquakes, and other natural disasters | I-8 | Ramona | No | Yes | Yes |
| CC64 | SR 67 Wildlife Crossing #1 | Restore/enhance habitat connection via wildlife crossing facility | SR 52 | Main Street | No | Yes | Yes |

| Strategy ID | Strategy Name | Description | Start | Finish | Alt 1 | Alt 2 | Alt 3 |
|-------------|---------------------------------------|--|----------------|----------------|-------|-------|-------|
| CC65 | SR 67 Wildlife Crossing #2 | Restore/enhance habitat connection via wildlife crossing facility | SR 52 | Main Street | No | Yes | Yes |
| CC66 | SR 67 Wildlife Crossing #3 | Restore/enhance habitat connection via wildlife crossing facility | SR 52 | Main Street | No | Yes | Yes |
| CC67 | Mapleview Street Green Infrastructure | Create green infrastructure elements to improve stormwater runoff water quality | SR 67 | Pino Drive | No | Yes | Yes |
| CC68 | SR 67 VMS | Install variable message signs from I-8 to SR 78 at major intersections to communicate evacuation events, and provide navigation information | I-8 | SR 78 | No | Yes | Yes |
| CC69 | SR 67 CCTV | Install corridor-wide CCTV from I-8 to SR 78 with live data stream to Transportation Management Center | I-8 | SR 78 | No | Yes | Yes |
| CC70 | SR 67 Emergency Event Tow | Implement emergency even tow-truck deployment utilizing CCTV system to identify stranded vehicles | I-8 | SR 78 | No | Yes | Yes |
| CC71 | SR 67 Guardrail | Install guardrail where necessary for reducing run-off-road collisions | I-8 | SR 78 | No | Yes | Yes |
| CC73 | Governor Drive In-Line Rapid Station | Add an in-line station on I-805 at Governor Drive to serve the 870, 880, 890 | Governor Drive | Governor Drive | No | No | Yes |
| CC74 | SR 52 HOV Policy | Create a HOV 3+ policy change when managed lanes are utilized at their target capacity (LOS C). | I-5 | SR 125 | No | Yes | Yes |
| CC75 | SR 52 CCTV | Install CCTV from SR 67 to Mast Blvd with live data stream to Transportation Management Center | SR 67 | Mast Boulevard | No | Yes | Yes |
| CC76 | SR 52 VMS | Install variable message signs from SR 67 to Mast Blvd at major intersections to communicate evacuation events, and provide navigation information | SR 67 | Mast Boulevard | No | Yes | Yes |
| CC77 | SR 52 at Convoy Interchange | Recommend a focused operational investigation at this interchange | SR 52 EB ramps | SR 52 WB ramps | No | Yes | Yes |

| Strategy ID | Strategy Name | Description | Start | Finish | Alt 1 | Alt 2 | Alt 3 |
|-------------|--|--|---------------------------|---------------------------|-------|-------|-------|
| CC78 | I-15 at Miramar Way Direct Access Ramp (DAR) | Add a DAR at I-15 at Miramar Way | Miramar Way | Miramar Way | No | Yes | Yes |
| CC79 | I-15 at Clairemont Mesa Boulevard DAR | Add a DAR at I-15 at Clairemont Mesa Boulevard | Clairemont Mesa Boulevard | Clairemont Mesa Boulevard | Yes | Yes | Yes |
| CC80 | SR 67 at Riverford Road Interchange | Recommend a focused operational investigation at this interchange (existing project). | SR 67 | SR 67 | Yes | Yes | Yes |
| CC81 | EB SR 52 Aux Lane | Add eastbound SR 52 auxiliary lane from I-15 to Santo Road | I-15 | Santo Road | Yes | Yes | Yes |
| CC82 | SR 52 Wildlife Crossing | Initiate and environmental study to restore/enhance habitat connection via wildlife crossings. | I-15 | Santo Road | No | Yes | Yes |
| CC83 | SR 67 at Bradley Interchange | Recommend a focused operational investigation at this interchange (existing project). | SR 67 | SR 67 | Yes | Yes | Yes |
| CC84 | Kate Session Park Drive at Soledad Road | Recommend a focused operational investigation at this intersection. | Kate Sessions Park Drive | Kate Sessions Park Drive | Yes | Yes | Yes |
| CC85 | SR 52 at Mast Blvd DAR | Add a DAR at SR 52 at Mast Blvd | Mast Boulevard | SR 52 | No | Yes | Yes |
| CC86 | Gilman Drive Class IV Separated Bikeway | Osler Lane to La Jolla Colony Drive | n/a | n/a | Yes | Yes | Yes |
| CC87 | Rose Canyon Class I Bike Path | Judicial Drive to Gilman Drive | n/a | n/a | Yes | Yes | Yes |
| CC88 | SR-52 Class I Bike Path | Rose Canyon Bike Path/Coastal Rail trail to Mast Boulevard | n/a | n/a | Yes | Yes | Yes |
| CC89 | SR-52 Bike Path Grade-Separated Crossing to | Connect SR-52 Bike Path to Rose Canyon Bike Path via Grade-Separated Crossing of the Rail Corridor | n/a | n/a | Yes | Yes | Yes |
| CC90 | La Jolla Colony Drive Class IV Separated Bikeway | Gilman Drive to Charmant Drive/Palmilla Drive | n/a | n/a | No | Yes | Yes |

| Strategy ID | Strategy Name | Description | Start | Finish | Alt 1 | Alt 2 | Alt 3 |
|-------------|--|--|-------|--------|-------|-------|-------|
| CC91 | Palmilla Drive Class IV Cycle Track | La Jolla Colony Drive to Arriba Street | n/a | n/a | No | Yes | Yes |
| CC92 | Regents Road Class I Bike Path | Arriba Street to Rose Canyon Bike Path and Across Canyon | n/a | n/a | No | Yes | Yes |
| CC93 | SR-52 Bike Path Grade-Separated Crossing | Connect University Community to SR-52 Bike Path via Grade-Separated Crossing Just West of Genesee Avenue. Connect to Syracuse Avenue and/or Genesee Avenue | n/a | n/a | Yes | Yes | Yes |
| CC94 | SR-52 Class I Bike Path to MacDowell Park | Connect SR-52 Bike Path to Clairemont Mesa Community | n/a | n/a | No | Yes | Yes |
| CC95 | Limerick Avenue Class III Bike Route | Limerick Avenue/Chandler Drive/Charger Boulevard, from Northern terminus to Charger Boulevard southern terminus | n/a | n/a | No | Yes | Yes |
| CC96 | SR-52 Bike Path Grade-Separated Crossing of I-805 | Continue SR-52 Bike Path via Grade-Separated Crossing of I-805 | n/a | n/a | Yes | Yes | Yes |
| CC97 | SR-52 Class I Bike Path to Clairemont Mesa | Parallel to I-805 along east side | n/a | n/a | No | Yes | Yes |
| CC98 | SR-52 Bike Path Grade-Separated Crossing of SR-163 | Continue SR-52 Bike Path via Grade-Separated Crossing of SR-163 | n/a | n/a | Yes | Yes | Yes |
| CC99 | SR-52 Bike Path Grade-Separated Crossing of I-15 | Continue SR-52 Bike Path via Grade-Separated Crossing of I-15 | n/a | n/a | Yes | Yes | Yes |
| CC100 | SDGE Class I Bike Path | SR-52 Bike Path to Conrad Avenue via Utility Corridor | n/a | n/a | No | Yes | Yes |
| CC101 | Genesee Avenue Class IV Separated Bikeway | Nobel Drive to Appleton Street/Lehrer Drive | n/a | n/a | No | Yes | Yes |
| CC102 | Nobel Drive Class IV Separated Bikeway | Villa La Jolla to I-805 | n/a | n/a | No | Yes | Yes |
| CC103 | Regents Road Class IV Cycle Track | Nobel Drive to Arriba Street; Governor Drive to Luna Ave | n/a | n/a | No | Yes | Yes |



| Strategy ID | Strategy Name | Description | Start | Finish | Alt 1 | Alt 2 | Alt 3 |
|-------------|--|--|-------|--------|-------|-------|-------|
| CC104 | Jutland Drive Class III Bike Route | Morena Boulevard to Luna Avenue | n/a | n/a | No | Yes | Yes |
| CC105 | Luna Avenue Class III Bike Route | Western terminus to Regents Road | n/a | n/a | No | Yes | Yes |
| CC106 | Clairemont Mesa Boulevard Class IV Cycle Tr | Doliva Drive to Santo Road | n/a | n/a | Yes | Yes | Yes |
| CC107 | Clairemont Mesa Boulevard Class II Bike Lan | Clairemont Drive to Kleefeld Avenue; Genesee Avenue to Doliva Drive | n/a | n/a | No | Yes | Yes |
| CC108 | Convoy Court Class I Bike Path | Hickman Field Drive to Mercury Street | n/a | n/a | Yes | Yes | Yes |
| CC109 | Convoy Street Class II Bike Lanes | SR-52 Bikeway to Aero Road | n/a | n/a | No | Yes | Yes |
| CC110 | Raytheon Road Class I Bike Path | Ruffner Street to Mercury Street | n/a | n/a | Yes | Yes | Yes |
| CC111 | Kearny Mesa Road Class I Bike Path | Engineer Road to SR-52 Bikeway | n/a | n/a | Yes | Yes | Yes |
| CC112 | Chesapeake Drive Class II Bike Lanes | Kearny Villa Road to Clairemont Mesa Boulevard | n/a | n/a | No | Yes | Yes |
| CC113 | Shawline Street Class II Bike Lanes | Ronson Road to Convoy Court | n/a | n/a | No | Yes | Yes |
| CC114 | Mercury Street Class II Bike Lanes | Convoy Court to Engineer Road | n/a | n/a | No | Yes | Yes |
| CC115 | Murphy Canyon Road Class II | Clairemont Mesa Boulevard to Balboa Avenue | n/a | n/a | No | Yes | Yes |
| CC116 | Copley Park Place Class IV Separated Bikeway | Ruffner Street to Convoy Street | n/a | n/a | Yes | Yes | Yes |
| CC117 | Tech Way Class IV Separated Bikeway | Kearny Villa Road to Overland Avenue | n/a | n/a | Yes | Yes | Yes |

| Strategy ID | Strategy Name | Description | Start | Finish | Alt 1 | Alt 2 | Alt 3 |
|-------------|---|--|-------|--------|-------|-------|-------|
| CC118 | Kearny Via Road Class IV Separated Bikeway | Ruffin Road to Mesa College Road | n/a | n/a | Yes | Yes | Yes |
| CC119 | Ruffin Road Class IV Separated Bikeway | SR-52 Bikeway to Murphy Canyon Road Class I Bike Path | n/a | n/a | Yes | Yes | Yes |
| CC120 | Ruffner Street Class IV Separated Bikeway | Copley Park Place to just south of Balboa Avenue | n/a | n/a | Yes | Yes | Yes |
| CC121 | Clairemont Drive Class IV Separated Bikeway | Kleefeld Avenue to Clairemont Mesa Boulevard | n/a | n/a | No | Yes | Yes |
| CC122 | San Diego River Bikeway (Class I Bike Path) | Parallels San Diego River | n/a | n/a | Yes | Yes | Yes |
| CC123 | Mission Gorge Road Class I Bike Path | SR-125 to Carlton Hills Blvd | n/a | n/a | Yes | Yes | Yes |
| CC124 | Magnolia Avenue Class II Bike Lane | Prospect Avenue to Airport Drive | n/a | n/a | No | Yes | Yes |
| CC125 | Magnolia Avenue Class IV Separated Bikeway | Airport Drive to Bradley Avenue | n/a | n/a | No | Yes | Yes |
| CC126 | Graves Avenue Class IV Separated Bikeway | Pepper Drive to Vernon Way | n/a | n/a | No | Yes | Yes |
| CC127 | Santo Road Class IV Separated Bikeway | SR-52 Bike Path to Clairemont Mesa Boulevard | n/a | n/a | No | Yes | Yes |
| CC128 | Governor Drive Class II Bike Lanes | Stresemann Street to Gullstrand Street | n/a | n/a | Yes | Yes | Yes |
| CC129 | Governor Drive Class IV Separated Bikeway | Gullstrand Street to I-805 Bikeway | n/a | n/a | Yes | Yes | Yes |
| CC130 | Greenwich Drive Class II Bike Lanes | Governor Drive to Shoreham Place | n/a | n/a | No | Yes | Yes |
| CC131 | Prospect Avenue Class II Bike Lanes | Mesa Road to Fanita Drive and Magnolia Avenue to Graves Avenue | n/a | n/a | Yes | Yes | Yes |

| Strategy ID | Strategy Name | Description | Start | Finish | Alt 1 | Alt 2 | Alt 3 |
|-------------|---|---|-------|--------|-------|-------|-------|
| CC132 | Cottonwood Avenue Class II Bike Lane | Mission Gorge Road to Prospect Avenue | n/a | n/a | No | Yes | Yes |
| CC133 | Mission Greens Road Class III Bike Route | Mission Gorge Road to Buena Vista Avenue | n/a | n/a | No | Yes | Yes |
| CC134 | Fanita Parkway Class I Bike Path | Carlton Oaks Drive to Mission Gorge Road | n/a | n/a | No | Yes | Yes |
| CC135 | Mast Boulevard Class I Bike Path | Los Ranchitos Road to River Trail | n/a | n/a | Yes | Yes | Yes |
| CC136 | San Diego River Trail Grade-Separated Cross | Town Center to Town Center Park | n/a | n/a | No | Yes | Yes |
| CC137 | Carlton Hills Boulevard Class II Bike Lanes | Lake Canyon Road to Swanton Drive | n/a | n/a | Yes | Yes | Yes |
| CC138 | Madison Avenue Class II Bike Lanes | Johnson Avenue to Greenfield Drive | n/a | n/a | No | Yes | Yes |
| CC139 | Fletcher Parkway Class IV Separated Bikeway | Sharon Way/Westwind Dr to Ballantyne Street | n/a | n/a | No | Yes | Yes |
| CC140 | West Bradley Avenue Class II Bike Lanes | Marshall Avenue to City Limit | n/a | n/a | No | Yes | Yes |
| CC141 | N Magnolia Avenue Class II Bike Lanes | El Cajon City Limit to Fletcher Parkway | n/a | n/a | Yes | Yes | Yes |
| CC142 | N Johnson Avenue Class II Bike Lanes | West Bradley Avenue to Fletcher Parkway | n/a | n/a | No | Yes | Yes |
| CC143 | Buena Terrace/Petree Street/Jackman Street | Fletcher Parkway to N Johnson Avenue | n/a | n/a | No | Yes | Yes |
| CC144 | Arnele Avenue Class III Bike Route | Marshall Avenue to N Johnson Avenue | n/a | n/a | No | Yes | Yes |
| CC145 | Cuyamaca Street Class III Bike Route | W Bradley Avenue to Fletcher Parkway | n/a | n/a | No | Yes | Yes |



| Strategy ID | Strategy Name | Description | Start | Finish | Alt 1 | Alt 2 | Alt 3 |
|-------------|---|--|-------|--------|-------|-------|-------|
| CC146 | Marshall Avenue Class IV Separated Bikeway | Fletcher Parkway to W Main Street | n/a | n/a | Yes | Yes | Yes |
| CC147 | Johnson Ave Class I Bike Path | Fletcher Parkway to El Cajon Boulevard | n/a | n/a | No | Yes | Yes |
| CC148 | Riverside Drive Class I Bike Path | Marathon Parkway/Piney Grove to Riverford Road | n/a | n/a | Yes | Yes | Yes |
| CC149 | Riverside Drive Class IV Separated Bikeway | Riverford Road to Lakeside Avenue | n/a | n/a | Yes | Yes | Yes |
| CC150 | Riverford Road Class IV Separated Bikeway | Riverside Drive to Woodside Avenue | n/a | n/a | No | Yes | Yes |
| CC151 | Woodside Avenue Class IV Separated Bikeway | Woodside Avenue from Woodside Trail to Vine Street | n/a | n/a | No | Yes | Yes |
| CC152 | Winter Gardens Boulevard Class IV Cycle Track | Industry Road to Gardena Way | n/a | n/a | No | Yes | Yes |
| CC153 | Mapleview Street Class IV Separated Bikeway | Channel Road to Pino Drive | n/a | n/a | Yes | Yes | Yes |
| CC154 | Vine Street Class IV Separated Bikeway | Mapleview Street to Woodside Avenue | n/a | n/a | No | Yes | Yes |
| CC155 | Lakeside Avenue Class IV Separated Bikeway | Riverside Drive to SR-67 | n/a | n/a | Yes | Yes | Yes |
| CC156 | Channel Road Class IV Separated Bikeway | Lakeside Avenue to Julian Avenue | n/a | n/a | No | Yes | Yes |
| CC157 | Maine Avenue Class III Bike Route | Mapleview Street to Woodside Avenue | n/a | n/a | Yes | Yes | Yes |
| CC158 | Pedestrian Hybrid Beacon at San Diego River | Pedestrian Hybrid Beacon | n/a | n/a | No | Yes | Yes |
| CC159 | Pedestrian Hybrid Beacon at Forrester Creek | Pedestrian Hybrid Beacon | n/a | n/a | No | Yes | Yes |



| Strategy ID | Strategy Name | Description | Start | Finish | Alt 1 | Alt 2 | Alt 3 |
|-------------|---|--|-------|--------|-------|-------|-------|
| CC160 | Pedestrian Hybrid Beacon at Forrester Creek | Pedestrian Hybrid Beacon | n/a | n/a | No | Yes | Yes |
| CC161 | Jutland Drive Class I Bike Path to Santa Fe | Class I connection from Jutland Drive/Morena Boulevard to Santa Fe Street/Rose Creek Bikeway | n/a | n/a | No | Yes | Yes |

Table D-4 Mobility Hubs Solutions

| Strategy ID | Strategy Name | Description | Location | Alt 1 | Alt 2 | Alt 3 |
|-------------|--|---|-------------------------------------|-------|-------|-------|
| MH01 | MoHub - Major Node 1 - UCSD Transit Center | Bike lockers and fix-it station | UCSD Transit Center | No | Yes | Yes |
| MH02 | MoHub Major Node 2 - UTC Transit Center | Bike lockers and fix-it station | UTC Transit Center | No | Yes | Yes |
| MH03 | MoHub Minor Node 20 - Grossmont College | Bike lockers and fix-it station | Grossmont College | No | Yes | Yes |
| MH04 | MoHub Minor Node 21 - Fanita Parkway | Bike Parking | Fanita Parkway | No | Yes | Yes |
| MH05 | MoHub Minor Node 22 - Winter Gardens | Bike Parking | Winter Gardens | No | Yes | Yes |
| MH06 | MoHub Minor Node 13 - Governor Drive | Bike parking and fix-it station | Governor Drive | No | Yes | Yes |
| MH07 | MoHub Major Node 2 - UTC Transit Center | Dynamic / flexible parking | UTC Transit Center | No | Yes | Yes |
| MH08 | MoHub Major Node 4 - W Kearny Mesa Transit Center | Dynamic / flexible parking | W Kearny Mesa Transit Center | No | Yes | Yes |
| MH09 | MoHub Major Node 5 - E Kearny Mesa Transit Center | Dynamic / flexible parking | E Kearny Mesa Transit Center | No | Yes | Yes |
| MH10 | MoHub Minor Node 17 - Convoy Street and Othello Avenue | Dynamic / flexible parking | Near Convoy Street & Othello Avenue | No | Yes | Yes |
| MH11 | MoHub Minor Node 20 - Grossmont College | Dynamic / flexible parking | Grossmont College | No | Yes | Yes |
| MH12 | MoHub - All - Dynamic signage and wayfinding | Dynamic signage, such as TransitScreens, provide real-time information to travelers on transit connections, airport arrivals/departures. Dynamic wayfinding | Overlay | No | Yes | Yes |

| Strategy ID | Strategy Name | Description | Location | Alt 1 | Alt 2 | Alt 3 |
|-------------|---|---|------------------------------------|-------|-------|-------|
| | | allows varied messages to show on electronic screens to travelers that are making connections | | | | |
| MH13 | MoHub Major Node 2 - UTC Transit Center | EV Charging Stations | UTC Transit Center | No | Yes | Yes |
| MH14 | MoHub Minor Node 6 - Tierrasanta | EV charging stations | Tierrasanta | No | Yes | Yes |
| MH15 | MoHub Minor Node 7 - Santee City Hall | EV Charging Stations | Santee City Hall | No | Yes | Yes |
| MH16 | MoHub Major Node 8 - Santee Town Center | EV Charging Stations | Santee Town Center | No | Yes | Yes |
| MH17 | MoHub Major Node 10 - Downtown El Cajon | EV Charging Stations | Downtown El Cajon | No | Yes | Yes |
| MH18 | MoHub Major Node 11 - Hillsdale | EV Charging Stations | Hillsdale | No | Yes | Yes |
| MH19 | MoHub Minor Node 12 - Lakeside | EV Charging Stations | Lakeside | No | Yes | Yes |
| MH20 | MoHub Minor Node 14 - Clairemont Mesa Boulevard and Genesee Ave | EV Charging Stations | Clairemont Mesa Blvd & Genesee Ave | No | Yes | Yes |
| MH21 | MoHub Minor Node 16 - Balboa Avenue and Genesee Avenue | EV Charging Stations | Balboa Avenue and Genesee Avenue | No | Yes | Yes |
| MH22 | MoHub Minor Node 18 - Aero Drive and Kearny Villa Road | EV Charging Stations | Aero Drive and Kearny Villa Road | No | Yes | Yes |
| MH23 | MoHub Minor Node 21 - Fanita Parkway | EV Charging Stations | Fanita Parkway | No | Yes | Yes |
| MH24 | MoHub Minor Node 22 - Winter Gardens | EV Charging Stations | Winter Gardens | No | Yes | Yes |

| Strategy ID | Strategy Name | Description | Location | Alt 1 | Alt 2 | Alt 3 |
|-------------|---|--|------------------------------------|-------|-------|-------|
| MH25 | MoHub - All - Placemaking Amenities | Including landscaping and shade, benches, device charging stations and public art | Placemaking Amenities | No | Yes | Yes |
| MH26 | MoHub - All - Interactive Kiosks | Kiosks at transit station may provide such services as fare payment, wayfinding, real-time transit, and services and amenities directories | Interactive Kiosks | No | Yes | Yes |
| MH27 | MoHub - Major Node 1 - UCSD Transit Center | Lockers for safe retail deliveries | UCSD Transit Center | No | Yes | Yes |
| MH28 | MoHub Major Node 2 - UTC Transit Center | Lockers for safe retail deliveries | UTC Transit Center | No | Yes | Yes |
| MH29 | MoHub Minor Node 3 - Clairemont Town Square | Lockers for safe retail deliveries | Clairemont Town Square | No | Yes | Yes |
| MH30 | MoHub Minor Node 6 - Tierrasanta | Lockers for safe retail deliveries | Tierrasanta | No | Yes | Yes |
| MH31 | MoHub Minor Node 7 - Santee City Hall | Lockers for safe retail deliveries | Santee City Hall | No | Yes | Yes |
| MH32 | MoHub Major Node 8 - Santee Town Center | Lockers for safe retail deliveries | Santee Town Center | No | Yes | Yes |
| MH33 | MoHub Major Node 10 - Downtown El Cajon | Lockers for safe retail deliveries | Downtown El Cajon | No | Yes | Yes |
| MH34 | MoHub Minor Node 14 - Clairemont Mesa Boulevard and Genesee Ave | Lockers for safe retail deliveries | Clairemont Mesa Blvd & Genesee Ave | No | Yes | Yes |
| MH35 | MoHub Minor Node 20 - Grossmont College | Lockers for safe retail deliveries | Grossmont College | No | Yes | Yes |
| MH36 | MoHub Minor Node 21 - Fanita Parkway | Lockers for safe retail deliveries | Fanita Parkway | No | Yes | Yes |
| MH37 | MoHub Minor Node 22 - Winter Gardens | Lockers for safe retail deliveries | Winter Gardens | No | Yes | Yes |

| Strategy ID | Strategy Name | Description | Location | Alt 1 | Alt 2 | Alt 3 |
|-------------|---|---|------------------------------|-------|-------|-------|
| MH38 | MoHub Minor Node 7 - Santee City Hall | Multilingual wayfinding, real-time information and interactive kiosks | Santee City Hall | No | Yes | Yes |
| MH39 | MoHub Major Node 8 - Santee Town Center | Multilingual wayfinding, real-time information and interactive kiosks | Santee Town Center | No | Yes | Yes |
| MH40 | MoHub Major Node 9 - El Cajon Transit Center | Multilingual wayfinding, real-time information and interactive kiosks | El Cajon Transit Center | No | Yes | Yes |
| MH41 | MoHub Major Node 10 - Downtown El Cajon | Multilingual wayfinding, real-time information and interactive kiosks | Downtown El Cajon | No | Yes | Yes |
| MH42 | MoHub - Major Node 1 - UCSD Transit Center | Parking for shared rideables | UCSD Transit Center | No | Yes | Yes |
| MH43 | MoHub Major Node 2 - UTC Transit Center | Parking for shared rideables | UTC Transit Center | No | Yes | Yes |
| MH44 | MoHub Major Node 4 - W Kearny Mesa Transit Center | Parking for shared rideables | W Kearny Mesa Transit Center | No | Yes | Yes |
| MH45 | MoHub Major Node 5 - E Kearny Mesa Transit Center | Parking for shared rideables | E Kearny Mesa Transit Center | No | Yes | Yes |
| MH46 | MoHub Minor Node 7 - Santee City Hall | Parking for shared rideables | Santee City Hall | No | Yes | Yes |
| MH47 | MoHub Major Node 8 - Santee Town Center | Parking for shared rideables | Santee Town Center | No | Yes | Yes |
| MH48 | MoHub Major Node 9 - El Cajon Transit Center | Parking for shared rideables | El Cajon Transit Center | No | Yes | Yes |
| MH49 | MoHub Major Node 10 - Downtown El Cajon | Parking for shared rideables | Downtown El Cajon | No | Yes | Yes |
| MH50 | MoHub Minor Node 13 - Governor Drive | Parking for shared rideables | Governor Drive | No | No | Yes |

| Strategy ID | Strategy Name | Description | Location | Alt 1 | Alt 2 | Alt 3 |
|-------------|---|---|------------------------------|-------|-------|-------|
| MH51 | MoHub Minor Node 20 - Grossmont College | Parking for shared rideables | Grossmont College | No | Yes | Yes |
| MH52 | MoHub - Major Node 1 - UCSD Transit Center | Within 1/2-mile of major node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | UCSD Transit Center | No | Yes | Yes |
| MH53 | MoHub Major Node 2 - UTC Transit Center | Within 1/2-mile of major node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | UTC Transit Center | No | Yes | Yes |
| MH54 | MoHub Major Node 4 - W Kearny Mesa Transit Center | Within 1/2-mile of major node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | W Kearny Mesa Transit Center | No | Yes | Yes |
| MH55 | MoHub Major Node 5 - E Kearny Mesa Transit Center | Within 1/2-mile of major node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | E Kearny Mesa Transit Center | No | Yes | Yes |
| MH56 | MoHub Major Node 8 - Santee Town Center | Within 1/2-mile of major node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | Santee Town Center | No | Yes | Yes |
| MH57 | MoHub Major Node 10 - Downtown El Cajon | Within 1/2-mile of major node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | Downtown El Cajon | No | Yes | Yes |

| Strategy ID | Strategy Name | Description | Location | Alt 1 | Alt 2 | Alt 3 |
|-------------|---|---|------------------------------------|-------|-------|-------|
| MH58 | MoHub Major Node 11 - Hillsdale | Within 1/2-mile of major node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | Hillsdale | No | Yes | Yes |
| MH59 | MoHub Minor Node 3 - Clairemont Town Square | Within 1/4-mile of minor node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | Clairemont Town Square | No | Yes | Yes |
| MH60 | MoHub Minor Node 6 - Tierrasanta | Within 1/4-mile of minor node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | Tierrasanta | No | Yes | Yes |
| MH61 | MoHub Minor Node 7 - Santee City Hall | Within 1/4-mile of minor node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | Santee City Hall | No | Yes | Yes |
| MH62 | MoHub Minor Node 12 - Lakeside | Within 1/4-mile of minor node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | Lakeside | No | Yes | Yes |
| MH63 | MoHub Minor Node 13 - Governor Drive | Within 1/4-mile of minor node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | Governor Drive | No | Yes | Yes |
| MH64 | MoHub Minor Node 14 - Clairemont Mesa Boulevard and Genesee Ave | Within 1/4-mile of minor node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental | Clairemont Mesa Blvd & Genesee Ave | No | Yes | Yes |

| Strategy ID | Strategy Name | Description | Location | Alt 1 | Alt 2 | Alt 3 |
|-------------|--|---|--------------------------------|-------|-------|-------|
| | | crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | | | | |
| MH65 | MoHub Minor Node 15 - Balboa and Garnet Avenue | Within 1/4-mile of minor node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | Balboa Avenue & Garnet Avenue | No | Yes | Yes |
| MH66 | MoHub Minor Node 16 - Balboa and Genesee Avenue | Within 1/4-mile of minor node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | Balboa Avenue & Genesee Avenue | No | Yes | Yes |
| MH67 | MoHub Minor Node 17 - Convoy Street and Othello Avenue | Within 1/4-mile of minor node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | Convoy Street & Othello Avenue | No | Yes | Yes |
| MH68 | MoHub Minor Node 18 - Aero Drive and Kearny Villa Road | Within 1/4-mile of minor node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | Aero Drive & Kearny Villa Road | No | Yes | Yes |
| MH69 | MoHub Minor Node 19 - Aero Drive | Within 1/4-mile of minor node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | Aero Drive | No | Yes | Yes |
| MH70 | MoHub Minor Node 20 - Grossmont College | Within 1/4-mile of minor node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | Grossmont College | No | Yes | Yes |



| Strategy ID | Strategy Name | Description | Location | Alt 1 | Alt 2 | Alt 3 |
|-------------|---|---|------------------------------|-------|-------|-------|
| MH71 | MoHub Minor Node 21 - Fanita Parkway | Within 1/4-mile of minor node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | Fanita Parkway | No | Yes | Yes |
| MH72 | MoHub Minor Node 22 - Winter Gardens | Within 1/4-mile of minor node: Complete missing sidewalks; Signalized intersection crossing enhancements: Continental crosswalks, advance stop bars, pedestrian countdown signal heads, LPIs, signage | Winter Gardens | No | Yes | Yes |
| MH73 | EV Charging SR 67 & Maplevue | EV Charging Stations | SR 67 & Maplevue | No | Yes | Yes |
| MH74 | EV Charging at Mission Trails Regional Park | EV Charging Stations | Mission Trails Regional Park | No | Yes | Yes |

Table D-5 Flexible Fleets Solutions

| Strategy ID | Strategy Name | Description | Alt 1 | Alt 2 | Alt 3 |
|-------------|---|---|-------|-------|-------|
| FF01 | Flexible Fleets Operations | Operations for Flexible Fleets services include micromobility, ridehailing, rideshare, microtransit, and last-mile delivery | Yes | Yes | Yes |
| FF02 | Flexible Fleets - Major Node 1 - UCSD Transit Center | Mobile retail services | No | Yes | Yes |
| FF03 | Flexible Fleets - Major Node 1 - UCSD Transit Center | Micromobility shared rideables | No | Yes | Yes |
| FF04 | Flexible Fleets - Major Node 2 - UTC Transit Center | Micromobility shared rideables | No | Yes | Yes |
| FF05 | Flexible Fleets - Major Node 2 - UTC Transit Center | Mobile retail services | No | Yes | Yes |
| FF06 | Flexible Fleets - Major Node 2 - UTC Transit Center | Rideshare services | No | Yes | Yes |
| FF07 | Flexible Fleets - Minor Node 3 - Clairemont Town Square | Mobile retail services | No | Yes | Yes |
| FF08 | Flexible Fleets - Minor Node 3 - Clairemont Town Square | Rideshare services | No | Yes | Yes |
| FF09 | Flexible Fleets - Major Node 4 - W Kearny Mesa Transit Center | Rideshare services | No | Yes | Yes |
| FF10 | Flexible Fleets - Major Node 4 - W Kearny Mesa Transit Center | Micromobility shared rideables | No | Yes | Yes |
| FF11 | Flexible Fleets - Major Node 5 - E Kearny Mesa Transit Center | Rideshare services | No | Yes | Yes |

| Strategy ID | Strategy Name | Description | Alt 1 | Alt 2 | Alt 3 |
|-------------|--|--------------------------------|-------|-------|-------|
| FF12 | Flexible Fleets - Major Node 5 - E Kearny Mesa Transit Center | Micromobility shared rideables | No | Yes | Yes |
| FF13 | Flexible Fleets - Minor Node 6 - Tierrasanta | Rideshare services | No | Yes | Yes |
| FF14 | Flexible Fleets - Minor Node 6 - Tierrasanta | Mobile retail services | No | Yes | Yes |
| FF15 | Flexible Fleets - Minor Node 7 - Santee City Hall | Mobile retail services | No | Yes | Yes |
| FF16 | Flexible Fleets - Minor Node 7 - Santee City Hall | Rideshare services | No | Yes | Yes |
| FF17 | Flexible Fleets - Minor Node 7 - Santee City Hall | Micromobility shared rideables | No | Yes | Yes |
| FF18 | Flexible Fleets - Major Node 8 - Santee Town Center | Rideshare services | No | Yes | Yes |
| FF19 | Flexible Fleets - Major Node 8 - Santee Town Center | Mobile retail services | No | Yes | Yes |
| FF20 | Flexible Fleets - Major Node 8 - Santee Town Center | Micromobility shared rideables | No | Yes | Yes |
| FF21 | Flexible Fleets - Major Node 9 - El Cajon Transit Center | Rideshare services | No | Yes | Yes |
| FF22 | Flexible Fleets - Major Node 9 - El Cajon Transit Center | Micromobility shared rideables | No | Yes | Yes |
| FF23 | Flexible Fleets - Major Node 10 - Downtown El Cajon | Rideshare services | No | Yes | Yes |
| FF24 | Flexible Fleets - Major Node 10 - Downtown El Cajon | Mobile retail services | No | Yes | Yes |

| Strategy ID | Strategy Name | Description | Alt 1 | Alt 2 | Alt 3 |
|-------------|--|--------------------------------|-------|-------|-------|
| FF25 | Flexible Fleets - Major Node 10 - Downtown El Cajon | Micromobility shared rideables | No | Yes | Yes |
| FF26 | Flexible Fleets - Major Node 11 - Hillsdale | Rideshare services | No | Yes | Yes |
| FF27 | Flexible Fleets - Minor Node 12 - Lakeside | Rideshare services | No | Yes | Yes |
| FF28 | Flexible Fleets - Minor Node 13 - Governor Drive | Micromobility shared rideables | No | Yes | Yes |
| FF29 | Flexible Fleets - Minor Node 14 - Clairemont Mesa Boulevard and Genesee Avenue | Rideshare services | No | Yes | Yes |
| FF30 | Flexible Fleets - Minor Node 14 - Clairemont Mesa Boulevard and Genesee Avenue | Mobile retail services | No | Yes | Yes |
| FF31 | Flexible Fleets - Minor Node 16 - Balboa Avenue and Genesee Avenue | Rideshare services | No | Yes | Yes |
| FF32 | Flexible Fleets - Minor Node 17 - Convoy Street and Othello Avenue | Rideshare services | No | Yes | Yes |
| FF33 | Flexible Fleets - Minor Node 18 - Aero Drive and Kearny Villa Road | Rideshare services | No | Yes | Yes |
| FF34 | Flexible Fleets - Minor Node 19 - Aero Drive | Rideshare services | No | Yes | Yes |



| Strategy ID | Strategy Name | Description | Alt 1 | Alt 2 | Alt 3 |
|-------------|---|--------------------------------|-------|-------|-------|
| FF35 | Flexible Fleets - Minor Node 20 - Grossmont College | Rideshare services | No | Yes | Yes |
| FF36 | Flexible Fleets - Minor Node 20 - Grossmont College | Mobile retail services | No | Yes | Yes |
| FF37 | Flexible Fleets - Minor Node 20 - Grossmont College | Micromobility shared rideables | No | Yes | Yes |
| FF38 | Flexible Fleets - Minor Node 21 - Fanita Ranch | Mobile retail services | No | Yes | Yes |
| FF39 | Flexible Fleets - Minor Node 22 - Winter Gardens | Mobile retail services | No | Yes | Yes |

Table D-6 Next OS Solutions

| Strategy ID | Strategy Name | Description | Alt 1 | Alt 2 | Alt 3 |
|-------------|---|--|-------|-------|-------|
| NO01 | Next OS - Data Hub | High-speed data analytics, data repository, and data performance management platform that will bring together public transportation data and develop a public-private information exchange with companies such as transportation network companies and micromobility fleets. Micromobility and other Flexible Fleets will benefit from a consolidated database given the decentralized nature of the service. In addition, a data hub should support complete corridor performance monitoring and metrics to support optimization of dynamic lane management for Active Traffic Management (ATM) and ATDM. | Yes | Yes | Yes |
| NO02 | Next OS - Curb Access and Parking | Dynamic management of curbs including access and pricing rules. Overall functionality to be applied in proximity to neighborhood mobility hubs and where flex lanes are designated. Can also be applied throughout the study area where higher densities of commercial and residential uses occur, and the strategy would assist with reducing static parking requirements and allowing increased PUDO (pick-up/drop-off) areas. | Yes | Yes | Yes |
| NO03 | Next OS - Transit Optimization | Dynamic transit routing, scheduling, and communications, already some functionality in place regionally, but enhanced optimization would include improved monitoring of traffic conditions and ensuring optimal use of ATDM functions. | Yes | Yes | Yes |
| NO04 | Next OS - Mobility as a Service App | Application to plan, book, and pay across public and private shared services. Relies on the sharing of information between public and private providers. This function should be provided regionally and leveraged in the study area to promote transit and alternative modes and lower obstacles to greater mode shifts. | Yes | Yes | Yes |
| NO05 | Next OS - Smart Intersections - Mast Blvd | Install smart Intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users. | Yes | Yes | Yes |
| NO06 | Next OS - Smart Intersections | Install smart Intersection technology to give priority to transit, freight and emergency vehicles and reduce | Yes | Yes | Yes |

| Strategy ID | Strategy Name | Description | Alt 1 | Alt 2 | Alt 3 |
|-------------|--|--|-------|-------|-------|
| | - Mission Gorge Rd | intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users. | | | |
| NO07 | Next OS - Smart Intersections - Broadway | Install smart Intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users. | Yes | Yes | Yes |
| NO08 | Next OS - Smart Intersections - Clairemont Mesa Blvd | Install smart Intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users. | Yes | Yes | Yes |
| NO09 | Next OS - Smart Intersections - Ruffin Rd | Install smart Intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users. | Yes | Yes | Yes |
| NO10 | Next OS - Smart Intersections - Convoy St | Install smart Intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users. | Yes | Yes | Yes |
| NO11 | Next OS - Smart Intersections - Genesee Ave | Install smart Intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users. | Yes | Yes | Yes |
| NO12 | Next OS - Smart Intersections - Regents Rd | Install smart Intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users. | Yes | Yes | Yes |
| NO13 | Next OS - Smart Intersections - Santo Rd | Install smart Intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users. | Yes | Yes | Yes |
| NO14 | Next OS - Smart Intersections - Bradley Avenue | Install smart Intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users. | Yes | Yes | Yes |
| NO15 | Next OS - Smart | Install smart Intersection technology to give priority to transit, freight and emergency vehicles and reduce | Yes | Yes | Yes |

| Strategy ID | Strategy Name | Description | Alt 1 | Alt 2 | Alt 3 |
|-------------|---|--|-------|-------|-------|
| | Intersections - Marshall Ave | intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users. | | | |
| NO16 | Next OS - Smart Intersections - Johnson Ave | Install smart Intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users. | Yes | Yes | Yes |
| NO17 | Next OS - Smart Intersections - Magnolia Ave | Install smart Intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users. | Yes | Yes | Yes |
| NO18 | Next OS - Smart Intersections - Nobel Dr | Install smart Intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users. | Yes | Yes | Yes |
| NO19 | Next OS - Smart Intersections - Governor Dr | Install smart Intersection technology to give priority to transit, freight and emergency vehicles and reduce intersection conflicts between vehicles, pedestrians, and cyclists, improving safety for vulnerable road users. | Yes | Yes | Yes |
| NO20 | Next OS - Next Generation Integrated Corridor Management System | Provide coordinated response and control for real-time operations across freeway, arterials, and transit networks as part of the broader complete corridors concept in the study area. In particular ICMS functions should support and integrate with the ATM/ATDM features and provide for improved mobility between the designated ATDM and the smart intersection/flex lane facilities under recurring and non-recurring congestion conditions. | Yes | Yes | Yes |
| NO21 | Next OS - Systems and Software | Enables regional transportation system operators to collect, analyze, and share data to improve transportation systems management and operations. This is a regionally enabled function that would be leveraged by the corridor to support a variety of operations and optimization efforts including optimizing transit service and operations, ATM, ATDM, and monitoring the success of on-going mobility programs. | Yes | Yes | Yes |

| Strategy ID | Strategy Name | Description | Alt 1 | Alt 2 | Alt 3 |
|-------------|---|---|-------|-------|-------|
| NO22 | Next OS - Truck Route Data | ATM concepts along the corridor include provisions for a temporal truck lane in areas with significant grades along SR-52. The scheduled times or actual status of this truck lane should be made available through Next OS to 511SD and associated traveler information systems. | No | Yes | Yes |
| NO23 | Next OS - Emergency Response and Other Data | Emergency situations and incidents can significantly impact mobility along key portions of the corridor (e.g., open spaces susceptible to wildfires, etc.) that could limit capacity and impact transit services, truck routing, etc. It is important incidents and situations of this sort of leverage Next OS to inform all operations centers and private and public mobility operators of the situation to allow for shifts in operations and to inform travelers of viable alternatives to reduce exacerbating impacts of the situation. | Yes | Yes | Yes |
| NO24 | Next OS - Dynamic Curb Management - Kearny Mesa | Physical, signage, and ITS infrastructure in Kearny Mesa should be implemented to support flexible curb usage and accommodate for changing demand. Curb management may be integrated with smart parking solutions where appropriate. | No | Yes | Yes |
| NO25 | Next OS - Dynamic Curb Management - Santee | Physical, signage, and ITS infrastructure in Santee should be implemented to support flexible curb usage and accommodate for changing demand. | No | Yes | Yes |
| NO26 | Next OS - Dynamic Curb Management - Clairemont | Physical, signage, and ITS infrastructure in Clairemont should be implemented to support flexible curb usage and accommodate for changing demand. | No | Yes | Yes |
| NO27 | Next OS - Dynamic Curb Management - University City | Physical, signage, and ITS infrastructure in university should be implemented to support of flexible curb usage and accommodate for changing demand. Curb management may be integrated with smart parking solutions where appropriate. | No | Yes | Yes |

| Strategy ID | Strategy Name | Description | Alt 1 | Alt 2 | Alt 3 |
|-------------|---|---|-------|-------|-------|
| NO28 | Next OS - Dynamic Lane Assignment | Part of the ATM/ATDM concept, lanes can be dynamically assigned based on temporal conditions and anticipated demands and traffic types. For ATDM this will typically include bus only lanes or bus and HOV lanes but can also include HOT/Express Lanes or support Connected Autonomous Vehicle designated lanes. Repurpose road space to reflect current or expected demand conditions. | No | Yes | Yes |
| NO29 | Next OS - Shoulder Running | Part of the ATM/ATDM concept, shoulder running or "all-lanes running" allows for peak period use of shoulder areas as running lanes presuming the shoulders have been properly upgraded and prepared for regular traffic. Shoulder lanes may be used for transit lanes, truck lanes, or additional auxiliary (aux) lanes to support transitions to/from major N/S freeway corridors to the SR-52. | No | Yes | Yes |
| NO30 | Next OS - Variable Speed Limits - East | Utilize information on the roadway like volume and traffic speed to post speed limits that are adaptive to changing network conditions. This can reduce accidents and increase throughput of traffic overall. In the future VSS may be paired with speed enforcement. Signage also allows for tailored messaging to indicate incidents and improve safety. | No | Yes | Yes |
| NO31 | Next OS - Variable Speed Limits - West | Utilize information on the roadway like volume and traffic speed to post speed limits that are adaptive to changing network conditions. This can reduce accidents and increase throughput of traffic overall. In the future VSS may be paired with speed enforcement. Signage also allows for tailored messaging to indicate incidents and improve safety. | No | Yes | Yes |
| NO32 | Next OS - Flexible Travel Lanes - Genesee Ave | Flexible Travel lanes to be dynamically reserved for transit, shuttles, rideshare, carshare and/or electric vehicles to relieve congestion and improve travel times. | No | Yes | Yes |
| NO33 | Next OS - Flexible Travel Lanes - Nobel Dr | Flexible Travel lanes to be dynamically reserved for transit, shuttles, rideshare, carshare and/or electric vehicles to relieve congestion and improve travel times. | No | Yes | Yes |

| Strategy ID | Strategy Name | Description | Alt 1 | Alt 2 | Alt 3 |
|-------------|--|---|-------|-------|-------|
| NO34 | Next OS - Flexible Travel Lanes - Ruffin Rd | Flexible Travel lanes to be dynamically reserved for transit, shuttles, rideshare, carshare and/or electric vehicles to relieve congestion and improve travel times. | No | Yes | Yes |
| NO35 | Next OS - Flexible Travel Lanes - Santo Rd | Flexible Travel lanes to be dynamically reserved for transit, shuttles, rideshare, carshare and/or electric vehicles to relieve congestion and improve travel times. | No | Yes | Yes |
| NO36 | Next OS - Flexible Travel Lanes - Clairemont Mesa Blvd | Flexible Travel lanes to be dynamically reserved for transit, shuttles, rideshare, carshare and/or electric vehicles to relieve congestion and improve travel times. | No | Yes | Yes |
| NO37 | Next OS - Flexible Travel Lanes - Mission Gorge Rd | Flexible Travel lanes to be dynamically reserved for transit, shuttles, rideshare, carshare and/or electric vehicles to relieve congestion and improve travel times. | No | Yes | Yes |
| NO38 | Next OS - Flexible Travel Lanes - North Cuyamaca St | Flexible Travel lanes to be dynamically reserved for transit, shuttles, rideshare, carshare and/or electric vehicles to relieve congestion and improve travel times. | No | Yes | Yes |
| NO39 | Next OS - Flexible Travel Lanes - North Marshall Ave | Flexible Travel lanes to be dynamically reserved for transit, shuttles, rideshare, carshare and/or electric vehicles to relieve congestion and improve travel times. | No | Yes | Yes |
| NO40 | Next OS - ATM 1 - All Lanes Running SR52 from I-5 to I-805 | Active Traffic Management 1: Enables the smooth flow of all traffic modes with a few dedicated lanes to HOV and transit, but all lanes open and running with variable speeds. Electronic signage enables use of shoulder areas, as well as enhanced traffic separation prior to major moves to N/S connecting facilities. ATM includes traveler information functions to warn of incidents and other conditions and would be integrated with regional traveler information solutions such as 511SD. | No | Yes | Yes |

| Strategy ID | Strategy Name | Description | Alt 1 | Alt 2 | Alt 3 |
|-------------|--|--|-------|-------|-------|
| NO41 | Next OS - ATM 2 - Variable Speeds & Dynamic Lanes SR52 from I-805 to Spring Canyon | Active Traffic Management 2: Enables the smooth flow of all traffic modes with dynamic lane assignments, VSS, shoulder running, and possible truck climbing lane. ATM includes traveler information functions to warn of incidents and other conditions and would be integrated with regional traveler information solutions such as 511SD. | No | Yes | Yes |
| NO42 | Next OS - ATM 3 - Variable Speeds, Dynamic Lanes SR52 from Spring Canyon to Mast Blvd. | Active Traffic Management 3: Enables the smooth flow of all traffic modes with dynamic lane assignments, and VSS. ATM includes traveler information functions to warn of incidents and other conditions and would be integrated with regional traveler information solutions such as 511SD. | No | Yes | Yes |
| NO43 | Next OS - ATM 4 - Variable Speeds & All Lanes Running SR52 from Mast Blvd to Cuyamaca St | Active Traffic Management 4: Enables the smooth flow of all traffic modes with possible dedicated lanes to HOV and transit, but all lanes open and running with variable speeds. Note this is a constrained environment and shoulder running may be used to support early transitions and movement to N/S facilities SR-125. ATM includes traveler information functions to warn of incidents and other conditions and would be integrated with regional traveler information solutions such as 511SD. | No | Yes | Yes |
| NO44 | Next OS - ATDM 1 | Active Transportation and Demand Management 1: Promote a mode shift and support alternative modes along the corridor by integrating with smart intersections, incentivizing mode shifts, designating special transit lanes and ramp access along the ATM enabled areas of SR52. ATDM would include integration with supporting traveler information and trip planning functions regionally as provided through systems such as 511SD and others. | No | Yes | Yes |
| NO45 | Next OS - ATDM 2 | Active Transportation and Demand Management 2: Promote a mode shift and support alternative modes along the corridor by integrating with smart | No | Yes | Yes |

| Strategy ID | Strategy Name | Description | Alt 1 | Alt 2 | Alt 3 |
|-------------|--|--|-------|-------|-------|
| | | intersections, incentivizing mode shifts, designating special transit lanes and ramp access along the ATM enabled areas of SR52. ATDM would include integration with supporting traveler information and trip planning functions regionally as provided through systems such as 511SD and others. | | | |
| NO46 | Next OS - ATDM Integration at Mast Blvd/SR-52 | To support proper access and improve transit service, the configuration of the Mast Blvd. ramps should be adjusted and temporal transit/HOV lanes put in place to support integration of the arterial flex lanes and the ATDM elements on SR-52. This should allow buses to bypass long queues on Mast Blvd. near SR52. | No | Yes | Yes |
| NO47 | Next OS - ATDM Integration at Cuyamaca St/SR52 | To support proper access and improve transit service, the configuration of the Cuyamaca St. ramps should be adjusted and temporal transit/HOV lanes put in place to support integration of the arterial flex lanes and the ATDM elements on SR-52. This should allow buses to bypass long queues on Cuyamaca St. near SR52. Trolley operations should be integrated with the concept as well. | No | Yes | Yes |
| NO48 | Next OS - Incident Management | Install the systems and ITS to coordinate incident detection, response, and clearing and restore traffic flow quickly and safely. This includes enhancement of camera, vehicle detection, and incident detection systems along SR52 and I-805, as well as improved integrated incident management between State and local agencies along the corridor consistent with emerging TSM&O and ICMS efforts. | No | Yes | Yes |
| NO49 | Next OS - Incident Response | Systems that prepare and communicate incidents to the community. Responses could dynamically adjust speed, divert or reroute traffic, encourage transit, and reach corridor wide coordination/integration. | No | Yes | Yes |
| NO50 | Next OS - Performance Monitoring | Utilities real-time data (speeds, volumes, vehicle occupancy, VSS compliance) to improve performance of transit, carshare, bikeshare, and traffic flows. This information can be used to point users to mobility alternatives and to enforce ATDM and dynamic lane assignments. | No | Yes | Yes |
| NO51 | Next OS - Performance | Utilize historical data (vehicle classification, speeds, volumes, vehicle occupancy, VSS compliance) to perform | No | Yes | Yes |

| Strategy ID | Strategy Name | Description | Alt 1 | Alt 2 | Alt 3 |
|-------------|--|--|-------|-------|-------|
| | e Assessment, Evaluation, Optimization | system assessments and evaluations to better understand the impact of network changes and events on performance. Optimize system function informed by this analysis. | | | |
| NO52 | Next OS - Fleet and Vehicle tracking | Consistent with current practice for bus and BRT systems, automatic vehicle location (AVL) functions help operators and the central management system understand the locations of individual vehicles within a transit network. This informs real-time transit information and should support integrated information between MTS provided services and potential private supporting flex fleet services. | No | Yes | Yes |
| NO53 | Next OS - Passenger Counting | This function helps to understand passenger demand patterns that can be used to adjust and inform service changes and improvements. | No | Yes | Yes |
| NO54 | Next OS - Integrated fare payment and trip-planning portal | Off-board fare payment and routing information makes it more seamless for riders using transit. Riders can pay beforehand for their whole trip and receive guided instructions for their trip, particularly if they are using multiple modes. This function should be regionally integrated with the Maas functions and leveraged within the study area. Account based approaches such as those being rolled out regionally with Pronto could be leveraged. | No | Yes | Yes |
| NO55 | Next OS - Regional Traveler Information/ 511 | Regional traveler information on trip planning, roadway conditions, weather, travel options, congestion, incidents, mobility services, mobility systems status, etc. would be provided for the CCT corridor through regional outlets such as 511SD and other private options receiving data from agency systems. Access to this information would be through multiple means including smartphone apps, web, broadcast through third parties, kiosks at mobility hubs, etc. | Yes | Yes | Yes |
| NO56 | Next OS - Real-time Information | Real-time information allows riders to receive updates on their smartphone or locally placed dynamic signage to know the status of their transit vehicles and ease rider uncertainty. | No | Yes | Yes |

| Strategy ID | Strategy Name | Description | Alt 1 | Alt 2 | Alt 3 |
|-------------|--|--|-------|-------|-------|
| NO57 | Next OS - Wi-Fi | Reliable on-board Wi-Fi is increasingly important as smartphones are widely used and can connect riders to real-time transit information, routing and payment as well for an enhanced experience while riding. | No | Yes | Yes |
| NO58 | Next OS - Audio and visual next stop announcements | Consistent with current standard practice ensure all buses and transit are equipped with communication devices to provide next stop announcements letting riders know the next stop and enhancing the customer experience. This feature also helps support the goal of equity for all types of users. | No | Yes | Yes |
| NO59 | Next OS - Transportation Management Center | Leverage and operate ATM/ATDM functions through existing operations centers for Caltrans and MTS. | No | Yes | Yes |
| NO60 | Next OS - Universal Transportation Account | Leverage regional efforts towards an integrated application providing centralized information related to parking, rideable, mobility-on-demand and fixed route transit. This may leverage current account-based solutions such as Pronto (depending on institutional agreements). | No | Yes | Yes |
| NO61 | Next OS - Transit Signal Priority | Part of the smart intersection corridors functionality where signal programming allows transit vehicles to be prioritized at crossings/intersections. Shorter travel times and more reliable service could result from the addition of dedicated lanes paired with signal priority during peak travel hours. Should be integrated with physical infrastructure improvements (e.g., Flex Lanes, etc.) where possible. | No | Yes | Yes |
| NO62 | Next OS - Bike Signals | Along key active transportation arterials or in known areas of bicycle/auto conflict issues, bike signals (e.g., the green wave) may be installed to incentivize safe bicycle use as well as prioritize bikes on streets. | No | Yes | Yes |
| NO63 | Next OS - Smart Parking - Kearny Mesa | Implement smart parking functionality which provides enhanced information on parking availability, time limitations, costs, and payment in conjunction with curb management and mobility hub efforts. | No | Yes | Yes |
| NO64 | Next OS - Smart | Implement smart parking functionality which provides enhanced information on parking availability, time | No | Yes | Yes |

| Strategy ID | Strategy Name | Description | Alt 1 | Alt 2 | Alt 3 |
|-------------|------------------------------------|---|-------|-------|-------|
| | Parking - UTC | limitations, costs, and payment in conjunction with curbside management and mobility hub efforts. | | | |
| NO65 | Next OS - Smart Parking - UCSD | Implement smart parking functionality which provides enhanced information on parking availability, time limitations, costs, and payment in conjunction with curbside management and mobility hub efforts. | No | Yes | Yes |
| NO66 | Next OS - Smart Parking - El Cajon | Implement smart parking functionality which provides enhanced information on parking availability, time limitations, costs, and payment in conjunction with curbside management and mobility hub efforts. | No | Yes | Yes |

D2. MOBILITY HUB PROFILES (22 TOTAL, 8 MAJOR & 14 MINOR NODES)

Mobility Hub Major Node 1 – UCSD Transit Center

University of California San Diego (UCSD) is part of the state university network and serves as a tier 1 employment center. UCSD is located in an area with a high population, also indicative of a high travel demand. Additionally, over 25 people per acre are low-income near the Center. Over 25 people per acre in this area do not have access to a personal vehicle. This suggests a higher dependence on transit for populations living in the area. This area scored a 176 on the transit propensity index (TPI), which indicates favorable conditions for transit. This area is included in the University City Community Plan Update, which discusses the introduction of Transit Villages and transit supportive infrastructure as well as proposes the addition of several mobility hubs along La Jolla Village Drive, Genesee Avenue, and along the Mid-Coast Trolley line.



Source: Google Street View

Mobility Hub Major Node 2 – UTC Transit Center



University Town Center (UTC) is a tier 1 employment center. There are also several regional destinations located near the UTC Transit Center, including the Westfield UTC mall. UTC is proximate to UCSD and has a high student population. Over 25 people per acre are low-income and approximately 5 to 10 people per acre do not have access to a vehicle. The communities surrounding this mobility hub scored a 170 on the

Transit Propensity Analysis, indicating favorable conditions for transit. Additionally, this area is included in the University Community Plan Update, which highlights this area as a transit village. Transit villages will provide additional housing and public space near transit.

Mobility Hub Minor Node 3 – Clairemont Towne Square

Clairemont Towne Square is a growing employment center with 15-25 jobs per acre. Population densities around Clairemont Towne Square exceed 25 people per acre and 10-15 people per acre identify as a minority population. The hub includes a proposed NextGen *Rapid* route. The area surrounding the center has a maximum TPI score of 149, indicating favorable conditions for transit.



Source: Google Street View

Mobility Hub Major Node 4 – West Kearny Mesa Transit Center



West Kearny Mesa Transit Center is a growing tier 1 employment center with over 25 jobs per acre. Population densities around West Kearny Mesa Transit Center are 1-5 people per acre and 1-5 people per acre identify as a minority population. The hub is adjacent to a planned smart corridor with flexible lanes. The area surrounding the center has a maximum TPI score of 149, indicating favorable conditions for transit.

Mobility Hub Major Node 5 – East Kearny Mesa Transit Center

East Kearny Mesa Transit Center is a growing tier 1 employment center with over 25 jobs per acre. Population densities around East Kearny Mesa Transit Center are 1-5 people per acre and 5-10 people per acre identify as a minority population. The hub is adjacent to a planned smart corridor with flexible lanes. The area surrounding the center has a maximum TPI score of 162, indicating favorable conditions for transit.



Source: Google Street View

Mobility Hub Minor Node 6 – Tierrasanta



Source: Google Street View

Tierrasanta is near a growing tier 1 employment center with over 25 jobs per acre. Population densities around Tierrasanta are 15-25 people per acre and 5-10 people per acre identify as a minority population. The hub is adjacent to a planned smart corridor with flexible lanes. The area surrounding the hub has a maximum TPI score of 49, indicating moderately favorable conditions for transit.

Mobility Hub Minor Node 7 – Santee City Hall

Santee City Hall is near a tier 4 employment center with 5-10 jobs per acre. Population densities around Santee City Hall exceed 25 people per acre and 5-10 people per acre identify as a minority population. The hub is near a planned smart corridor and supported by local bus routes. The area surrounding the hub has a maximum TPI score of 66, indicating moderately favorable conditions for transit.



Mobility Hub Major Node 8 – Santee Town Center



Santee Town Center is in a tier 4 employment center with 5-10 jobs per acre. Population densities around Santee Town Center exceed 25 people per acre and over 25 people per acre identify as a minority population. The center is near a planned smart corridor and has a direct connection to the green line trolley. The area surrounding the center has a maximum TPI score of 263, indicating favorable conditions for transit.

Mobility Hub Major Node 9 - El Cajon Transit Center

El Cajon Transit Center is in a tier 2 employment center with 15-25 jobs per acre. Population densities around El Cajon Transit Center exceed 25 people per acre and 5-10 people per acre identify as a minority population. The center is adjacent to a planned smart corridor with flexible lanes and direct connection to the green line trolley. The area surrounding the center has a maximum TPI score of 93, indicating favorable conditions for transit.



Source: Google Street View

Mobility Hub Major Node 10- Downtown El Cajon



Source: Google Street View

Downtown El Cajon is a tier 2 employment center with over 25 jobs per acre. Population densities around Downtown El Cajon exceed 25 people per acre and over 25 people per acre identify as a minority population. The hub is adjacent to a planned smart corridor with flexible lanes. The area surrounding the hub has a maximum TPI score of 184, indicating favorable conditions for transit.

Mobility Hub Major Node 11 – Hillsdale

The Hillsdale Mobility Hub is between a tier 2 and 3 employment centers with over 25 jobs per acre. Population densities around the Hillsdale Mobility Hub exceed 25 people per acre and 15-25 people per acre identify as a minority population. The hub is adjacent to a planned smart corridor. The area surrounding the hub has a maximum TPI score of 100, indicating favorable conditions for transit.



Source: Google Street View

Mobility Hub Minor Node 12 – Lakeside



The Lakeside Hub is in a tier 4 employment center with over 25 jobs per acre. Population densities around the Lakeside Hub exceed 25 people per acre and 15-25 people per acre identify as a minority population. The area surrounding the hub has a maximum TPI score of 113, indicating favorable conditions for transit.

Mobility Hub Minor Node 13 – Governor Drive

The Governor Drive Hub is in a tier 4 employment center with 15-25 jobs per acre. Population densities around the Governor Drive Hub are 15-25 people per acre and 1-5 people per acre identify as a minority population. The hub is adjacent to a planned smart corridor. The area surrounding the hub has a maximum TPI score of 101, indicating favorable conditions for transit.



Source: Google Street View

Mobility Hub Minor Node 14 – Clairemont Mesa Boulevard & Genesee Avenue



Source: Google Street View

The Clairemont Mesa Boulevard & Genesee Avenue Hub is between tier 4 employment centers with 15-25 jobs per acre. Population densities around the Clairemont Mesa Boulevard & Genesee Avenue Hub are 15-25 people per acre and over 25 people per acre identify as a minority population. The hub is adjacent to a planned smart corridor and near a flexible lane corridor. The area surrounding the hub has a maximum TPI score of 108, indicating favorable conditions for transit.

Mobility Hub Minor Node 15 – Balboa Avenue & Garnet Avenue

The Balboa Avenue and Garnet Avenue Hub is in a tier 4 employment center with 15-25 jobs per acre. Population densities around the Balboa Avenue and Garnet Avenue Hub exceed 25 people per acre and over 25 people per acre identify as a minority population. The hub is adjacent to a planned smart corridor with flexible lanes. The area surrounding the hub has a maximum TPI score of 170, indicating favorable conditions for transit.



Source: Google Street View

Mobility Hub Minor Node 16 – Balboa Avenue & Genesee Avenue



Source: Google Street View

The Balboa Avenue and Genesee Avenue Hub is in a tier 4 employment center with over 25 jobs per acre. Population densities around the Balboa Avenue and Genesee Avenue Hub exceed 25 people per acre and over 25 people per acre identify as a minority population. The hub is adjacent to two planned smart corridors with flexible lanes and a planned Next Gen *Rapid* route. The area surrounding the hub has a maximum TPI score of 180, indicating favorable conditions for transit.

Mobility Hub Minor Node 17 – Convoy Street & Othello

The Convoy Street and Othello Hub is in a tier 1 employment center with over 25 jobs per acre. Population densities around the Convoy Street and Othello Hub are 15-25 people per acre and 10-15 people per acre identifying as a minority population. The hub is adjacent to a planned smart corridor with flexible lanes. The area surrounding the hub has a maximum TPI score of 51, indicating moderately favorable conditions for transit.



Source: Google Street View

Mobility Hub Minor Node 18 – Aero Drive & Kearny Villa Road



Source: Google Street View

The Aero Drive and Kearny Villa Road Hub is in a tier 1 employment center with over 25 jobs per acre. Population densities around the Aero Drive and Kearny Villa Road Hub exceed 25 people per acre and 10-15 people per acre identify as a minority population. The area surrounding the hub has a maximum TPI score of 130, indicating favorable conditions for transit.

Mobility Hub Minor Node 19 – Aero Drive

The Aero Drive Hub is in a tier 1 employment center with 15-25 jobs per acre. Population densities around the Aero Drive Hub exceed 25 people per acre and over 25 people per acre identify as a minority population. The area surrounding the hub has a maximum TPI score of 90, indicating favorable conditions for transit.



Source: Google Street View

Mobility Hub Minor Node 20 – Grossmont College



Source: Google Street View

Grossmont College is near a tier 4 employment center with over 25 jobs per acre. Population densities around Grossmont College are 10-15 people per acre and 1-5 people per acre identify as a minority population. The area surrounding the hub has a maximum TPI score of 117, indicating favorable conditions for transit.

Mobility Hub Minor Node 21 – Fanita Parkway

Fanita Parkway is remote and not near an employment center with 1-5 jobs per acre. Population densities around Fanita Parkway are 1-5 people per acre and 1-5 people per acre identify as a minority population. The area surrounding the hub has a maximum TPI score of 11.



Source: Google Street View

Mobility Hub Minor Node 22 – Winter Gardens

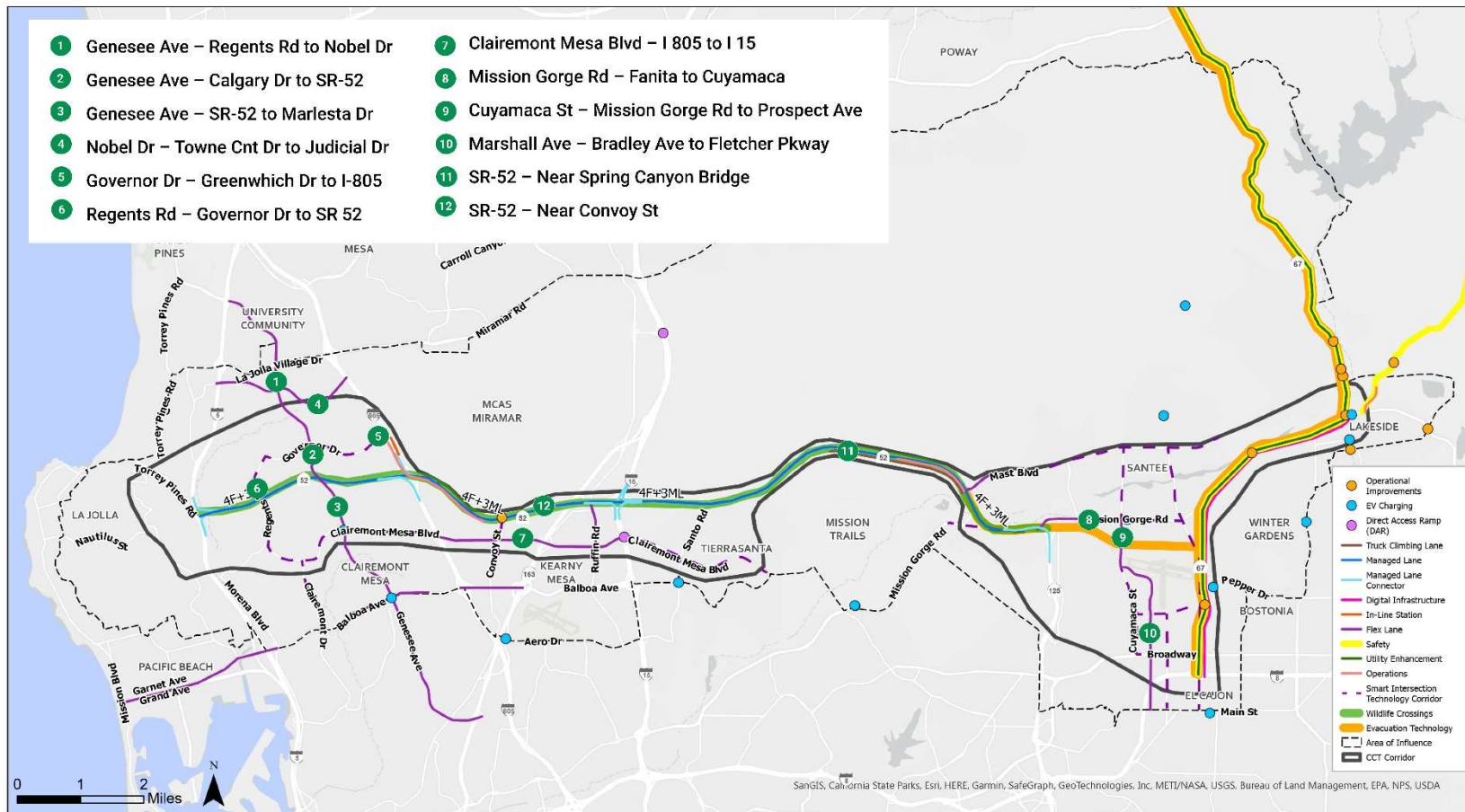


Source: Google Street View

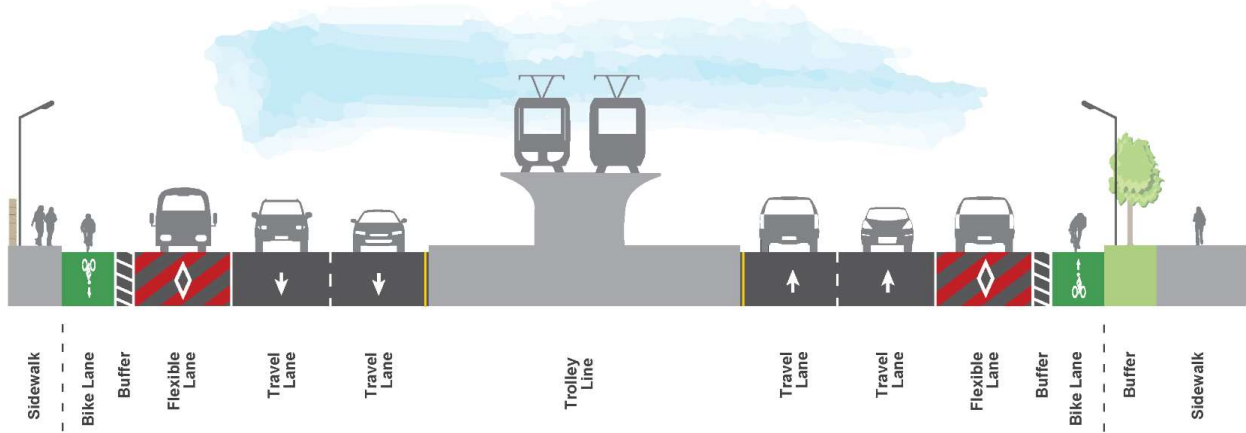
The Winter Gardens Hub is between tier 1, 2, and 3 employment centers with 1-5 jobs per acre. Population densities around the Winter Gardens Hub are 5-10 people per acre and 5-10 people per acre identify as a minority population. The area surrounding the hub has a maximum TPI score of 46, indicating moderately favorable conditions for transit.

D3. PROPOSED TSS CONCEPTS

Figure D-3-1 Rendering Key Map

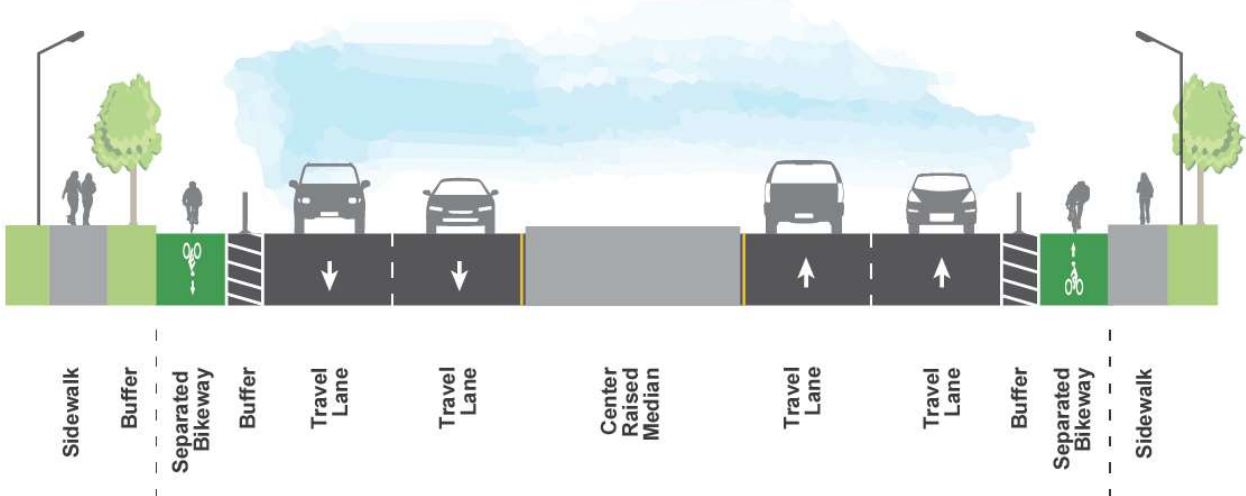


Location 1 Genesee Avenue – Regents Road to Nobel Drive



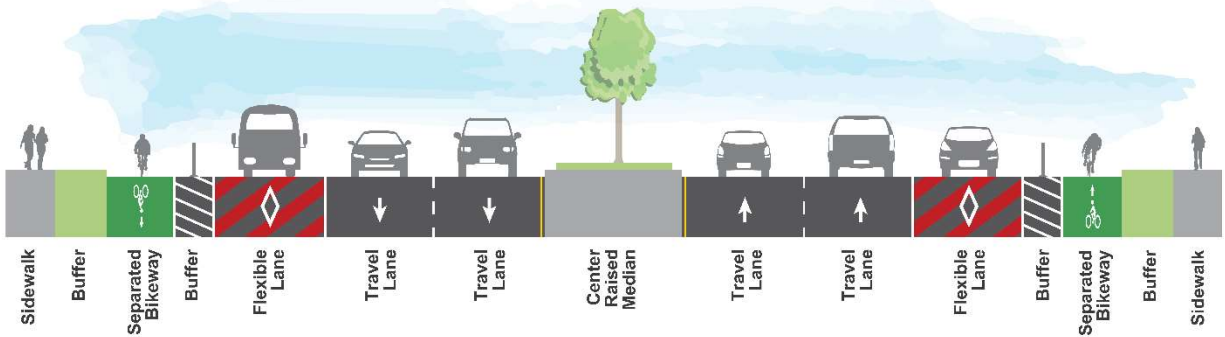
Source: University Community Plan (DRAFT, April 2020)

Location 2 Genesee Avenue – Calgary Drive to SR 52

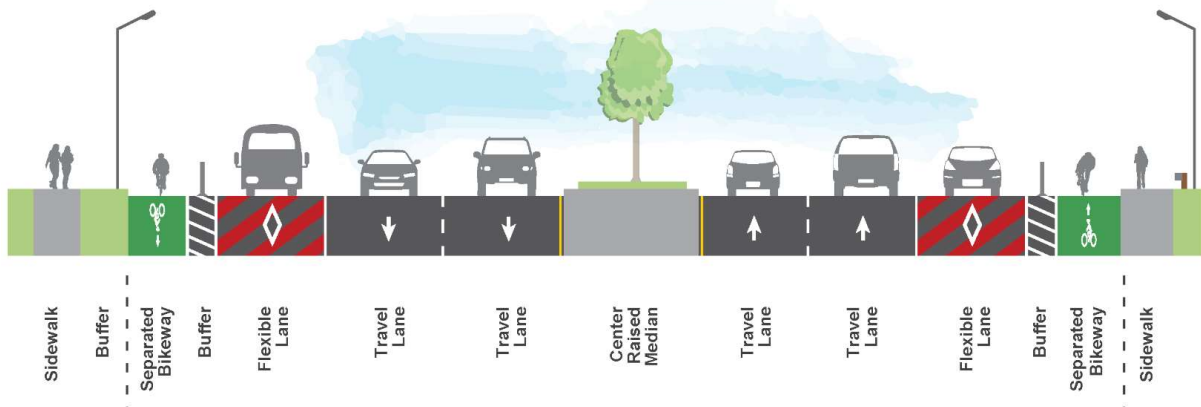


Source: University Community Plan (DRAFT, April 2020)

Location 3 Genesee Avenue – SR 52 to Marlesta Drive

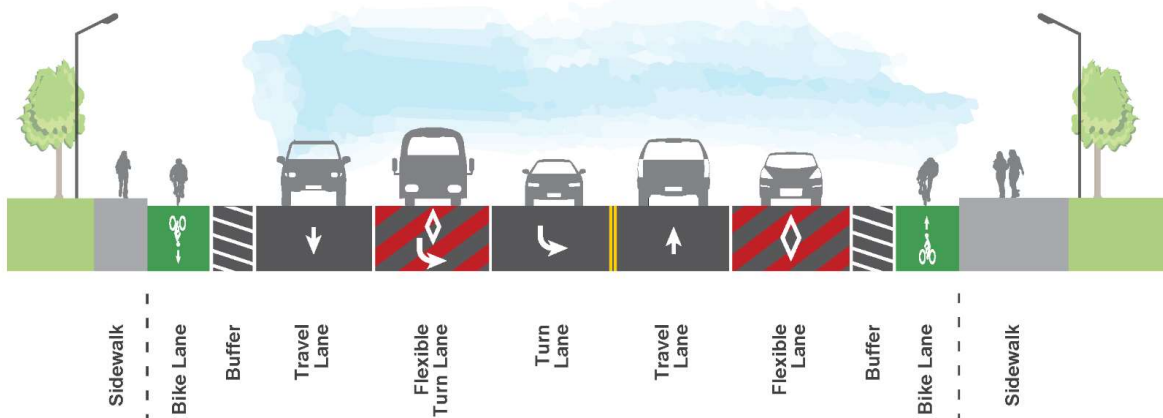


Location 4 Nobel Drive – Towne Centre Drive to Judicial Drive



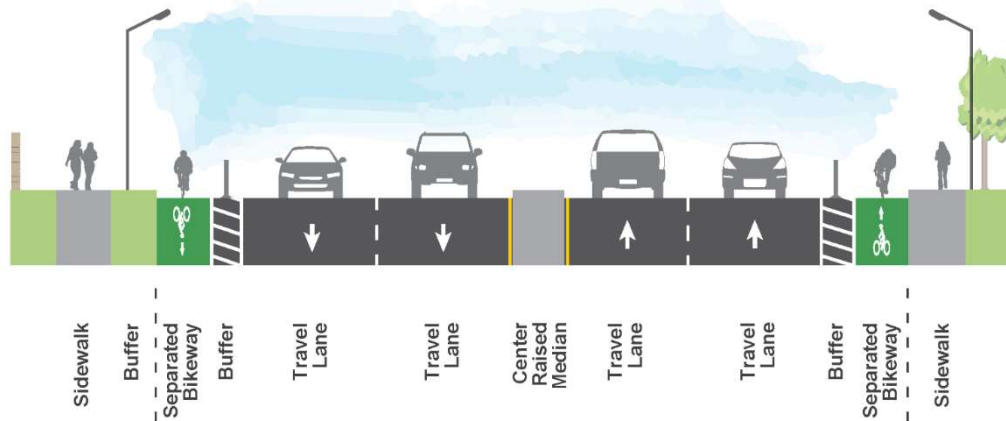
Source: University Community Plan (DRAFT, April 2020)

Location 5 Governor Drive – Greenwich Drive to I-805



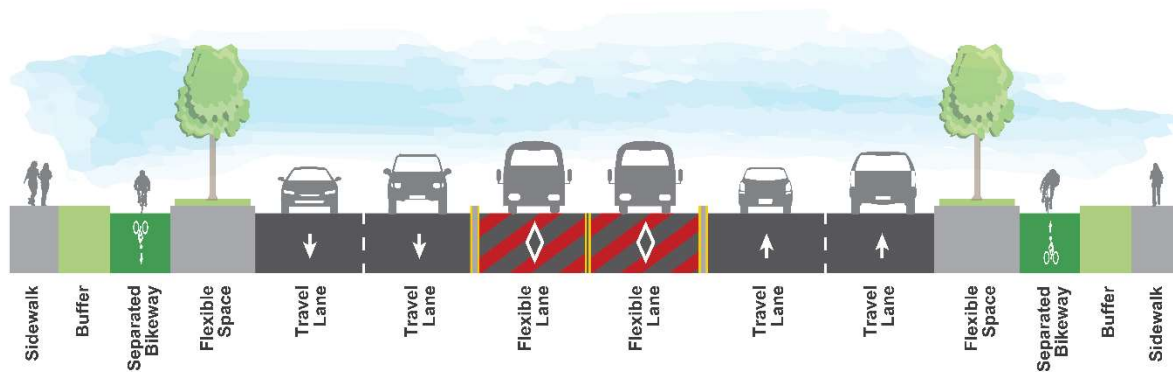
Source: University Community Plan (DRAFT, April 2020)

Location 6 Regents Road – Governor Drive to SR 52

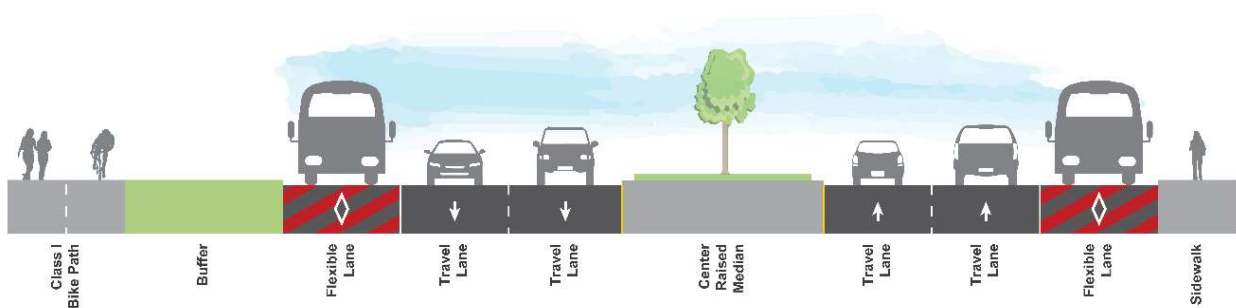


Source: University Community Plan (DRAFT, April 2020)

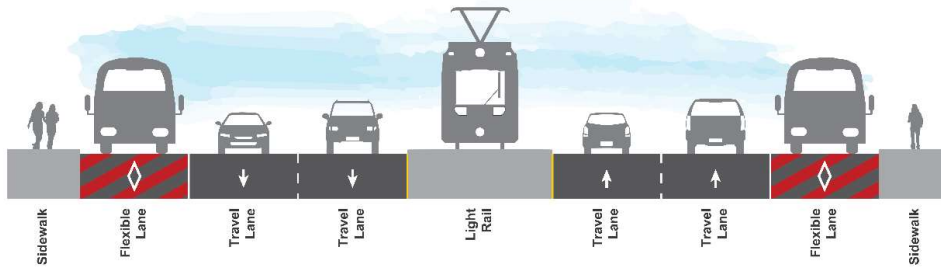
Location 7 Clairemont Mesa Boulevard – I-805 to I-15



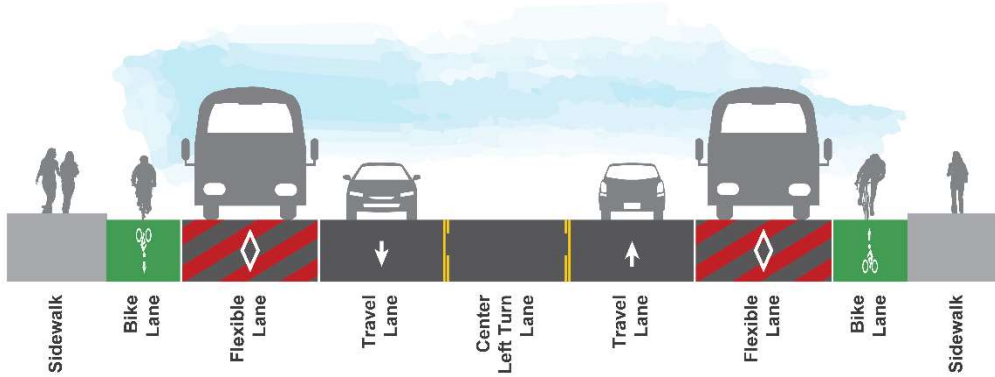
Location 8 Mission Gorge Road – Fanita Drive to Cuyamaca Street



Location 9 Cuyamaca Street - Mission Gorge Road to Prospect Avenue



Location 10 Marshall Avenue - Bradley Avenue to Fletcher Parkway



Location 8 SR 52 near Spring Canyon Bridge



Location 9 SR 52 near Convoy Street

