



County of San Diego

DEPARTMENT OF PUBLIC WORKS

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TO: Robert Rushlow, Project Manager
FROM: Robert Goralka, County Traffic Engineer

OTAY RIVER VALLEY REGIONAL PARK STAGING AREAS TRAFFIC IMPACT ASSESSEMENT

As requested, this memo provides herein a traffic impact assessment of the proposed construction of a portion of the Otay River Valley Park Trails Network. In particular, seven staging areas are proposed for the OVRP trail system. They include one each at the north end of Saturn Blvd., northwestern side of Hollister Blvd., southeastern end of 27th Street, southwestern side of Beyer Blvd., southern end of Del Monte Avenue, southern end of Mace Street, and off Rios Avenue. The staging area at Beyer Boulevard would include parking space for 12 vehicles, a small ranger station, a restroom, a bike rack, 2 sets of trash and recycle bins on concrete pads, 4 picnic tables on concrete pads, a concrete driveway pad and a concrete accessible space walkway, a trailhead kiosk, an interpretive exhibit, and a monument entry sign. The remaining staging areas are proposed to accommodate 10 vehicles. They would also include a picnic table on a 14-foot square cement pad, a portable restroom with screening fence, a bike rack, a trash container, and a trailhead kiosk. The only lighting planned for the staging areas would be at the Beyer Boulevard staging area. There is no accommodation for horses at these staging areas.

Based upon the above project description we have performed a focused traffic impact assessment. A background discussion of the trip generation and trip distribution assumptions used in our analysis, documentation of existing and future traffic conditions in the vicinity of the proposed project, assessment of potential impacts of the proposed project and our conclusions are provided herein.

TRIP GENERATION

While San Diego Association of Governments (SANDAG) trip generation tables are typically used to estimate trip generation for land development projects, the SANDAG “Brief Guide for Vehicular Generation Rates” does not include a rate/category that would apply to the staging area. A trip generation rate estimate based upon the number of parking spaces provided at each staging area was developed for use in the traffic impact assessment.

The proposed staging areas will accommodate between 10 and 12 vehicles. It was assumed that users of the staging areas would stay for at least one hour to utilize the trail network. Local residents in the area would also use the trail network but given the proximity of residents many would walk to the nearest trail head and their access to the trail network would not necessitate a vehicular trip. Conservatively, it was assumed that the staging areas would on average fill to capacity twice daily, thus servicing 20 to 24 vehicles a day. Two trips per vehicle were assumed (one inbound trip and one outbound trip) for a range of 40 to 48 trips per staging area. For purposes of the traffic impact analysis a trip generation rate of 50 trips per staging area was estimated and assumed in the traffic impact assessment.

It should be noted that the above 50 trip generation rate is considered very conservative. Recreational trips will peak during weekends and holidays. Reduced usage will occur on the typical weekday. It should also be noted that very few trips will occur during the weekday peak periods.

TRIP DISTRIBUTION

Project trips were assigned onto the local road network as shown in Figure 1. Regional access to the staging areas is provided via I-805 and I-5. Conservatively, it was assumed that all the project trips would utilize one of the two regional highways for a portion of their trip. It was assumed that I-805 and I-5 were equally attractive to the motorists for access to the proposed staging areas. Trips were distributed onto the main roads, Palm Avenue and Main Street, that would provide access to I-805 and I-5. Trips were also assigned to Hollister Street, Beyer Boulevard and Beyer Way, which provide access from Palm Avenue and Main Street to the staging areas.

PROPOSED PROJECT ANALYSIS

Recent traffic counts for roads in the vicinity of the proposed staging areas were collected and are summarized in Table 1 and depicted in Figure 2. Based upon the number of travel lanes, level of service was estimated for each of the roads and is also summarized in Table 1. The existing conditions summary indicated that all roads in the vicinity of the proposed project are operating at LOS D or better.

Based upon the project trip distribution, project trips were added to each road segment and level of service estimated for the additional traffic. The existing plus project traffic

volumes and levels of service are also summarized in Table 1. Under existing plus project conditions all roads in the vicinity of the proposed project will operate at LOS D or better.

It should also be noted that, even with the conservative trip generation rate estimate, the proposed project will not add more than 125 trips to any road segment. Given the small number of project trips and LOS D or better conditions before and after the implementation of the proposed project, the proposed project will not exceed traffic impact thresholds used by the County of San Diego, City of San Diego or City of Chula Vista. Implementation of the proposed project will not result in a significant traffic impact to the existing road network.

FUTURE TRAFFIC CONDITIONS

Future (2030) traffic projects for Circulation Element roads in the vicinity of the proposed project were obtained from SANDAG, the City of Chula Vista and the City of San Diego. A summary of future traffic volumes in the vicinity of the proposed project is provided in Table 2 and depicted in Figure 3. All but three roads are projected to operate at LOS D or better; the three exceptions include Hollister Street, Palm Avenue and two segments of Main Street.

In 2030, projected levels of service for these roads would be the same with or without the proposed project. Hollister Street, between Main Street and Palm Avenue is projected to operate at LOS F. Palm Avenue, between Beyer Way and Piccard Avenue, and the two segments of Main Street, the first between I-5 and Hollister and the second between Hilltop and I-805, are projected to operate at LOS E.

The proposed project, however, will add less than 100 trips to Circulation Element roads projected to operate at LOS F and less than 200 trips to Circulation Element Roads projected to operate at LOS E. The proposed project will not cause the traffic impact threshold guidelines established by the County of San Diego, City of San Diego or City of Chula Vista to be exceeded. The proposed project will not prevent the planned Circulation Element road system from operating at its planned level of service at buildout. Implementation of the proposed project will not result in a significant traffic impact to the planned road network.

CONCLUSIONS

The proposed project will generate a relatively small number of trips onto Main Street, Palm Avenue, Beyer Boulevard, Beyer Way and Hollister Street. The majority of the trips generated by the proposed project will occur during non-peak hours such as on weekends and holidays. The minor increase in trips that would result from the proposed project will not result in significant traffic impacts to the existing road network or to the planned road network. Traffic mitigation is not required to implement the proposed project.