Appendix I

Transportation Study

4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
www.llgengineers.com

Pasadena
Irvine
San Diego

TRANSPORTATION STUDY

SAN DIEGO STATE UNIVERSITY EVOLVE

San Diego, California
December 5, 2024

LLG Ref. 3-24-3950

Prepared by:
Amelia Giacalone
Senior Transportation Planner
&
Zahira Chayeb
Transportation Engineer II

Under the Supervision of:
John Boarman, P.E.
Principal

TABLE OF CONTENTS

APPENDICES

APPENDIX	
A.	Project Vicinity Segment Traffic Volumes, Manual Count Sheets
B.	Transportation Impacts Analysis, San Diego State University 2007 Campus Master Plan, Linscott Law & Greenspan (June 2007)
C.	San Diego State University 2024 Annual Transportation Survey Report (October 3, 2024)
D.	On-campus Resident Students and Off-campus Students Trip Lengths
E.	City of San Diego Bicycle Master Plan, Excerpts (December 2013)
F.	College Area Community Plan, Excerpts (1989)
G.	San Diego State University Bicycle Racks Location Map
H.	City of San Diego Pedestrian Master Plan (April 2015)
I.	San Diego State University Campus Map, including Campus Shuttle Drop-Off/Pick-Up Locations
J.	Metropolitan Transit System Trolley and Bus Schedule
K.	San Diego State University Parking Lots/Structures Map
L.	Letter, San Diego State University Parking & Transportation Services to San Diego Council President, regarding support for College Area "B" Permit Parking Modifications (April 18, 2024)
M.	2016 vs. 2050 RTP Consistency Table

LIST OF FIGURES

LIST OF TABLES

TRANSPORTATION STUDY

SAN DIEGO STATE UNIVERSITY

EVOLVE STUDENT HOUSING PROJECT

San Diego, California
December 5, 2024

1.0 INTRODUCTION

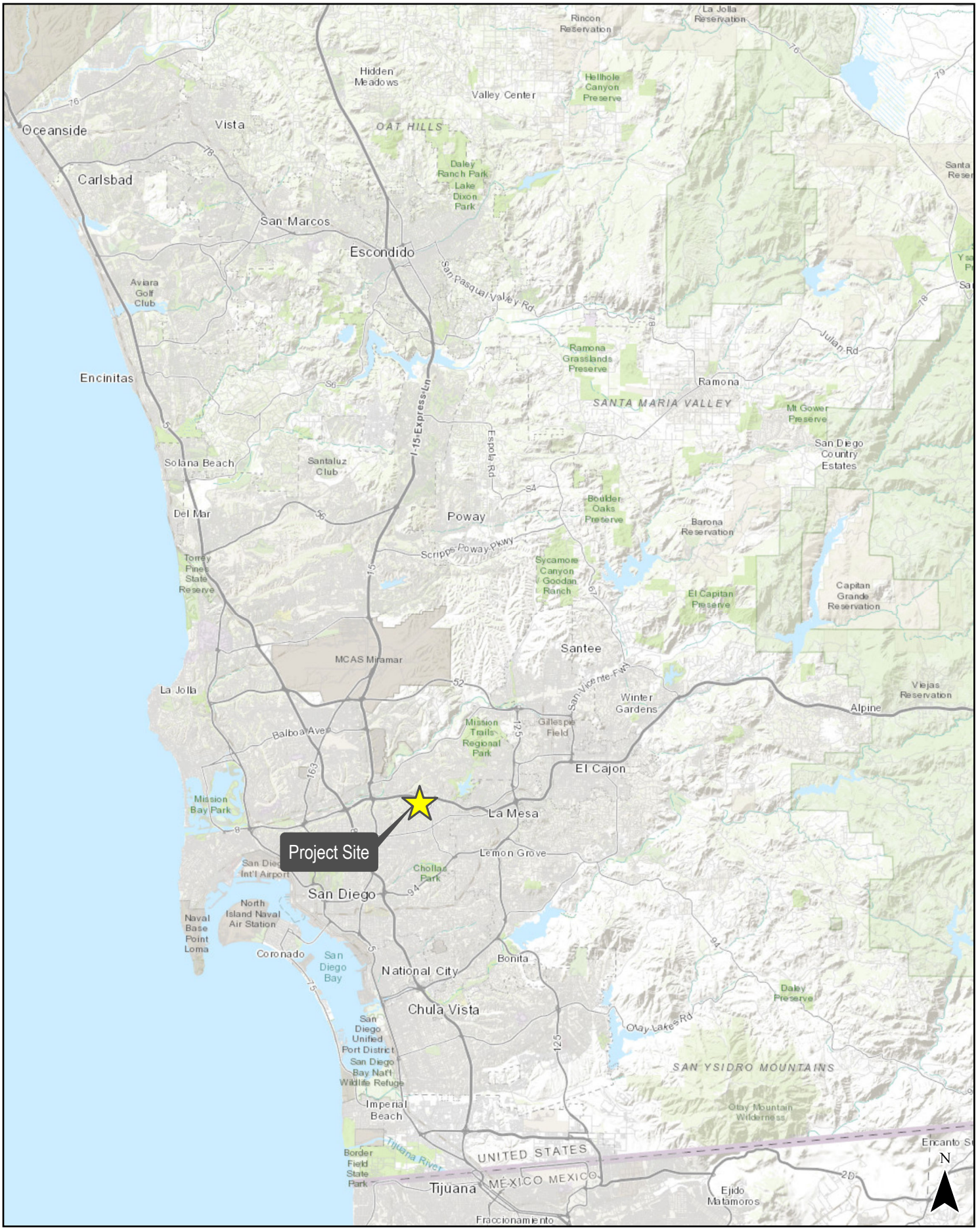
Linscott, Law & Greenspan Engineers (LLG) has prepared this Transportation Study pursuant to the California Environmental Quality Act (CEQA) to assess the potential transportation-related impacts and effects associated with development of the San Diego State University (SDSU) Evolve Student Housing project (Project) in the City of San Diego. The proposed SDSU Evolve project consists of two separate student housing components (Peninsula Component and University Towers East Component) to be developed at two different locations within and adjacent to SDSU's main campus. (See ***Figure 1-1***, Vicinity Map, and ***Figure 1-2***, Project Area Map.)

The proposed Peninsula Component student-housing complex would be located within the approximately 10.3-acre site located adjacent to the northwest portion of campus where 55th Street ends, just south of Interstate-8 and west of Canyon Crest Drive.

The proposed University Towers East Component student-housing complex would be developed on a 1.1-acre site located on Montezuma Road, which is currently utilized as a parking lot at 5505 Montezuma Road.

This Transportation Study consists of the following sections:

- Project Description
- Existing Conditions Discussion
- Vehicle Miles Traveled (VMT) Analysis Methodology
- Vehicle Trip Generation / Distribution / Assignment
- VMT Analysis
- Non-Vehicular Mobility Analysis
- Parking Assessment Analysis
- Conclusion



N:\3950\Figure
Date: 10/7/2024

SanGIS, Bureau of Land Management, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS

Figure 1-1
Vicinity Map

SDSU EVOLVE Student Housing

LLG

N:\3950\Figures
Date: 10/07/24

Figure 1-2

Project Area Map

SDSU EVOLVE STUDENT HOUSING

2.0 PROJECT DESCRIPTION

The proposed Evolve Student Housing Project consists of two separate student housing components to be developed at two different locations within and adjacent to SDSU's main campus. The two components are referred to herein as the Peninsula Component and the University Towers East Component, collectively comprising the Project site, as shown on ***Figure 2-1***.

2.1 Project Location

Peninsula Component

The proposed Peninsula Component student-housing complex would be located within the approximately 10.3-acre site at the northern terminus of 55th Steet, adjacent to the northwest portion of campus just south of Interstate-8 and west of Canyon Crest Drive.

University Towers East Component

The proposed University Towers East Component student-housing complex would be located on a 1.1-acre site located on Montezuma Road that is currently utilized as a parking lot at 5505 Montezuma Road.

2.2 Project Description

Peninsula Component

The Peninsula Component site currently contains six, two-story apartment-style student housing buildings, one three-story apartment-style student housing building, the SDSU International Center complex comprised of four buildings, the P11 parking lot, and associated amenities (i.e., resident parking spaces, sidewalks, landscaped areas, etc.).

Development of the Peninsula Component would include demolition of all 13 existing buildings, which presently provides housing for 702 students, and the phased development of one 9-story student housing building and five student housing buildings up to 13 stories in height that would contain a total of approximately 4,450 student beds. The 9-story building would contain approximately 650 beds, and the other five maximum 13-story buildings would be 4-bedroom and 2-bedroom apartment-style buildings containing approximately 760 beds each. The proposed Peninsula Component would also include a new two-story amenity building for dining and other student uses, and outdoor gathering space and green space between each building. With the loss of 702 existing beds and the development of approximately 4,450 beds, the Peninsula Component of the Proposed Project would result in a net increase of approximately 3,748 beds.

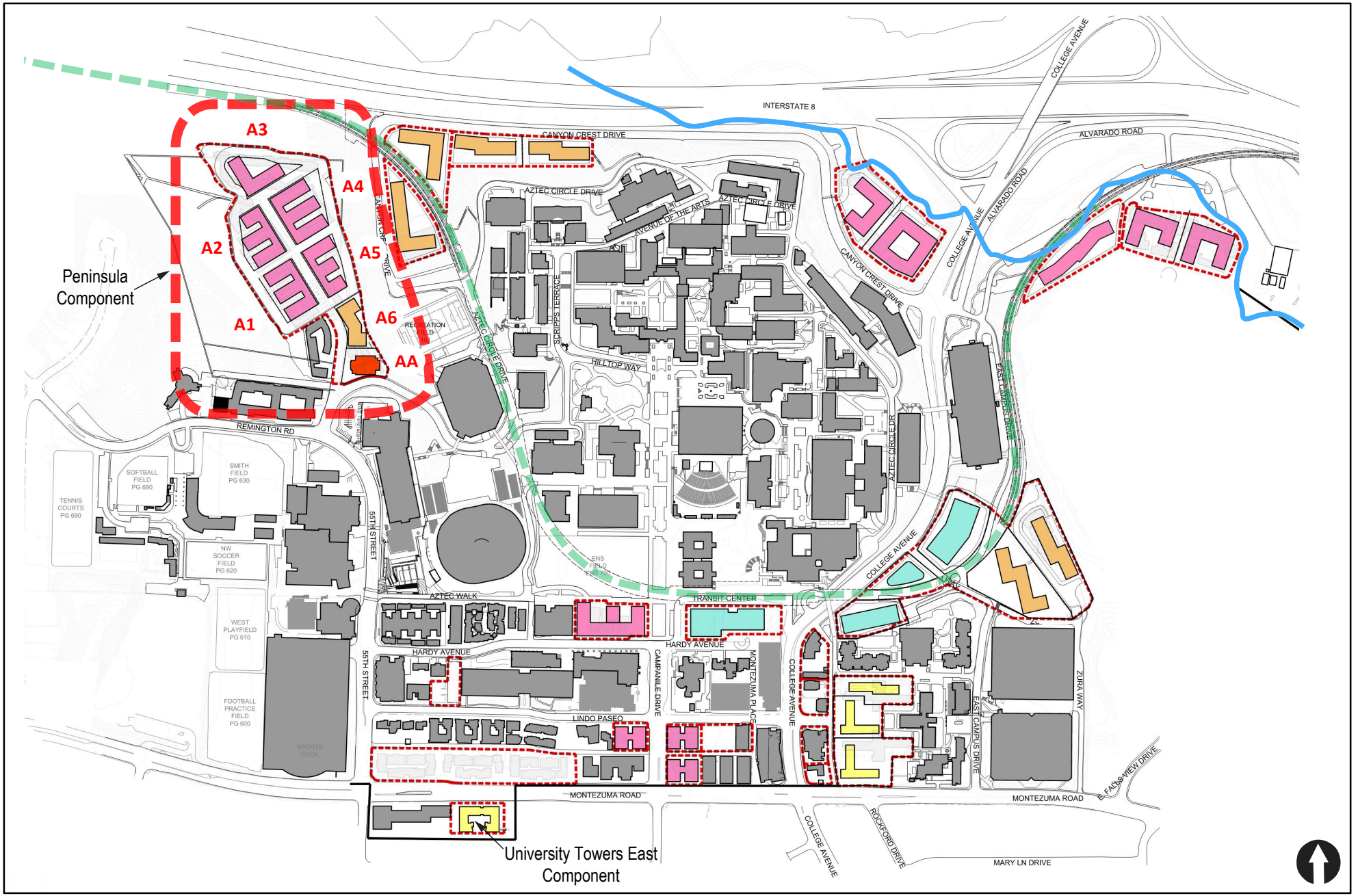
University Towers East Component

The proposed University Towers East Component would be developed on an approximately 1.1-acre site located immediately east of the existing University Towers Building, south of Montezuma Road. The existing parking lot on Montezuma Road would be demolished to allow for redevelopment of the site to include a new 9-story student-housing building that would accommodate approximately 720 beds. The existing parking lot on Montezuma Road is currently utilized by the student residents of the existing University Towers residential facility and is not open to all students for commuter parking.

The University Towers East component would not remove any parking that is currently provided for employees and commuter students.

Between the 4,450 beds of the Peninsula Component and the 720 beds of the University Towers East Component, the proposed Project would result in the development of approximately 5,170 beds, which is a net increase of 4468 beds after accounting for the removal of the 702 existing beds at the Peninsula site. No increase in student enrollment beyond the previously approved 35,000 full-time equivalent students (FTES) is proposed as part of the Project.

The analysis presented here is based on a net increase of ***4,468 beds***. Prior to public circulation, the analysis will be revised, if necessary, to reflect the then-current net increase.



LLG

N:\3950\Figures
Date: 10/07/24

Figure 2-1

Site Plan

SDSU EVOLVE STUDENT HOUSING

3.0 EXISTING CONDITIONS

Effective evaluation of the traffic impacts associated with the proposed SDSU Evolve Project requires an understanding of the existing transportation system within the Project area. ***Figure 3–1*** illustrates the existing conditions within the Project study area.

3.1 Existing Street Network

The following is a description of the existing street network in the study area.

Interstate 8 (I-8) is an interstate freeway operated by the California Department of Transportation (CALTRANS). I-8 is an east-west facility that extends from the San Diego area eastward to the California-Arizona border and beyond. I-8 provides five (5) lanes eastbound and five (5) lanes westbound within the SDSU campus area. I-8 provides access to the Fairmount Avenue, Waring Road, College Avenue, and Lake Murray / 70th Street interchanges within the campus vicinity. The posted speed limit is 65 mph.

Campanile Drive is classified as a 2-lane collector in the College Area Community Plan. Campanile Drive is currently constructed as a 2-3 lane roadway north of Montezuma Road, and as a 2 lane undivided roadway south of Montezuma. Bike lanes are not provided along Campanile Drive. On-street parking is generally allowed south of Montezuma Road. The posted speed limit is 25 mph.

College Avenue is a north-south roadway classified as a 4-lane Major Street between Del Cerro Boulevard and I-8 in the Navajo Community Plan; as a 6-lane Major Street between Canyon Crest Drive and Montezuma Road; and as a 4-lane Major Street south of Montezuma Road in the College Area Community Plan. College Avenue is currently constructed as a four-lane, intermittently divided roadway between Del Cerro Boulevard and Montezuma Road. College Avenue is constructed as a 4-lane Collector between Montezuma Road and Cresita Drive. Class II bike lanes are provided along College Avenue between Zura Way and Montezuma Road. On-street parking is prohibited north of Montezuma Road but permitted south between Montezuma Road and El Cajon Boulevard. The posted speed limit is 40 mph between Del Cerro Boulevard and Zura Way, and 35 mph south of Zura Way.

Montezuma Road is an east-west roadway classified as a 4-lane Major Street between Fairmount Avenue and Reservoir Drive in the College Area Community Plan. Montezuma Road is currently constructed as a four-lane divided roadway between Fairmount Avenue and 55th Street; a four-lane undivided roadway between 55th Street and College Avenue; and as a four-lane undivided roadway with intermittent turn lanes east of College Avenue. Class II bike lanes are provided on Montezuma Road along the entire length of the roadway. On-street parking on Montezuma Road is prohibited. The posted speed limit is 50 mph from Fairmount Avenue to Collwood Boulevard, 40 mph eastbound and 45 mph westbound between Collwood Boulevard and 54th Street, and 35 mph elsewhere.

55th Street is a north-south roadway classified as a 2-lane Collector north of Hardy Avenue and a 4-lane Collector between Hardy Avenue and Montezuma Road in the College Area Community Plan. 55th Street is currently constructed as a four-lane undivided roadway north of Montezuma Road, and as a two-lane undivided roadway north of Canyon Crest Drive. Class II bike lanes are provided on

55th Street between 55th Street and Montezuma Road. On-street parking is prohibited except north of Canyon Crest Drive. The posted speed limit is 25 mph.

Remington Road is an east-west roadway classified as a 2-lane Collector in the College Area Community Plan. Remington Road is currently constructed as a two-lane undivided roadway west of 55th Street. Class II bike lanes are provided on both sides of the roadway between Hewlett Drive and 55th Street. On-street parking is prohibited. The posted speed limit is 25 mph.

Fairmount Avenue is a north-south roadway classified as a 6-lane Primary Arterial between Montezuma Road and I-8 in the College Area Community Plan. Fairmount Avenue is currently constructed as a six-lane divided expressway between Interstate 8 and Montezuma Road. Class II bike lanes are provided on both sides of the roadway. On-street parking on Fairmount Avenue is prohibited. The posted speed limit is 35 mph between the I-8 ramps, and 50 mph south of the I-8 ramps.

Canyon Crest Drive / East Campus Drive is an unclassified roadway in the College Area Community Plan. Canyon Crest Drive / East Campus Drive is currently constructed as a two-lane undivided roadway west of College Avenue, as a two-lane one-way roadway between College Avenue and Zura Way, and as a two-lane undivided roadway south of Zura Way. On-street parking is generally prohibited. Currently, no bicycle facilities exist on Canyon Crest Drive / East Campus Drive. The posted speed limit is 25 mph.

3.2 Existing Traffic Volumes

Table 3–1 summarizes recent average daily traffic volumes (ADTs) on the study area roadways. The traffic counts were conducted by Count Data on September 17 – 18, 2024.

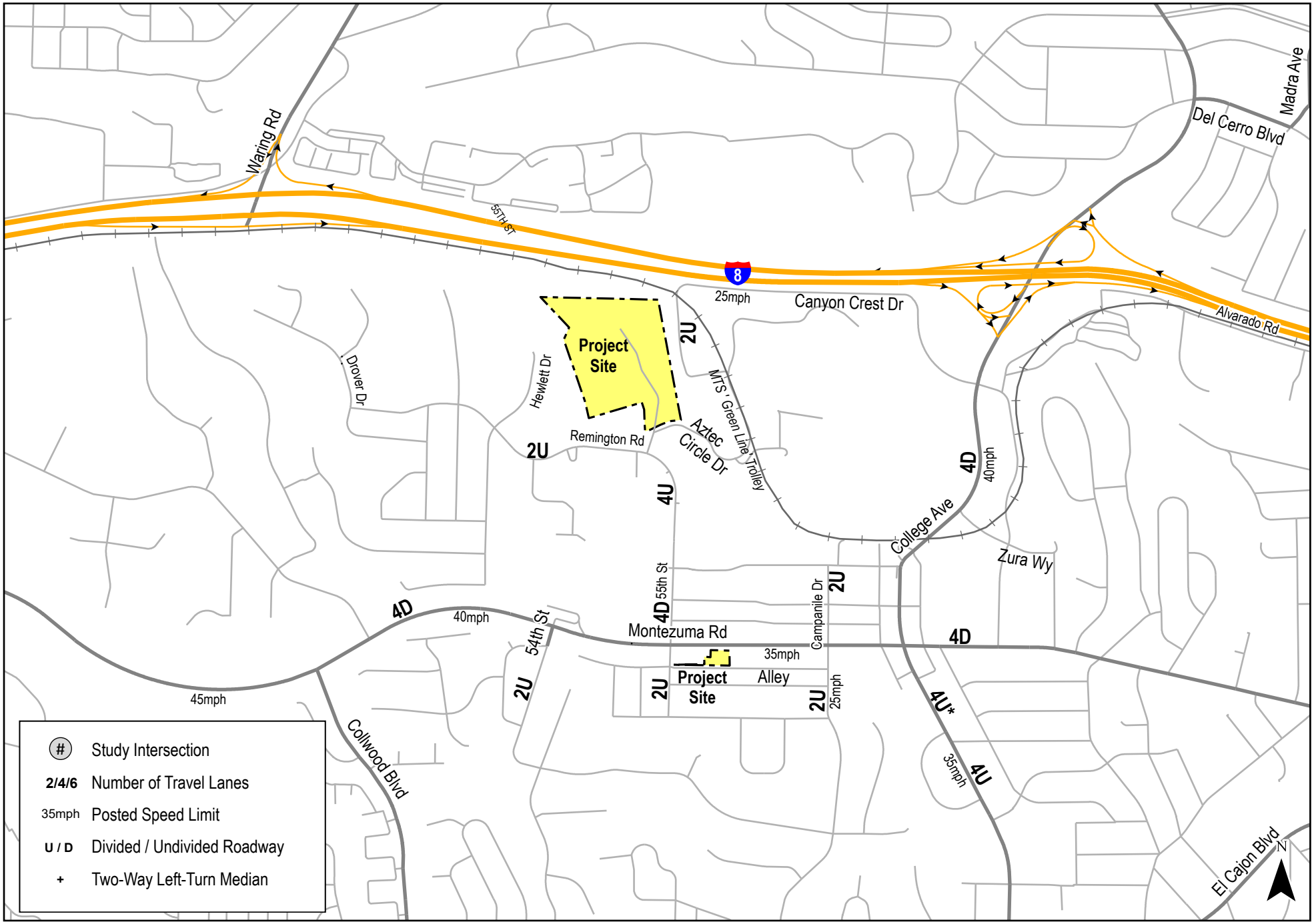
Figure 3–2 shows the Existing Traffic Volumes. ***Appendix A*** contains the manual count sheets.

TABLE 3–1
EXISTING TRAFFIC VOLUMES

Street Segment	ADT[a]	Date	Source
Remington Road			
Hewlett Drive to 55th Street	4,544	9/18/2024	Count Data
55th Street			
Remington Road to Montezuma Road	13,060	9/17/2024	Count Data
Montezuma Road			
55th Street to Campanile Drive	25,648	9/17/2024	Count Data
Campanile Drive			
South of Montezuma Road	4,056	9/18/2024	Count Data

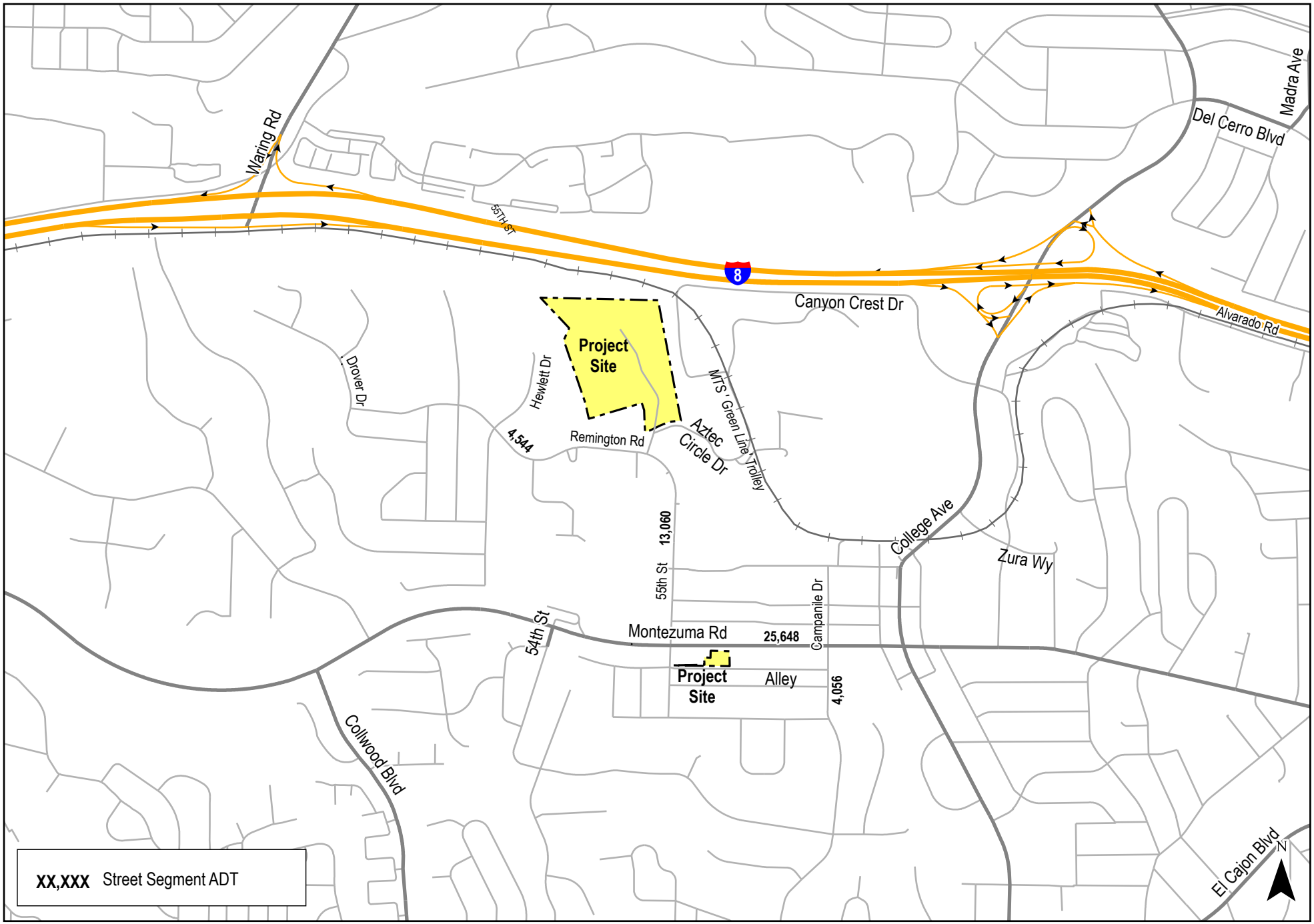
Footnotes:

a. Average Daily Traffic Volumes.



N:\3950\Figure
Date: 10/3/2024

Figure 3-1
Existing Conditions Diagram



N:\3950\Figure
Date: 10/3/2024

Figure 3-2
Existing Traffic Volumes

4.0 VEHICLE MILES TRAVELED METHODOLOGY

The Vehicle Miles Traveled (VMT) analysis contained herein has been prepared to evaluate the vehicular effects of the Project using the VMT metric, as currently required under CEQA. The analysis methodology utilized in this report is based on the *California State University* (CSU) *Transportation Impact Study* (TIS) *Manual (dated March 11, 2019)* and the *Technical Advisory on Evaluating Transportation Impacts in CEQA* prepared by the State Office of Planning and Research (OPR) *(December 2018).*

4.1 VMT Background

VMT is defined as the "amount and distance of automobile travel attributable to a project" per CEQA Guidelines Section 15064.3. VMT is a measure of the use and efficiency of the transportation network as well as land uses in a region. VMT is calculated based on individual vehicle trips generated and their associated trip lengths. VMT accounts for two-way (roundtrip) travel and is estimated for a typical weekday for the purposes of measuring transportation impacts.

The potential transportation impacts of the proposed Project are analyzed based on the VMT metric consistent with the CEQA guidelines adopted pursuant to Senate Bill (SB) 743. SB 743, which is codified as CEQA Public Resources Code section 21099, identifies VMT as an appropriate metric for measuring transportation impacts for CEQA purposes statewide; SB 743 also eliminated auto delay as measured by the level of service (LOS) metric, as the appropriate metric under CEQA. The justification for this paradigm shift is that auto delay/LOS impacts may lead to improvements that increase roadway capacity, which may ultimately induce more traffic and greenhouse gas emissions. In contrast, assessing a project's transportation impacts based on VMT encourages the construction of development projects in VMT-efficient locations, which assists California in meeting greenhouse gas emissions targets.

As a result, the analysis of transportation impacts presented here and the corresponding assessment of potential impacts, is based on VMT, rather than LOS, consistent with SB 743 and CEQA Guidelines section 15064.3.

4.2 CEQA Guidelines Section 15064.3 Subdivision (b)

CEQA Guidelines Appendix G, Transportation, significance criteria 2, refers to CEQA Guidelines Section 15064.3, subdivision (b), which provides the criteria for analyzing transportation impacts. Section 15064.3(b) provides, in relevant part:

1. Land Use Projects. VMT exceeding an applicable threshold of significance may indicate a significant impact. *Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease VMT in the project area compared to existing conditions should be presumed to have a less than significant transportation impact. [Emphasis added.]*

2. Qualitative Analysis. If existing models or methods are not available to estimate the VMT for the project being considered, a lead agency may analyze the project's VMT qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.

3. Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's VMT and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate VMT and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

4.3 CSU Transportation Impact Study Manual

In light of the CEQA Guidelines identifying VMT as the appropriate metric for measuring transportation impacts for CEQA purposes statewide, the current *CSU Transportation Impact Study (TIS) Manual* provides relevant guidance in the preparation of transportation impact assessments for projects on CSU campuses, consistent with both the CEQA Guidelines update and OPR's Technical Advisory.

4.3.1 *Projects Screened from VMT Assessment*

Based on the *CSU TIS Manual*, the following CSU project types generally are not required to complete a full VMT assessment and impacts under CEQA are presumed less than significant; that is, traffic impacts associated with projects falling within one of the following categories are presumed to constitute a less than significant impact related to VMT:

- Local serving retail that is less than 50,000 [square feet] sq. ft., or retail that is located wholly within the core of a CSU campus;
- Childcare centers that serve students, faculty, and staff families;
- Student services facilities;
- Parking facilities that serve the campus demand and do not create "too much parking";
- Healthcare centers serving students, faculty, and staff;
- Recreation/fitness/wellness centers that serve students, faculty, and staff; and
- Projects generating less than 110 vehicle trips per day, as noted in the OPR Technical Advisory.

(CSU TIS Manual, Projects Screened From VMT Assessment, pp. 11-12.)The CSU TIS Manual further provides that in addition to the project types identified above, screening from project-level assessment may be applicable to certain other types of projects that do not meet the above project type

on the basis that certain characteristics (e.g. location) are such that it can be assumed such project types would not result in significant VMT impacts. Specifically, the following project types and screening attributes have the potential to decrease the number of trips and/or the trip length around their development, further decreasing VMT:

- Development in Transit Priority Areas (TPA). TPAs are defined as development located within a one-half mile of either an existing major transit stop (defined as a rail transit stop, ferry terminal served by either bus or rail transit, or the intersection of two or more major bus routes with 15-minute or better headways during the peak commute periods) or a stop along an existing high quality transit corridor (defined as a fixed route bus service with headways of 15-minutes or better). TPAs should be identified by the transportation consultant for applicability in the area.
- Development in a low-VMT generating area of the city, sub-region, or region. Low-VMT generating areas of the city, sub-region, or region can be identified by the transportation consultant by reviewing the VMT per person for the traffic analysis zone (TAZ) for the referenced region. If the proposed land use is consistent with what is currently in the study area and the TAZ is identified as generating lower than existing VMT (compared to the city, sub-region, or regional VMT per person average), then the project can be screened from project level assessment.
- On-campus housing serving students, faculty, and staff.

(CSU TIS Manual, p. 12.)Of note, this screening exemption is not absolute and must be supported by substantial evidence. Additionally, although these projects would be screened from project level VMT assessment, they would still need to complete a *cumulative* level assessment to determine consistency with the Regional Transportation Plan (RTP) produced by the local Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA). (CSU TIS Manual, pp. 12-13.)

5.0 TRIP GENERATION – TRIPS ADDED & TRIPS REMOVED

The following is a discussion of the proposed Project trip generation calculations. As previously noted, the proposed Project will result in a net-increase of 4,468 student housing beds on and adjacent to campus. This increase in on-campus student housing will result in fewer students driving to campus and an overall net reduction in Average Daily Trips (ADT), as described in the following sections. The Project will result both in the *addition* of vehicle trips attributable to the students that will live in the new housing, and also result in the *removal* of trips from the regional network as those students now living in the new housing will no longer need to travel to campus.

The sections that follows describes first how the trip generation rates utilized for the analysis were calculated, followed by the trip generation calculations for the subject Project.

5.1 Trip Generation Rates

5.1.1 *Trips Added: Resident Students*

This section describes the calculation of vehicle trips that would be *added* to the regional roadway network as a result of the shift in students from off-campus to on-campus housing. While the students that would live in the new housing would no longer be driving to and from campus to attend classes, some of them may be driving, for example, to work or grocery shopping or social events.

To calculate the number of ADT that would be added as a result of the proposed Project, LLG multiplied the net increase in student housing beds (4,468) by an appropriate trip rate. The resulting number is the number of daily vehicle trips that would be added as a result of the proposed Project.

In calculating ADT, LLG used a trip rate of 0.64 ADT per student living on campus. This number is based on the trip rate calculated and utilized by LLG in preparing the Transportation Impact Analysis for the SDSU 2007 Campus Master Plan EIR. (A copy of the relevant section from the LLG TIA is attached as ***Appendix B***.)

In light of the passage of time, LLG conducted a validation analysis as follows to determine if the trip rate is still valid:

- The proposed Project would result in a net increase of 4,468 student beds on campus.
- Of these 4,468 student beds, 10% are assumed to be dedicated to first-year/freshmen students, who are not permitted to have vehicles on campus. This percentage is a conservative assumption as it is likely more than 10% of the new beds will be occupied by first-year/freshmen. The percentage is considered conservative because the greater the number of students assumed to have vehicles, in this case 90 percent, the greater the number of trips that would be added as a result of the Project. Nonetheless, based on this conservative assumption, the analysis utilized a total of 4,021 upperclassmen students as residing in the new housing (90% of total 4,468 beds = 4,021).
- Based on current SDSU data, approximately 70% of existing upper classmen have a long-term parking permit . (Pers. Comm. JD Weidman, SDSU Parking and Transportation Services and Cynthia Aranda Cervantes, Office of Housing Administration October 2024 [70% of current

upper classmen purchased semester overnight parking permits, which indicates on-campus residents]). Multiplying 4,021 by 70% results in a total of 2,815 students with cars on campus (4,021 x 70% = 2,815).

- In LLG's professional opinion, a maximum of 50% of students living on campus with a vehicle drive off campus on a typical weekday. Because most essential services, including food, are available on campus, combined with the fact that students are in class during the day, the 50% assumption is considered high, thereby providing a conservative input.
- Assuming 50% of on-campus resident students leave and return via car once per day (resulting in 2 ADT for each of these students) results in a total 2,815 ADT generated (2,815 students x 50% x 2 ADT per student = 2,815 ADT).
- 2,815 ADT / 4,468 On-Campus residents = 0.63 ADT per Student

The 0.64 daily trip rate per student calculated for the prior EIR, and the 0.63 daily trip rate calculated via the validation process are nearly identical. This evidences that the 0.64 daily trip rate remains valid and applicable for use in calculating the trips that would be generated by the proposed Project.

5.1.2 *Trips Removed: Non-Resident Students*

This section describes the calculation of vehicle trips that would be *removed* from the regional roadway network as a result of the shift in students from off-campus to on-campus housing. Specifically, the vehicle trips to and from campus that the student residents of the new housing would no longer be making.

To calculate the number of ADT that would be removed as a result of the proposed Project, LLG multiplied the net increase in student housing beds (4468) by an appropriate trip rate. The resulting number is the number of daily vehicle trips that would be removed from the regional roadway network as a result of the proposed Project.

In calculating ADT, LLG used a trip rate of 1.3 ADT per student currently living off campus. This trip rate was developed in part based on data contained in the *2024 Annual Transportation Survey Report (October 3, 2024),* prepared by SDSU Public Affairs and funded by the Office of Energy & Sustainability, and Parking and Transportation Services. (A copy of the 2024 report is attached to this report as ***Appendix C***.

Based on the survey results (with a sample size of 2,034 students, 1,181 faculty, and a margin of error of 2-3%), during the Fall 2023 semester 65% of students living further than a quarter mile off-campus drove to campus alone, with the remaining 35% utilizing non-single occupancy vehicle (SOV) modes of transportation such as public transit, bicycles or walking. The Spring 2024 data shows *more* students driving to school as compared to Fall 2023 conditions and, therefore, the Fall 2023 data was utilized in the calculations as it results in a more conservative (i.e., fewer students driving to school) calculation.

In calculating the ADT to be utilized, LLG therefore multiplied the net increase in students that would be living in the new housing (4,468) by 65% (the percentage of students that would have driven to

school) resulting in 2,904 who currently drive to campus (4,468 total * 65% = 2,904 students). Conservatively assuming each student would generate the minimum 2 trips a day (one inbound, one outbound), this results in a total ADT of 5,808. Dividing this number by the total number of new student residents results in a non-resident student trip rate of 1.30 ADT (5,808 ADT / 4,468 total students). This assumed trip rate is conservative for purposes of calculating the number of vehicle trips that would be removed from the roadway network in that it assumes no additional trips would have been made during the course of the day other than the one trip to campus and the one trip home from school.

5.2 Trip Generation Calculations

Based on the trip rates calculated above, in combination with the applicable number of students, LLG calculated the total number of trips that would be both added and removed as a result of the proposed Project. As shown in ***Table 5–1***, development of the Project would generate approximately 2,860 ADT while also removing approximately 5,808 ADT due to the shift in students from off-campus to on-campus housing. Thus, overall, the Project would result in a net decrease of 2,948 ADT.

TABLE 5–1
PROJECT TRIP GENERATION

Land Use	Size	Daily Trip Ends (ADTs)	
		Rate	Volume
Trips Added			
Resident Student	4,468 Students	0.64 /Student	2,860 [a]
Trips Removed			
Non-Resident Student	-4,468 Students	1.30 /Student	-5,808
Total		—	**-2,948**

Footnotes:

a. There may be a small increase in staff associated with the increase in student housing. However, this increase would be minimal and would have an indiscernible mathematical effect on the calculations above.

6.0 VEHICLE MILES TRAVELED (VMT) ANALYSIS

This section addresses CEQA Guidelines Appendix G, Transportation, criteria b), whether the proposed Project would conflict or be inconsistent with Guidelines Section 15064.3, subdivision (b), which addresses Vehicle Miles Traveled (VMT) analysis. See Section 4.0, Vehicle Miles Traveled Methodology, for additional background information.

The VMT assessment contained herein has been prepared to evaluate the transportation effects of the Project using the VMT metric. The analysis methodology utilizes guidance from the *California Environmental Quality Act* (CEQA), the *California State University* (CSU) *Transportation Impact Study* (TIS) *Manual (dated March 11, 2019)* and OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018).*

As previously noted, the proposed Project will result in a net-increase of 4,468 student housing beds. This increase in on-campus student housing will allow 4,468 more SDSU students to live on campus, thereby resulting in fewer students driving to campus and an overall reduction in ADT, as previously shown in *Table 5-1*.

6.1 Project Level Screening Assessment

Based on the *CSU TIS Manual*, screening from project-level assessment may be applicable to certain types/locations of projects on the basis that certain characteristics such as location are such that it can be assumed that such project types/locations would not result in significant VMT impacts. As previously explained in Section 4, the following project types/locations and screening attributes have the potential to *decrease* the number of trips and/or the trip length around their development, further decreasing VMT:

- **Development in Transit Priority Areas (TPA)**. TPAs are defined as those areas located within one-half mile of either an existing major transit stop (defined as a rail transit stop, ferry terminal served by either bus or rail transit, or the intersection of two or more major bus routes with 15-minute or better headways during the peak commute periods) or a stop along an existing high quality transit corridor (defined as a fixed route bus service with headways of 15-minutes or better). TPAs should be identified by the transportation consultant for applicability in the area.
- **Development in a low-VMT generating area of the city, sub-region, or region**. Low-VMT generating areas of the city, sub-region, or region can be identified by the transportation consultant by reviewing the VMT per person for the traffic analysis zone (TAZ) for the referenced region. If the proposed land use is consistent with what is currently in the study area and the TAZ is identified as generating lower than existing VMT (compared to the city, sub-region, or regional VMT per person average), then the project can be screened from project level assessment.
- **On-campus housing serving students, faculty, and staff**.

These three project types/locations are applicable to the proposed Project as discussed below.

6.1.1 *Development in Transit Priority Areas*

Based on the City of San Diego's TPA interactive mapping service, the proposed Project would be located within or immediately adjacent to a TPA, as shown in ***Figure 6-1***. The City's website describes Transit Priority Areas consistent with the *CSU TIS Manual* as areas within one-half mile of a major transit stop that is existing or planned. The website notes that a 'major transit stop' is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods per Section 21064.3 of the Public Resources Code (PRC).

Figure 6-2 shows the walking distance between the Peninsula Component of the Project and the bus stops at the intersection of Montezuma Road /55th Street, which serve routes 11 and 955. The bus stops at this intersection serve two major bus routes with 15–20-minute headways during the peak commute periods and, therefore, is considered an existing major transit stop according to both the City and *CSU TIS* guidelines. As shown on *Figure 6-2*, the site of the proposed Peninsula Component is located within one-half mile of the bus stops at the intersection of Montezuma Road / 55th Street.

As also shown on *Figure 6-2*, the University Towers East Component also would be located within one-half mile of the Montezuma Road/55th Street intersection and, therefore, would be located within a TPA. In addition, the University Towers East Component also would be located within one-half mile of the SDSU Transit Center , which serves bus routes 11, 14, 115, 215, 856, 936, and 955, as well as the MTS Green Line . Of those bus routes, Routes 215, 955 and 856 are major bus routes with 15–20-minute headways during the peak commute periods and, therefore, the SDSU Transit Center is considered an existing major transit stop. Further, as shown on ***Figure 6-3***, the site of the University Towers East Component is located within one-half mile of the Trolley / Bus Transit Center and, therefore, would be located within a TPA.

As illustrated above, the proposed Project would be located within a TPA as that term is defined by the *CSU TIS Manual*, the City of San Diego's TPA interactive mapping service, and Section 21064.3 of the Public Resources Code. Therefore, the proposed Project is presumed to result in a less than significant impact and, as a result, the Project is appropriately screened from a project level assessment. There are no extenuating factors or circumstances that would negate this conclusion. In fact, as proposed student housing, it is reasonable to conclude that the student residents generally would rely on public transportation at a greater rate than the population generally due to fiscal/economic considerations.

6.1.2 *Development in a Low-VMT Generating Area*

The proposed Project would be located in or immediately adjacent to census tract 28.01. Based on the SANDAG Series 14 ABM 2+ (Base Year 2016) screening map for residential projects, residents living within that census tract generate an average of 15.2 VMT per capita (i.e., 15.2 VMT per person per day), which is 80.1% of the regional average of 16.9 VMT per Capita. ***Figure 6-4*** shows the location of the Project site on the SANDAG Series 14 ABM 2+ (Base Year 2016) screening map.

Based on the *CSU TIS Manual*, if the proposed land use (student housing in this case) is consistent with the land uses currently in the study area (generally residential uses in this case), and the traffic analysis zone (TAZ; in this case census tract) is identified as generating lower VMT/capita compared to the regional VMT per person average, then the project is presumed to generate the same VMT/capita and, as such, can be screened from project level assessment.

In this case, the proposed Project land uses (student housing) would be consistent with the land uses currently in the study area (i.e., residential uses) and would be located within or immediately adjacent to a low-VMT generating area per the SANDAG Series 14 ABM 2+ (Base Year 2016) screening map. Therefore, the proposed Project is presumed to generate the same VMT/capita as the current existing uses, which VMT is substantially below the regional average. As such, the proposed Project would not result in significant project-level impacts and is screened from project level assessment. There are no extenuating factors or circumstances that would negate this conclusion. The proposed student housing is, effectively, a residential use similar in certain respects to the surrounding uses and, therefore, it is reasonable to conclude that the generated VMT per capita would be similar, if not lower than, that of the surrounding uses due primarily to economic considerations,

6.1.3 *On-campus Housing*

The proposed Project is the development of on-campus student housing. As discussed in Section 4, the construction of additional housing on campus will enable a portion of those students who used to drive to campus to no longer drive, thereby resulting in reduced vehicle trips generated and, correspondingly, a reduction in VMT. Therefore, the proposed Project would result in a net reduction of VMT and, correspondingly, the Project would not result in significant project-level VMT impacts.

6.2 Cumulative Level Screening Assessment

CSU TIS guidelines note that although a proposed project may be screened from project level VMT assessment based on the project types/locations discussed above, the project would nevertheless need to be assessed for its consistency with the applicable Regional Transportation Plan (RTP). If the proposed project is not consistent with the RTP assumptions, then it would be necessary to conduct an assessment of the project's effect upon the regional or city VMT (i.e., it would require a cumulative assessment). To assess the project's consistency with the RTP, it is necessary to review the land use information and assumptions contained in the local or regional travel demand forecasting model.

The currently approved RTP for the San Diego Region is the San Diego Association of Governments (SANDAG) *2021 Regional Plan*, which was originally adopted in December of 2021 and amended in October of 2023.The RTP utilized the SANDAG Series 14 ABM 2+ Regional Plan travel demand forecasting model. Within this model, the Peninsula Component of the proposed Project is located within traffic analysis zone (TAZ) 3098,the University Towers East Component is located within TAZ 3200, and the SDSU Main Campus is located within TAZ 3112 as shown on ***Figure 6-5***.

The RTP travel demand forecasting model assumes a continued increase in enrollment at SDSU and an increase in the development of student housing land uses in TAZ 3098 and TAZ 3200. Table 1 in ***Appendix M*** shows a comparison of some of the relevant assumptions used to develop the 2016 and

2050 RTP SANDAG models. As shown, an increase in population density and an increase in dwelling unit density, both indicators of increased student housing, occurs between 2016 and 2050 in TAZs 3200 and 3098. Therefore, the development of student housing as proposed by the Project, is consistent with the RTP land-use type assumptions for the area.

In addition, and as previously discussed, the proposed Project will result in a net-increase of 4,468 student housing beds on or immediately adjacent to campus. This increase in on-campus student housing will allow 4,468 more SDSU students to live on campus, thereby resulting in fewer students driving to campus and an overall reduction in ADT, as shown in *Table 5-1*. Therefore, since the proposed Project would result in an overall reduction in regionwide ADT, the proposed Project is consistent with the RTP trip generation assumptions.

Since the proposed Project would be consistent with the assumptions utilized in the preparation of the current SANDAG RTP, it is not necessary to conduct a cumulative-level VMT assessment of the proposed Project.

6.3 VMT Analysis Conclusions

The proposed Project will be located within a TPA and, therefore, student residents would have substantial public transportation options available to them; it would be located within an area that generates a low-VMT per capita, substantially below the regionwide average and, therefore, it is reasonable to conclude that project VMT would be comparable; and the proposed Project would consist of on-campus student housing, which, by its nature, would both generate fewer trips and concurrently remove a large number of vehicle trips from the area roadways. Additionally, the proposed Project would be consistent with the SANDAG Regional Plan, as discussed above. Therefore, based on these locational and land-use type traits, and without any evidence to the contrary, it can be assumed that the proposed Project would not result in significant project-level or cumulative-level VMT impacts and, as such, no further analysis of VMT-related impacts is required under CEQA.

6.4 VMT Trip Lengths

As discussed above, the proposed Project is screened from project and cumulative level VMT assessment for multiple reasons and, therefore, a full analysis of the Project's VMT-related impacts is not required under CEQA. However, to assist in the analysis required for other disciplines, including air quality, greenhouse gas (GHG) emissions, and vehicular noise-related impacts, LLG calculated average trip-lengths for both those trips that would be added to the road as a result of the proposed Project, and those trips that would be removed from the road as a result of the proposed Project. The analysis associated with these calculations is included in ***Appendix D*** and a summary of the calculations is provided below in ***Table 6-1***.

TABLE 6-1
SDSU EVOLVE STUDENT HOUSING: VEHICLE MILES TRAVELED CALCULATIONS (DAILY)

Student Type	Quantity	Daily Trip Ends (ADT) [a]	Trip Length (Miles)	Total Vehicle Miles Traveled (VMT)
VMT Added[b]				
Resident Student[c]	4,468 Students	2,860	7.60	21,736
VMT Removed				
Non-Resident Student[d]	-4,468 Students	(5,808)	14.17	(82,299)
Total New VMT	**-**	**-**	**-**	**(60,563)**

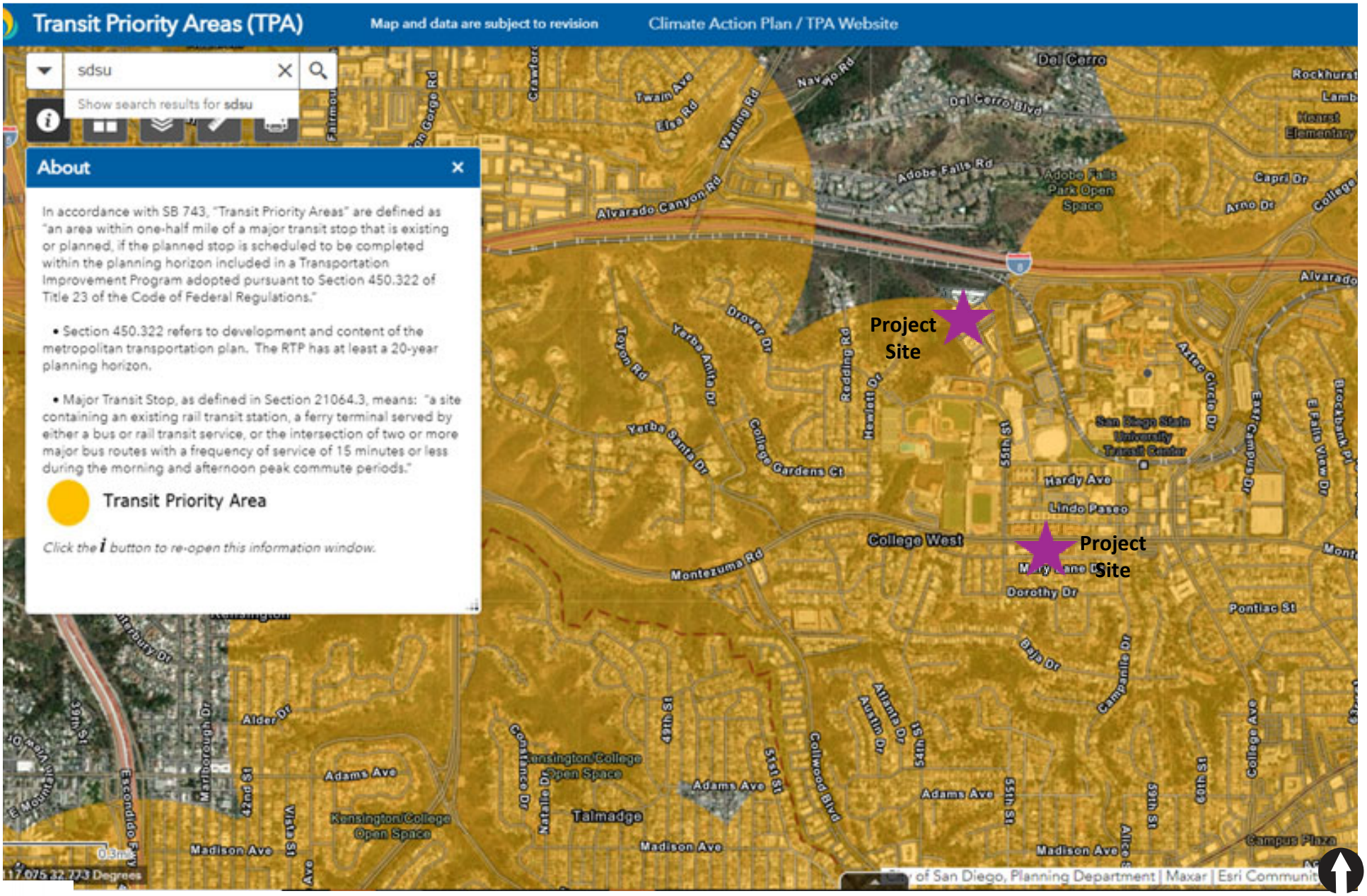
Footnotes:

a. Average Daily Traffic, as calculated in *Table 5-1*.

b. There may be a small increase in staff associated with the increase in student housing. However, this increase would be minimal and would have an indiscernible mathematical effect on the calculations above.

c. The source of the Trip Length is the current SANDAG SB743 VMT Maps, 2016 (baseline) VMT Per Capita by Census Tract for Census Tract 28.01, which represents the most current data available from SANDAG.

d. The source of the Trip Length is the *2024 Annual Transportation Survey Report (October 3, 2024)*, SDSU Public Affairs, Office of Energy & Sustainability, and Parking and Transportation Services *Table 6: Average Commute Time by and Distance (one-way) by Mode (Spring 2024) for Off-Campus Students (>0.25 miles)*.

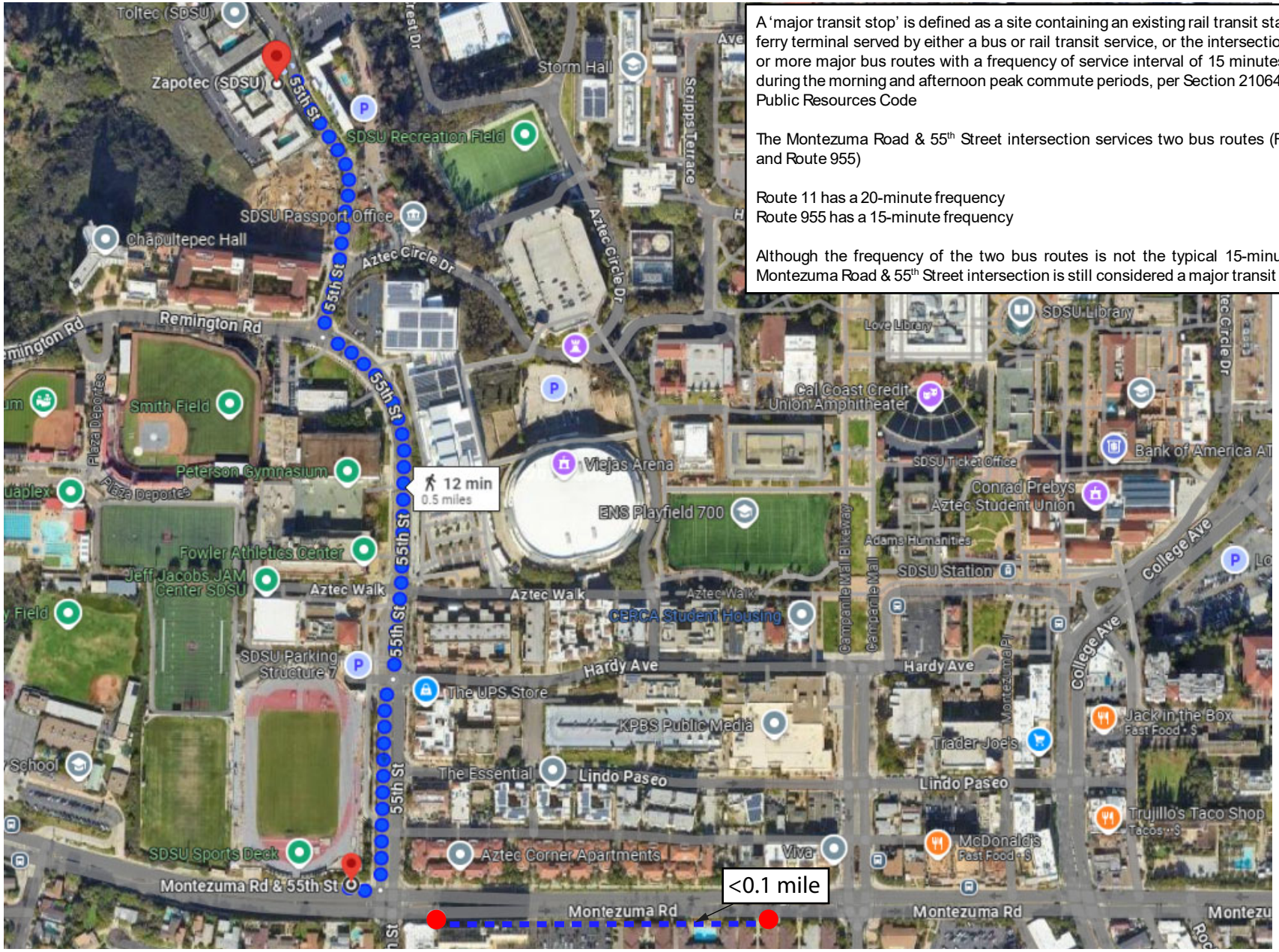


LLG

N:\3950\Figures
Date: 10/07/24

Figure 6-1

TPA Map

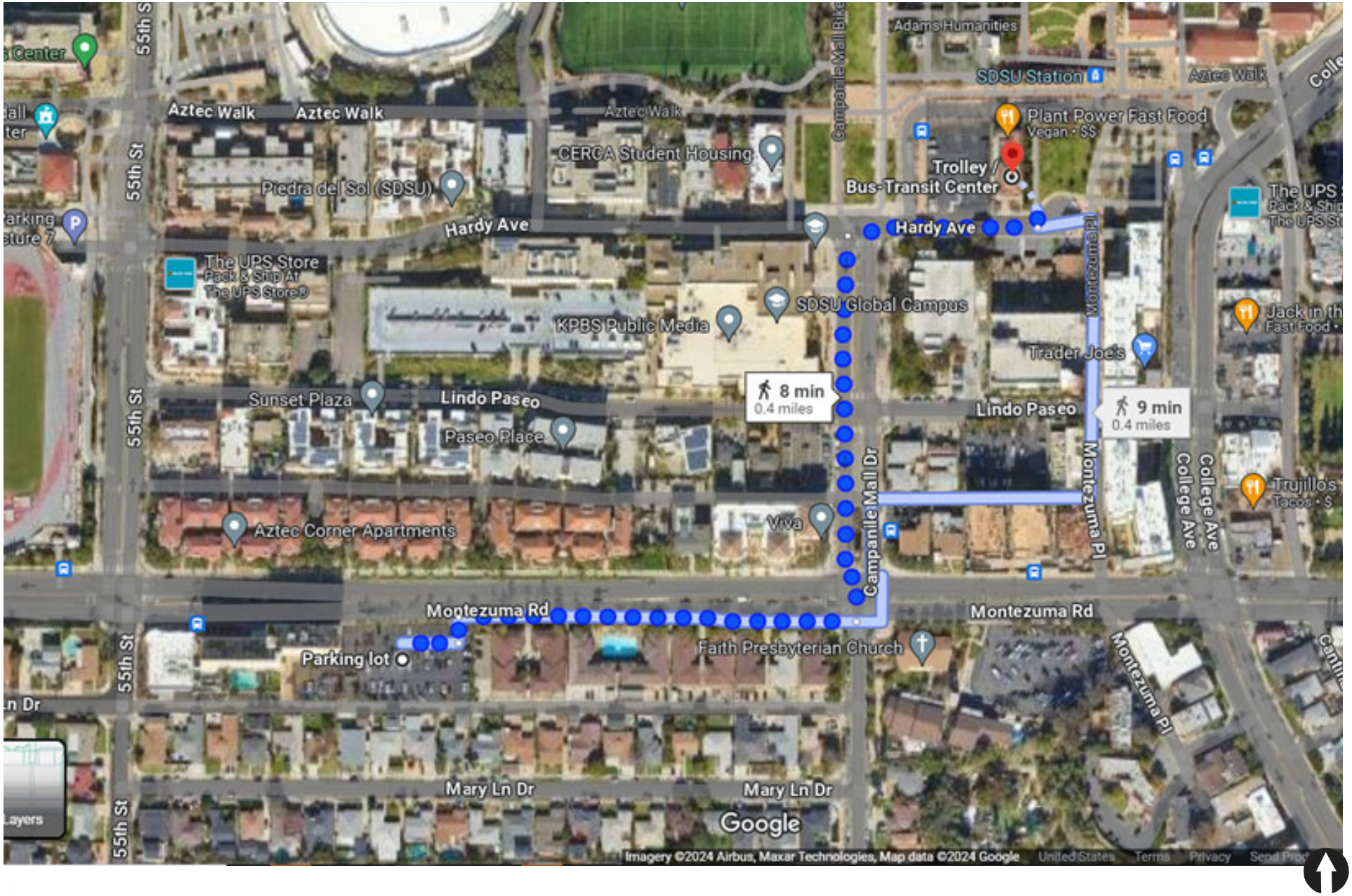


LLG

N:\3950\Figures
Date: 10/24/24

Figure 6-2

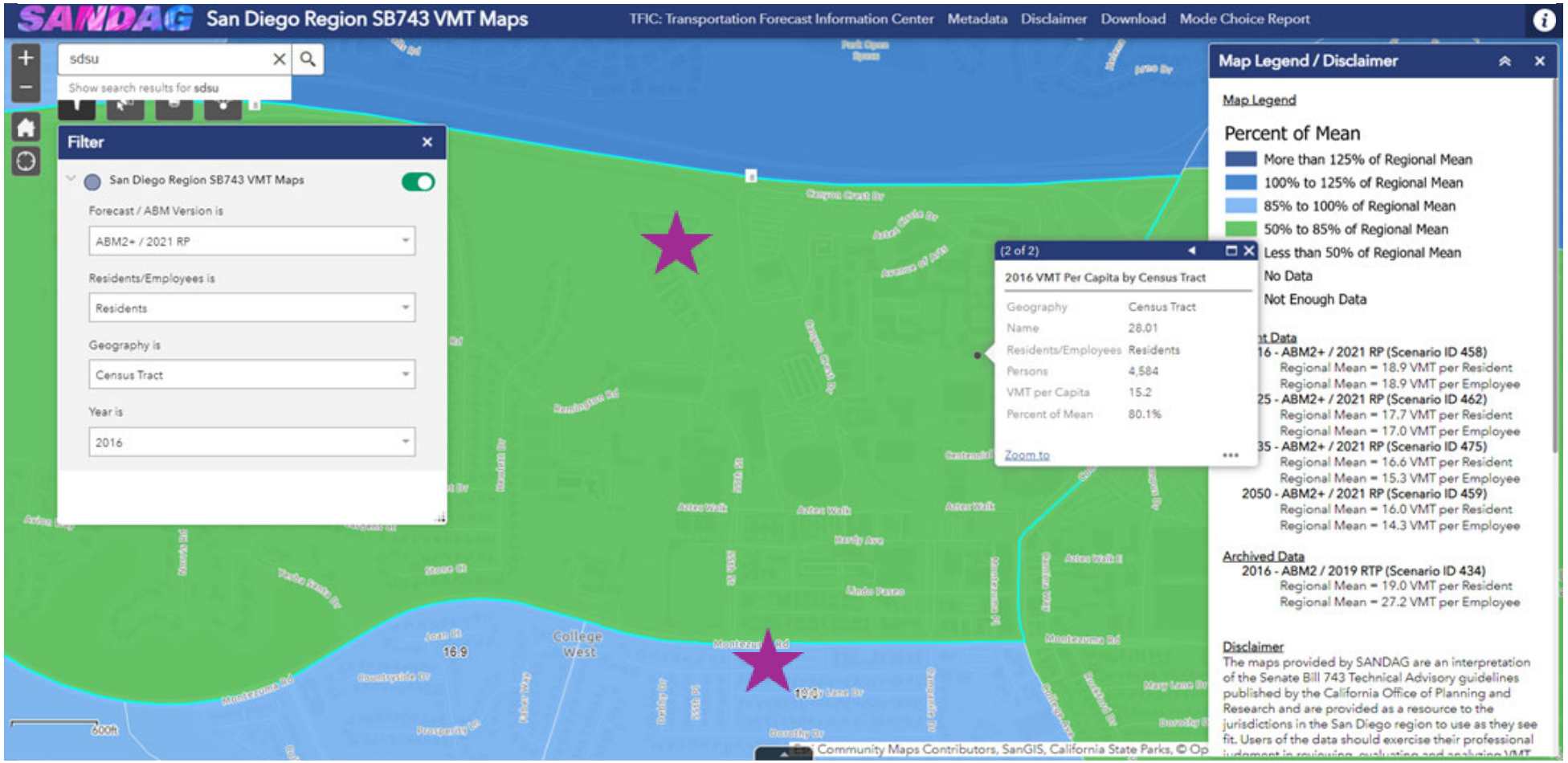
Distance from Site to Major Transit Stops at the Montezuma Road / 55th Street Intersection



N:\3950\Figures
Date: 10/07/24

Figure 6-3

Distance from University Towers East Site to Trolley-Bus Transit Center

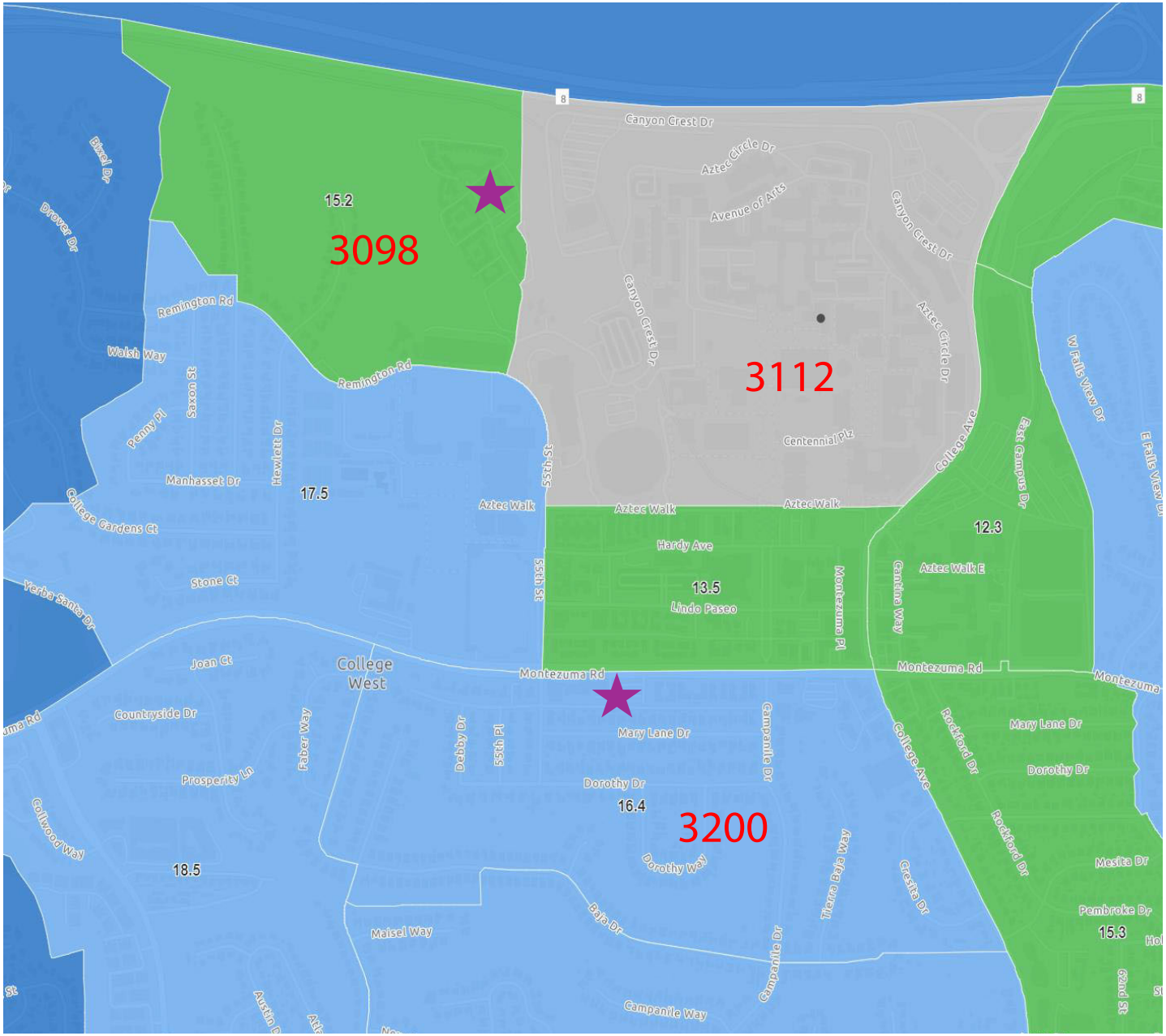


LLG

N:\3950\Figures
Date: 10/07/24

Figure 6-4

SANDAG Screening Map



XXXX - TAZ

LLG

N:\3950\Figures
Date: 10/07/24

Figure 6-5

TZA Map

SDSU EVOLVE Student Housing

7.0 NON-VEHICULAR MOBILITY EXISTING CONDITIONS

This section addresses CEQA Guidelines Appendix G, Transportation, criteria a), whether the proposed Project would conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

7.1 Bicycle Facility Conditions

This subsection describes the existing bicycle network in the Project study area. In addition, the section also summarizes recommended bicycle infrastructure projects proposed in the area based on the *City of San Diego Bicycle Master Plan (December 2013)* and the *College Area Community Plan (1989)*. The City of San Diego City Planning Department is underway to update the complete the College Area Community Plan, however, the *College Area Community Plan* Update is not yet available. Excerpts from these documents are included in ***Appendices E and F***.

7.1.1 *Bicycle Facility Classifications*

There are four different existing and planned bicycle facility classifications in the City of San Diego – Class I, Class II, Class III and Class IV as shown in ***Table 7–1.***

TABLE 7–1
BICYCLE FACILITY CLASSIFICATIONS

Bike Facility	Typical View
Class I Bike Path **Class I** refers to exclusive **bike paths**, also termed shared-use or multi-use paths, for exclusive use by bicyclists, pedestrians, and those using non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. Bike paths provide critical connections where roadways are absent or are not conducive to bicycle travel.	***Class I Bike Path*** 
Class II Bike **Class II** refers to bicycle lanes defined by pavement striping and signage used to allocate a portion of a roadway for bicycle travel. Bike lanes are one-way facilities on either side of a roadway. A painted buffer can separate bikes from vehicles or parking lanes. Green paint can identify conflict zones.	***Class II Bike*** 

Class III Bike Route **Class III** refers to bike routes that share use with motor vehicle traffic within the same travel lane. Bike routes are identified with signage and street markings known as "sharrows" or shared lane markings to delineate that the road is a shared-use facility.	***Class III Bike Route*** 
Class IV Cycle Track Class IV refers to a **Cycle Track**, which is a hybrid type bicycle facility that combines the experience of a separated path with the on-street infrastructure of a conventional bike lane. Cycle tracks are bikeways located in roadway right-of-way but separated from vehicle lanes by physical barriers, flexible posts, on-street parking curbs, or other objects. Cycle tracks provide for one-way or two-way bicycle travel and are exclusively for bicycle use.	***Class IV Cycle Track*** 

7.1.2 *Existing Bicycle Facilities*

A bicycle network inventory was conducted along street segments within the Project study area. ***Table 7-2*** summarizes the existing bicycle facilities in the Project vicinity. *Table 7-2* lists the existing and planned bicycle facilities within the Project study area, on Montezuma Road, College Avenue, Remington Drive, 55th Street, 54th Street, and Collwood Boulevard.

TABLE 7-2
EXISTING AND PLANNED BICYCLE FACILITIES

Roadway	Bicycle Facilities	
	Existing	Planned
Montezuma Road	Class II Bike Lanes along entire length	-
College Avenue	Class II Bike Lanes between Zura Way and Montezuma Road	Class II Bike Lanes between I-8 and El Cajon Boulevard [a]
Remington Drive	Class II Bike Lanes between Hewlett Drive and 55th Street	Class III Bike Route between Dover Drive and Hewlett Drive [a]
55th Street	Class II Bike Lanes between Remington Drive and Montezuma Road	-
54th Street	None	Class III Bike Route between Montezuma Road and Collwood Boulevard [b]
Collwood Boulevard	Class II Bike Lanes between Montezuma Road and El Cajon Boulevard	-

Source:

a. College Area Community Plan (1989)
b. City of San Diego Bicycle Master Plan (December 2013)

On the SDSU campus, SDSU provides bicycle routes/paths, along with bicycle racks, cages, and storage facilities. Students may obtain access to the bicycle cages and storage rooms by contacting the Office of Housing and Administration and registering their bicycle with the office at no cost. Bicycle storage is located near most residential halls. Additionally, bicycle racks are provided throughout the campus. A map of the locations of the bicycle racks is included in ***Appendix G***.

7.1.3 *Planned Bicycle Facilities*

The Project will include dedicated bike racks and charging stations specifically designed for micromobility vehicles, such as electric scooters, e-bikes, and other small electric transportation options. These facilities will provide convenient, secure parking and easy access to charging.

Based on the *City of San Diego Bicycle Master Plan (December 2013)* and the *College Area Community Plan (1989*), Class II Bike Lanes are planned along College Avenue north of Zura Way and south of Montezuma Road. Additionally, Class III Bike Routes are planned along Remington Road west of Hewlett Drive and along 54th Street south of Montezuma Road.

7.1.4 *Pedestrian Facility Conditions*

This subsection describes the existing pedestrian network in the Project study area. The section also summarizes recommended pedestrian infrastructure projects proposed in the area based on the *City of San Diego Pedestrian Master Plan (April 2015)* and the *College Area Community Plan (1989)*.

7.1.5 *Existing Pedestrian Facilities*

A pedestrian network inventory was conducted along those street segments located within the Project study area. ***Table 7-3*** summarizes those segments with missing sidewalks, and ***Table 7-4*** summarizes the pedestrian conditions at key intersections close to the Project site.

TABLE 7-3
PEDESTRIAN CONDITIONS –ROADWAY SEGMENTS MISSING SIDEWALKS

Roadway	Limits missing sidewalk
Montezuma Road	Collwood Boulevard to 54th Street
College Avenue	MTS Bus Way to I-8 Off-Ramp
Alley fronting south side of University Towers Project	55th Street to Campanile Drive

TABLE 7-4
PEDESTRIAN CONDITIONS – INTERSECTIONS

Intersection	Traffic Control	Crosswalk Type	Curb Ramps		Countdown Ped Heads provided?
			Single / Dual	Truncated Domes	
1. 55th Street / Aztec Circle Drive	MSSC [a]	High Visibility	Single	Yes [b]	No
2. 55th Street / Remington Road	Signal	High Visibility	Single	Yes [b]	Yes
3. Montezuma Road / 55th Street	Signal	High Visibility	Single	Yes	Yes
4. 55th Street / Alley fronting south side of University Towers Project	MSSC [a]	Standard	Single	Yes [b]	No
5. Montezuma Road / Campanile Drive	Signal	High Visibility	Single	Yes	Yes

Footnotes:

a. Minor Street Stop-Controlled
b. Partially provided. Provided on 3 of 4 corners.

General Note:

Please see ***Figure 7-2*** for further details.

7.1.6 *Planned Pedestrian Facilities*

The *College Area Community Plan* recommends the completion of the missing portions of sidewalks along Montezuma Road between 54th Street and Collwood Boulevard, 63rd Street between El Cajon Boulevard and Catoctin Drive, and along Alvarado Road between College Avenue and Alvarado Court.

The *City of San Diego Pedestrian Master Plan* also recommends improvements along Montezuma Road at the following locations. See ***Appendix H*** for additional details of these improvements.

- Montezuma Road / 54th Street
  - Prepare plans and implement intersection improvements that meet current ADA standards in order to improve pedestrian safety and circulation. Update school area signage to meet current CA MUTCD standards
- Montezuma Road / Montezuma Place
  - Implement intersection and sidewalk improvements that complement the long range Redevelopment Plan for the site and address existing walkability issues. Enhancements focus on improving driver awareness and pedestrian safety/visibility.
- Montezuma Road / College Avenue
  - Implement measures to restrict access to Rockford Drive to improve pedestrian safety along Montezuma Road. Implement pedestrian crossing enhancements at College Avenue due to frequent pedestrian trips.
- Montezuma Road: Collwood Boulevard to 54th Street
  - Conduct a feasibility study to construct a multi-use trail on the north side of Montezuma Road

It is important to note that the recommendations outlined in the *City of San Diego Pedestrian Master Plan* (April 2015), *City of San Diego Bicycle Master Plan (December 2013)* and the *College Area Community Plan (1989*) are City obligations and SDSU is not responsible for them.

7.2 Transit Facility Conditions

Transit facilities within the area of the proposed Project include the SDSU Red & Black Safe Ride program, the MTS Trolley Green Line, and MTS bus service.

7.2.1 *SDSU Red & Black Campus Shuttle*

SDSU students, faculty and staff can utilize the Red & Black Safe Ride program to get around campus at designated pick-up and drop-off locations. The Red & Black Safe Ride program operates weekdays, from 7 PM to midnight. Relatedly, an ADA (Americans with Disabilities Act) van is available to accommodate SDSU-related passenger travel requests. Additionally, during weekdays, from 7 PM to midnight, riders can request an on-demand ride to and from designated locations using the SDSU Safe App. Designated pick-up and drop-off locations are illustrated in ***Appendix I***.

Cart transportation service for academic-related reasons is available for students with permanent and temporary mobility limitations and who have appropriate documentation of disability. However, cart transportation is not an on-call service.

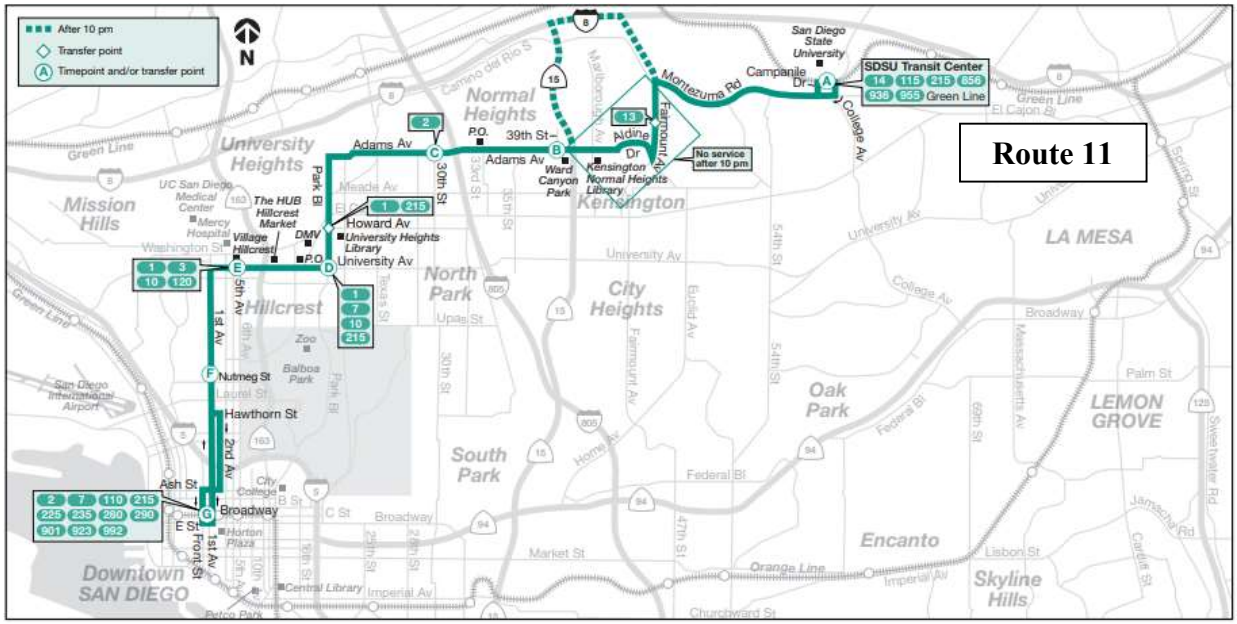
7.2.2 *MTS Trolley Green Line*

Transit service within the City of San Diego is provided by the San Diego Metropolitan Transit System (MTS). The MTS Trolley Green Line connects Downtown San Diego to Santee. A total of 23 stops currently exist along the Green Line, with a dedicated SDSU Transit Center stop serving the campus. The Green Line provides service Monday to Friday from 4:45 AM to 12:00 AM/Midnight with 15-minute headways. Services are provided on Saturday and Sunday from 5:00 AM to 12:00 AM/Midnight with 30-minute headways.

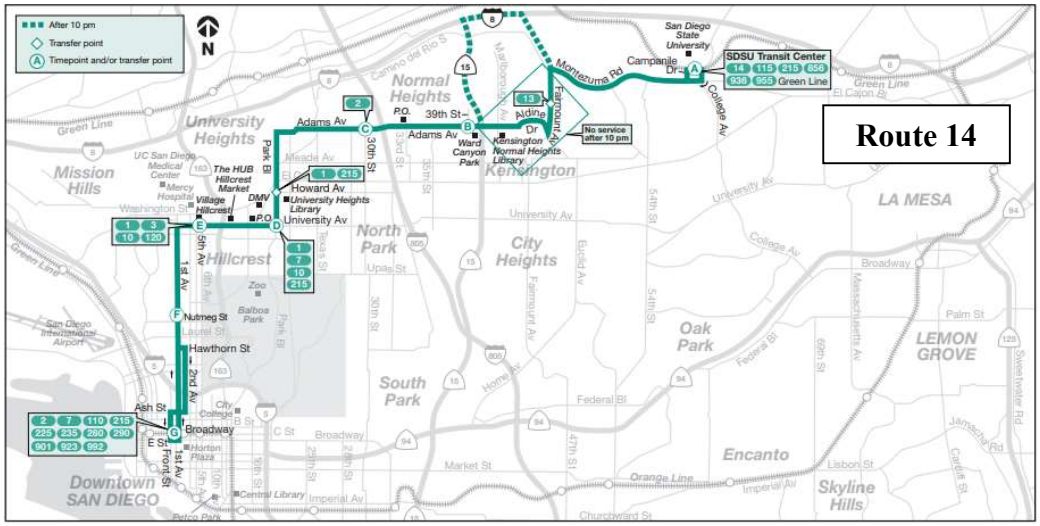
7.2.3 *MTS Bus Service*

The SDSU Transit Center services bus routes Route 11, 14, 115, 215, 856, 936, and 955. A description of each of the routes that serve the proposed Project study area is provided below. ***Appendix J*** includes the timetable of each of these bus routes.

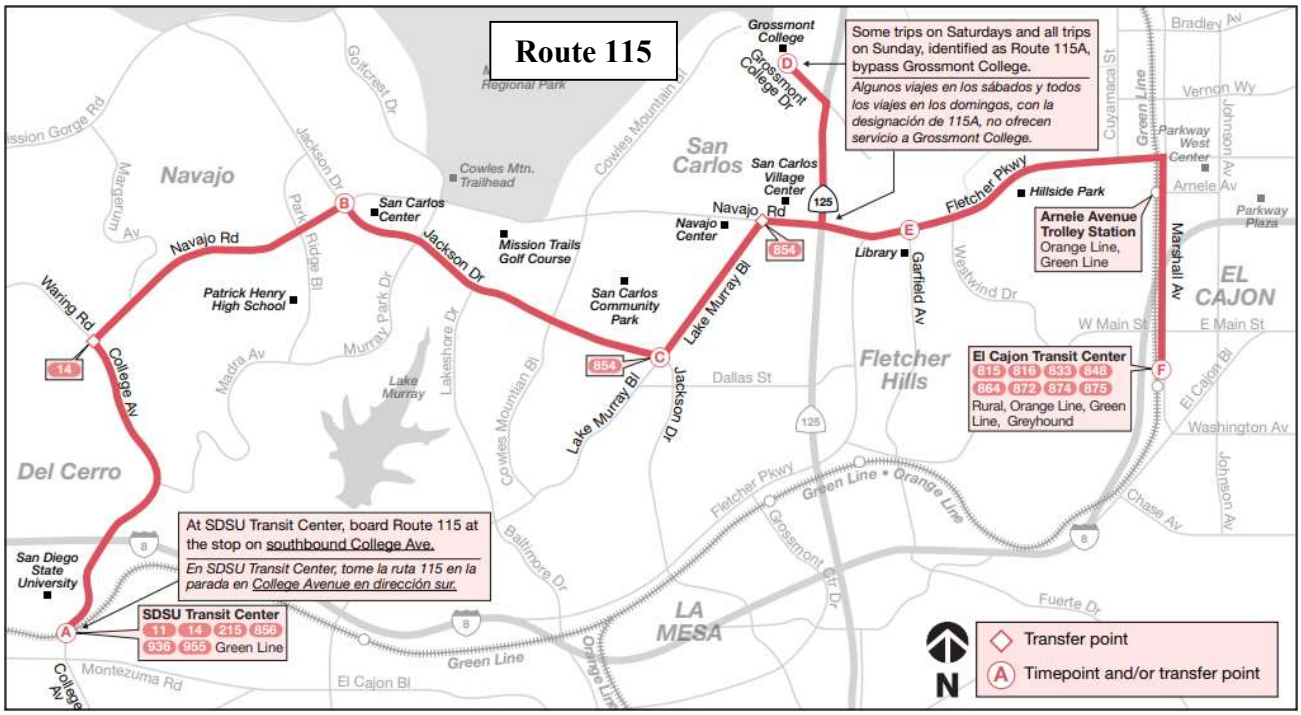
Route 11 runs from the SDSU Transit Center to 1st Avenue and Broadway in Downtown San Diego. The route runs along 1st Avenue, University Avenue, Park Boulevard, Adams Avenue and Montezuma Road. Weekday service begins at 5:57 AM with 15-minute headways and ends at 10:22 PM. Saturday service begins at 6:12 AM with 30-minute headways and ends at 9:52 PM. Sunday service begins at 7:12 AM with 30-minute headways and ends at 7:52 PM.



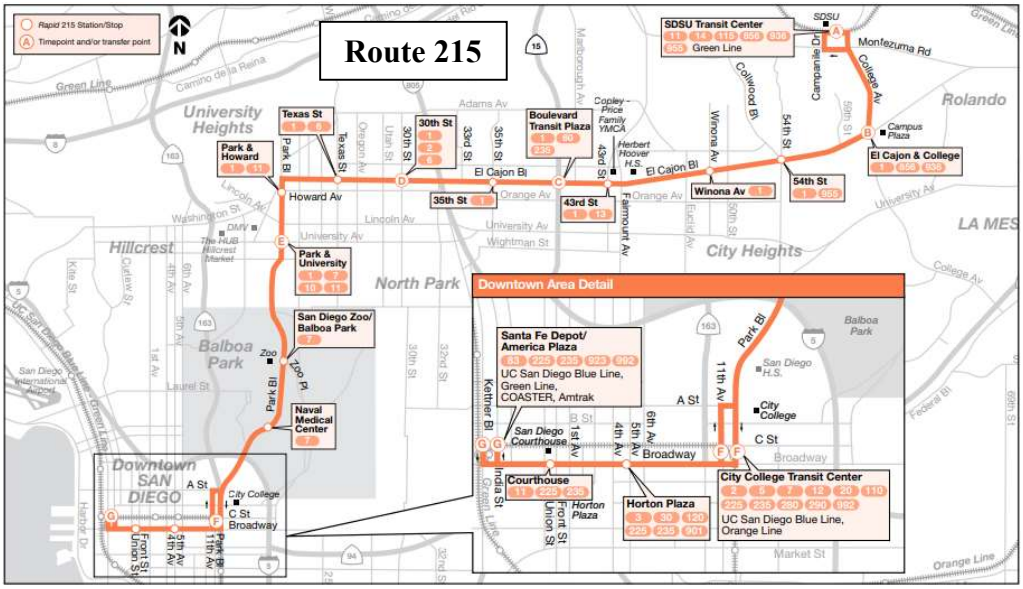
Route 14 runs from the Grantville Trolley Station to Baltimore Drive & Lake Murray Boulevard. The route runs along Camino Del Rio North, Friars Road, Zion Avenue, Waring Road, College Avenue, Montezuma Road, and Lake Murray Boulevard. Weekday service begins at 6:25 AM with 60-minute headways and ends at 6:22 PM. This route does not provide weekend service.



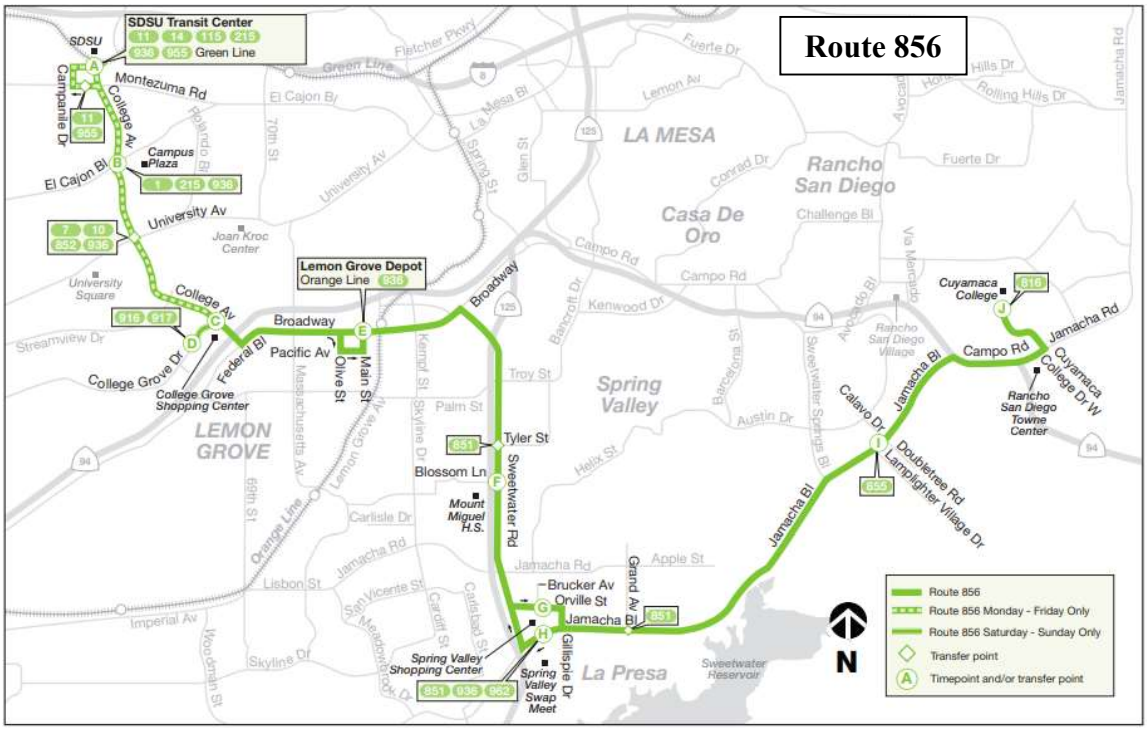
Route 115 runs from SDSU Transit Center to the El Cajon Transit Center. The route runs along College Avenue, Navajo Road, Jackson Drive, Lake Murray Boulevard, Fletcher Parkway, and Marshall Avenue. Weekday service begins at 6:28 AM with 30-minute headways and ends at 9:57 PM. Saturday service begins at 7:22 AM with 60-minute headways and ends at 8:25 PM. Sunday service begins at 7:26 AM with 60-minute headways and ends at 6:23 PM.



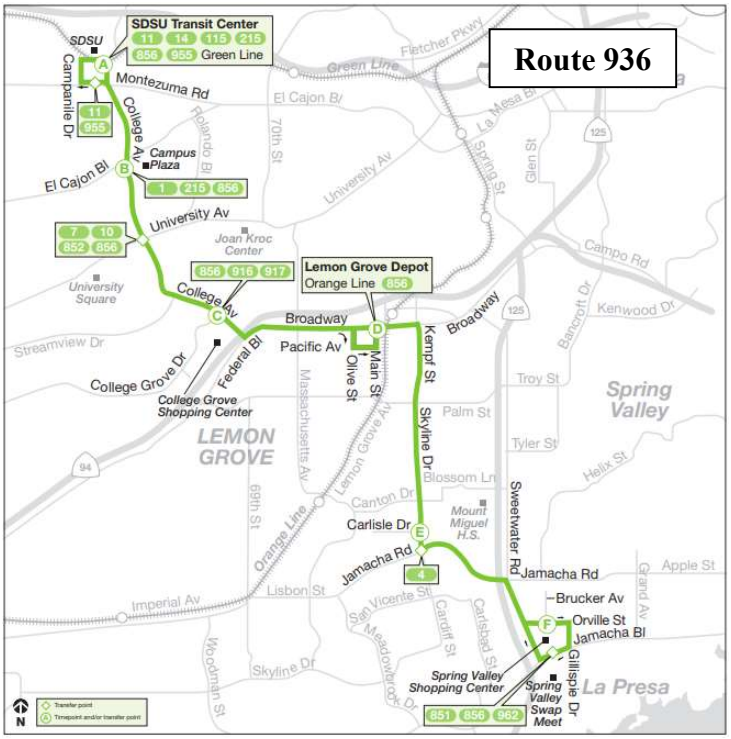
Route 215 runs from SDSU Transit Center to American Plaza Trolley Station in Downtown San Diego. The route runs along Broadway, Park Boulevard, El Cajon Boulevard and College Avenue. Weekday service begins at 4:33 AM with 10–15-minute headways and ends at 12:45 AM. Saturday and Sunday service begins at 4:48 AM with 15-minute headways and ends at 12:20 AM.



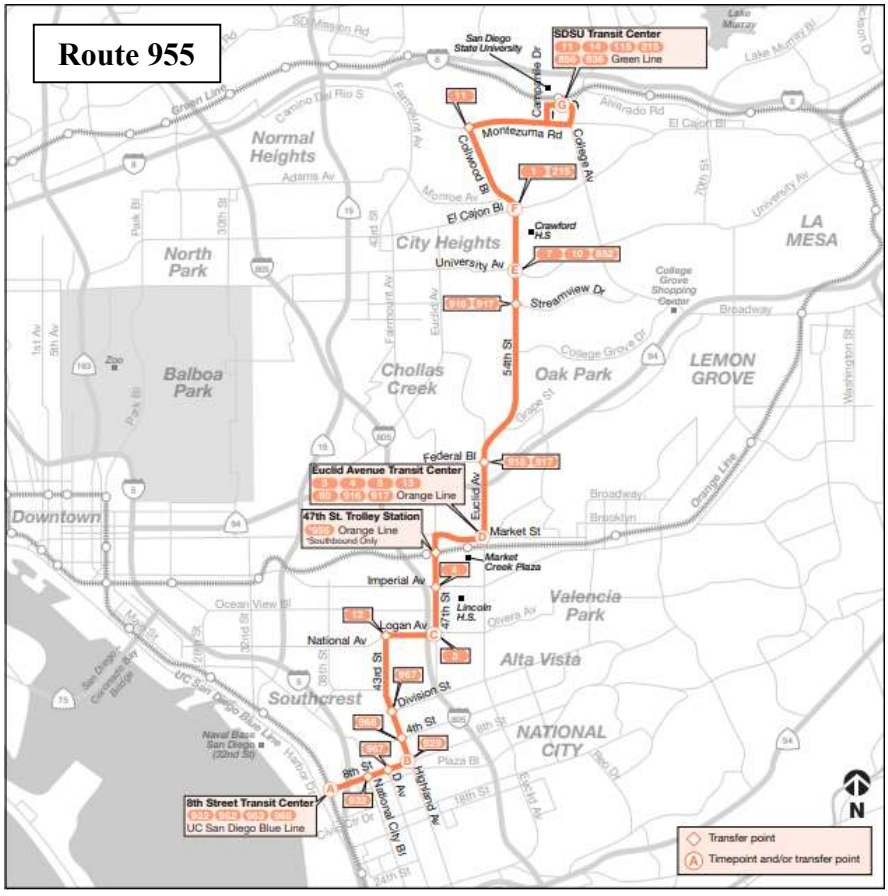
Route 856 runs from SDSU Transit Center to Cuyamaca College. The route runs along College Avenue, Broadway, Sweetwater Road, Jamacha Boulevard, and Campo Road. Weekday service begins at 5:40 AM with 30-minute headways and ends at 9:10 PM. Saturday service begins at 6:31 AM with 60-minute headways and ends at 9:32 PM. Sunday service begins at 7:31 AM with 60-minute headways and ends at 6:32 PM. Weekend service does not stop at the SDSU Transit Center or the College Avenue & El Cajon Boulevard transit stop.



Route 936 runs from SDSU Transit Center to Orville Street & Bruker Avenue. The route runs along College Avenue, Broadway, Skyline Drive, Jamacha Road, and Jamacha Boulevard. Weekday service begins at 5:54 AM with 30-minute headways and ends at 9:53 PM. Saturday service begins at 6:08 AM with 60-minute headways and ends at 9:54 PM. Sunday service begins at 6:08 AM with 30-to-60-minute headways and ends at 7:05 PM.



Route 955 runs from SDSU Transit Center to the 8th Street Transit Center. The route runs along College Avenue, Collwood Boulevard, 54th Street, Euclid Avenue, 47th Street, 43th Street, and 8th Street. Weekday service begins at 5:26 AM with 15-minute headways and ends at 10:56 PM. Saturday service begins at 5:37 AM with 20-to-30-minute headways and ends at 10:56 PM. Sunday service begins at 6:37 AM with 30-minute headways and ends at 8:55 PM.



7.3 Project Effects on Mobility

The proposed Evolve Student Housing Project will provide student housing for an additional 4,468 SDSU students. This campus housing will reduce both vehicular and multi-modal (i.e bike, pedestrian, transit) commuter trips to the SDSU campus. This reduction stems from the shift of these students from off-campus residences to on-campus living, eliminating the need for daily commutes.

Based on 2024 SDSU Travel Demand Data (see *Appendix C*), 25% of non-resident/off-campus students commute to campus via multi-modal uses. The development of the Project will reduce the need/demand for these uses within the context of commute trips to campus. As seen in ***Table 7-5***, there will be approximately 2,234 fewer multi-modal commuter trips as a result of the proposed Project.

However, although off-campus multi-modal commuter trips will reduce, with an influx of residents living directly on campus, the volume of foot traffic and cycling activity will increase. Additionally, the concentration of student housing close to transit stops likely will increase public transit usage off-setting the reduction in demand for commute trips. When residents live within easy walking distance of bus and shuttle services, they are more likely to take advantage of these options for longer commutes or off-campus activities.

Integrating student housing into a university campus not only promotes a lively and interactive environment but also enhances the existing bike, pedestrian, and transit facilities through increased usage and awareness. The influx of residents provides an opportunity for the university to prioritize the existing bike and pedestrian infrastructure. With a larger population of students utilizing these pathways, there is likely to be greater awareness of any safety or accessibility issues that arise.

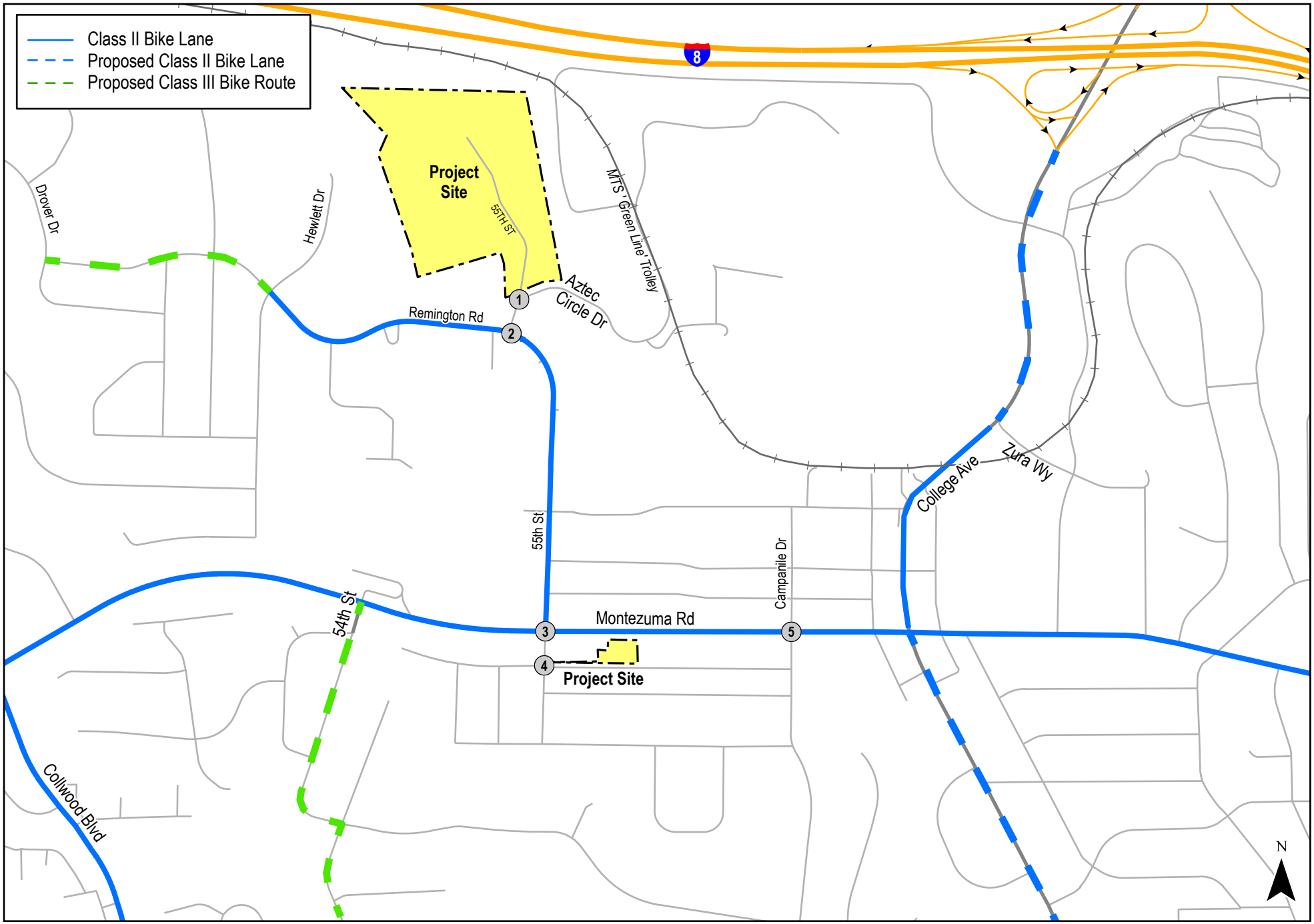
The proposed Project would be consistent with the state's overall goal to reduce vehicle trips in favor of increased alternative travel means, such as transit, bicycling, and walking.

In conclusion, the proposed Project would not conflict with any applicable plan encouraging the increased use of bicycle, pedestrian, and transit facilities and further facilitates the state's overall goal of reduced vehicle traffic in favor of increased multi-modal (i.e., non-vehicular) transportation.

Figure 7-1 depicts the existing and proposed bicycle facilities. ***Figure 7-2*** depicts the existing pedestrian facilities. ***Figure 7-3*** depicts the existing transit facilities.

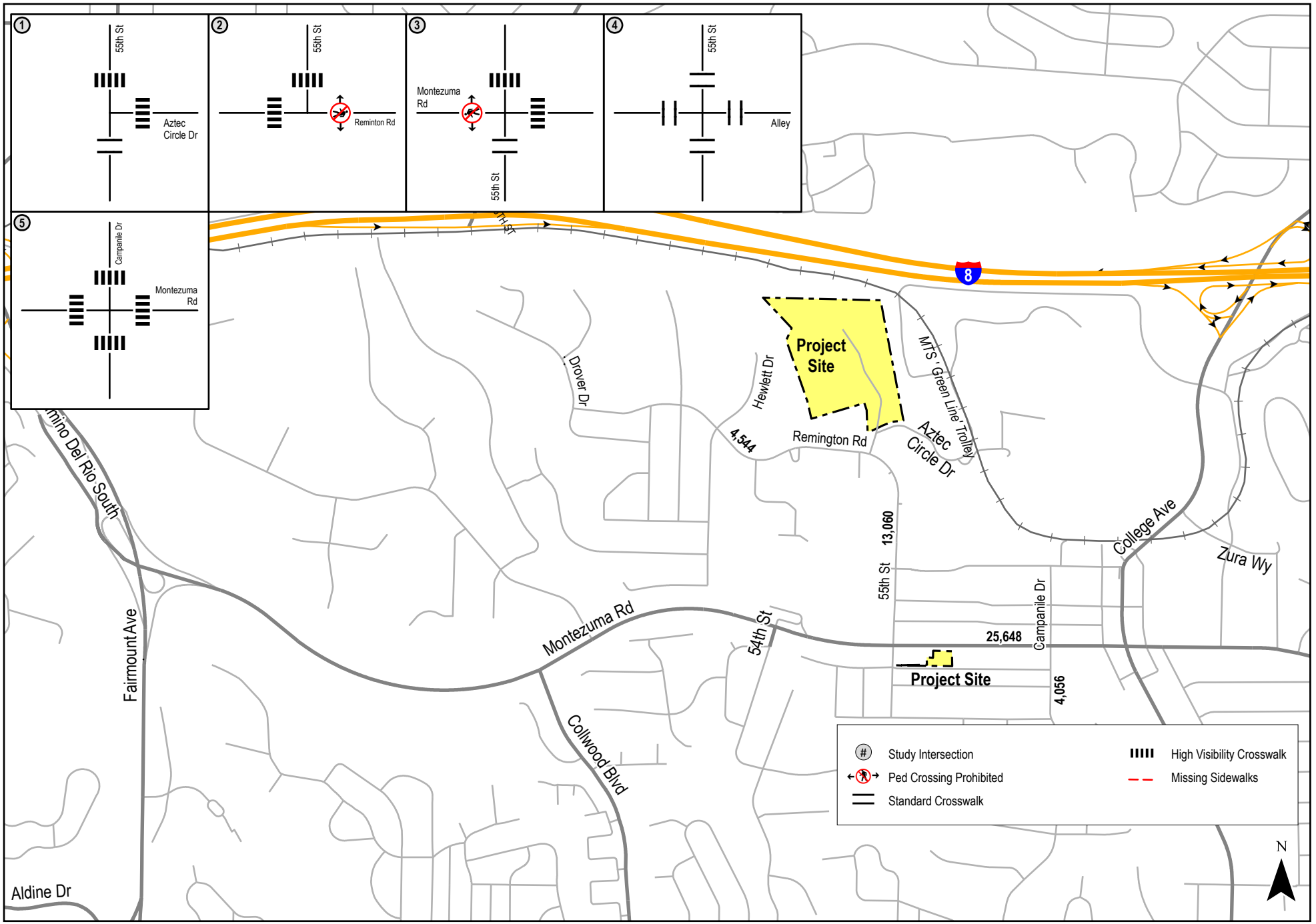
TABLE 7-5
MULTI-MODAL COMMUTER TRIP REDUCTION

Project Components	Quantity	Daily Trip Ends (ADT)	
		Rate	Volume
Non-Resident Student	4,468 Students		
Reduction in Multi-Modal Trips			
1% Bicycle	45 Students	2 / Student	49
2% Pedestrian	89 Students	2 / Student	179
9% Bus	402 Students	2 / Student	804
13% Trolley	581 Students	2 / Student	1,162
Total Reduction in Multi-Modal Trips			***2,234***



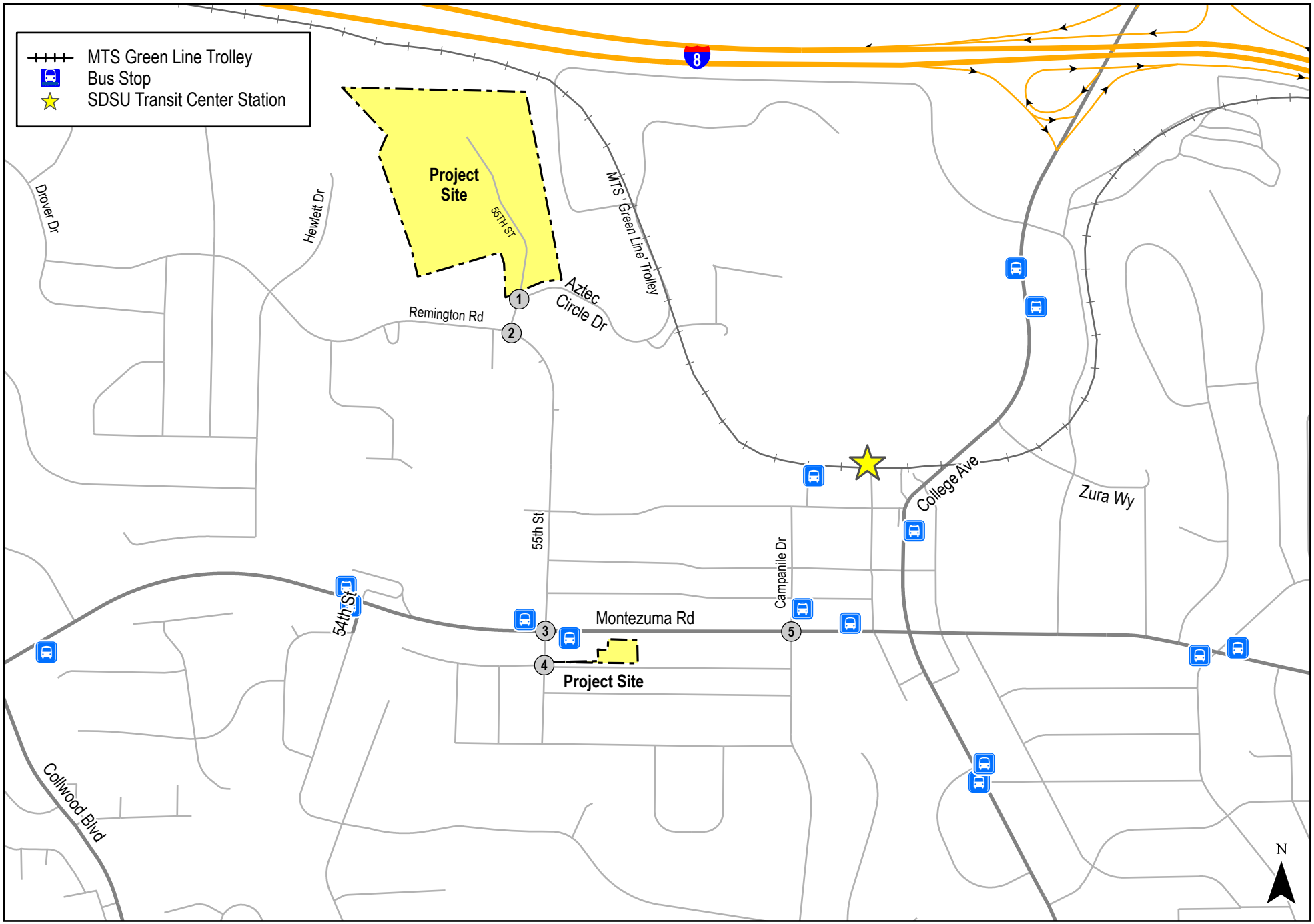
N:\3950\Figure
Date: 10/8/2024

Figure 7-1
Bicycle Facilities: Existing and Proposed



N:\3950\Figure
Date: 10/8/2024

Figure 7-2
Pedestrian Facilities



N:\3950\Figure
Date: 10/8/2024

Figure 8-3
Transit Facilities

8.0 PARKING ASSESSMENT

8.1 Parking Supply and Demand

While an assessment relating to parking is not required under CEQA, the following analysis is presented in response to comments received on the Notice of Preparation related to the adequacy of available parking on the SDSU campus. (See, e.g., Public Resources Code section 21099(d) ["Aesthetic and parking impacts of a residential…project on an infill site within a transit priority area shall not be considered significant impacts on the environment."].)

During the Fall 2023 semester, SDSU commissioned parking counts in order to determine the available parking supply and corresponding demand for parking on campus. As of that time, there were 13,916 parking spaces campus-wide, with 12,257 spaces of the total supply categorized as student, faculty/staff, and metered, and the remaining 1,659 spaces reserved for visitor, state vehicles, maintenance, accessible, etc. ***Appendix K*** is a campus-wide map depicting the various parking lots/structures.

As to specifics, ***Table 8–1, SDSU Campus Parking Supply and Demand - Details,*** lists the supply and demand for each parking lot and structure that was included in the survey, listing the supply and demand for each parking lot and structure by hour and category (students, faculty / staff, and metered). Based on the information presented in the table, it is possible to determine the peak parking time and the peak parking occupancy for each parking facility. In general, the table illustrates that those parking lots and structures located closer to campus buildings have a higher occupancy level for greater portions of the day than those lots and structures that are more distant.

Table 8–2, SDSU Campus Parking Supply and Demand – Summary, provides a summary of the parking supply and demand data contained in *Table 8–1*. As shown on the table, the data illustrates that the highest average peak hour demand for parking is at 2:00 PM when 51% (6,251 out of 12,257 spaces) of the parking lots and structures located on campus were occupied. The table further illustrates that a large number of parking spaces was available at all times.

By providing housing on campus for approximately 4,450 additional students, the proposed Project would appear to increase the demand for parking on campus. However, this presumption overlooks the fact that the project is expected to result in an overall *decrease* in parking demand due to the large decrease in students no longer commuting to campus and parking.

Further, with respect to concerns raised by the surrounding community that the increase in student residents will inevitably lead to increased student parking in the surrounding neighborhoods, often in violation of posted parking restrictions. These concerns include SDSU affiliates parking in non-"B" residential parking zones and walking to campus.

SDSU has limited enforcement jurisdiction, extending only to university property. The "B" residential parking permit zone is owned, operated, and enforced solely by the City of San Diego and that enforcement authority lies with the Parking Enforcement Officers of the City of San Diego Police

Department. While SDSU funds extra enforcement from the City during major events, SDSU does not possess enforcement authority within "B" permit areas.

TABLE 8–1
SDSU CAMPUS PARKING SUPPLY AND DEMAND – DETAILS

Parking 1					
		Occupancy			
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Student	1,168	218 [a]	595	723	808
Faculty/Staff	693	115	333	422	444
Total	1,861	333	928	1,145	1,252
Percentage Occupied		18%	50%	62%	67%
Parking 2					
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Faculty/Staff	242	109	157	138	153
Percentage Occupied		45%	65%	57%	63%
Parking 2A					
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Faculty/Staff	143	63	97	115	111
Percentage Occupied		44%	68%	80%	78%
Parking 2B					
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Student	267	68	121	152	186
Percentage Occupied		25%	45%	57%	70%
Parking 2C					
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Student	47	32	31	21	3
Percentage Occupied		68%	66%	45%	6%
Parking 3					
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Student	2,192	520	649	900	782
Faculty/Staff	247	11	23	35	23
Total	2,439	531	672	935	805
Percentage Occupied		22%	28%	38%	33%

CONTINUED ON THE NEXT PAGE

TABLE 8–1
SDSU CAMPUS PARKING SUPPLY AND DEMAND - DETAILS

CONTINUED FROM THE PREVIOUS PAGE

Parking 4					
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Student	1,884	349	446	520	486
Faculty/Staff	22	16	18	18	13
Total	1,906	365	464	538	499
Percentage Occupied		19%	24%	28%	26%
Parking 6					
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Faculty/Staff	465	156	206	297	286
Percentage Occupied		34%	44%	64%	62%
Parking 6B					
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Metered	61	3	8	9	6
Percentage Occupied		5%	13%	15%	10%
Parking 7					
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Student	1,322	643	1,014	1,049	933
Faculty/Staff	41	36	38	38	33
Total	1,363	679	1,052	1,087	966
Percentage Occupied		50%	77%	80%	71%
Parking 10					
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Metered	20	3	8	6	5
Percentage Occupied		15%	40%	30%	25%
Parking 11					
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Metered	45	17	24	31	19
Percentage Occupied		38%	53%	69%	42%

CONTINUED ON THE NEXT PAGE

TABLE 8–1
SDSU CAMPUS PARKING SUPPLY AND DEMAND - DETAILS

CONTINUED FROM THE PREVIOUS PAGE					
Parking 12					
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Student	1,362	913	1,011	964	890
Faculty/Staff	556	222	146	145	139
Total	1,918	1,135	1,157	1,109	1,029
Percentage Occupied		59%	60%	58%	54%
Parking 14					
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Faculty/Staff	157	117	129	146	132
Percentage Occupied		75%	82%	93%	84%
Parking 15					
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Student	356	116	168	106	90
Faculty/Staff	114	53	52	71	53
Total	470	169	220	177	143
Percentage Occupied		36%	47%	38%	30%
Parking 16					
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Student	316	128	176	151	154
Percentage Occupied		41%	56%	48%	49%
Parking 17, 17A & 17B					
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Student	506	140	196	163	137
Percentage Occupied		28%	39%	32%	27%
Calpulli Garage					
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Faculty/Staff	23	23	23	23	23
Percentage Occupied		100%	100%	100%	100%
CONTINUED ON THE NEXT PAGE					

TABLE 8–1
SDSU CAMPUS PARKING SUPPLY AND DEMAND - DETAILS

CONTINUED FROM THE PREVIOUS PAGE					
Miscellaneous Areas					
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Student	8	8	8	8	8
Percentage Occupied		100%	100%	100%	100%

Footnotes:

a. Number in cell represents the average (Monday-Friday) parking demand at the listed time.

General Notes:

1. Refer to *Appendix K* for the SDSU Parking Locations Map.

TABLE 8–2
SDSU CAMPUS PARKING SUPPLY AND DEMAND - SUMMARY

		Occupancy			
Parking Type	Supply	8:00 AM	11:00 AM	2:00 PM	5:00 PM
Student	9,428	3,135 [a]	4,415	4,757	4,477
Faculty/Staff	2,703	921	1,222	1,448	1,410
Metered	126	23	40	46	30
Grand Total	**12,257**	**4,079**	**5,677**	**6,251**	**5,917**
Percentage Occupied		**33%**	**46%**	**51%**	**48%**

Footnotes:

a. Number in cell represents the average (Monday-Friday) parking demand at the listed time.

9.0 CEQA GUIDELINES APPENDIX G DISCUSSION

9.1 Consistency with Applicable Planning Documents

Subsection a) of Appendix G reads "Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?"

A review of several plans, ordinances, and policies for SDSU itself and the applicable area of the City of San Diego surrounding the campus was conducted. The important documents are discussed below.

- *City of San Diego Pedestrian Master Plan* (April 2015): The Project does not propose any changes to the City of San Diego pedestrian circulation and therefore does not conflict with the City of San Diego Pedestrian Master Plan.
- *City of San Diego Bicycle Master Plan (December 2013)*: The Project does not propose any changes to the City of San Diego bicycle circulation and therefore does not conflict with the City of San Diego Bicycle Master Plan.
- *College Area Community Plan (1989*) (The City of San Diego City Planning Department is currently working with the community to complete the College Area Community Plan Update, however, the College Area Community Plan. Update is not yet available): The Project does not propose any material changes to the circulation system, including transit, roadway, bicycle and pedestrian facilities outlined in the Community Plan, and therefore does not conflict with the College Area Community Plan.
- *SDSU 2007 Campus Master Plan*: The Project does not propose any material changes to circulation system, including transit, roadway, bicycle and pedestrian facilities, and therefore does not conflict with the SDSU Campus Master Plan.
    - Vehicular Circulation and Parking: As part of the Proposed Project, 3 accessible, 260 standard, and 15 van parking stalls (totaling 278 parking stalls) would be removed from the Peninsula Component site. Approximately five staff parking spaces, five short-term parking spaces, five Americans with Disabilities Act accessible stalls, parking spaces for several ZipCar (short-term rental cars), and two 16-foot truck spaces would be constructed and provided at the planned drop off area along the southwestern portion of the Project Site at the Peninsula Component entrance. A total of 121 standard parking stalls would be removed from University Towers East Component. The proposed development would include 5 staff parking spaces, one ADA accessible space, and several ZipCar spaces to be provided at the southwest corner of the Project site.
    - Pedestrian and Bicycle Circulation: The Proposed Project would increase pedestrian circulation. A perimeter road would circle the proposed development. This road would be designated for pedestrians, student micro-mobility devices, and utility/service and emergency vehicle access. On event days (such as move-in or move-out), the perimeter road would be open to limited vehicular use. In addition to providing site circulation, the perimeter road would double as a wellness and fitness

path, accommodating a two-way bicycle/micro-mobility path, and a separate pedestrian path.

- Transit Facilities: The Proposed Project would not alter the physical elements of the existing public transportation system and, as a result, would not affect the character and arrangement of the campus.

The Project does not conflict, disrupt, or interfere with any planned or proposed circulation enhancements including those outlined in the documents summarized above. Therefore, the Project would not conflict with any program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

9.2 Emergency Access

Subsection d) of Appendix G reads "Would the project result in inadequate emergency access?"

Access to the Project sites will continue to be via Monetzuma Road, 55th Street, and Remington Road, all roads which currently serve as emergency access to the land uses along these roads. As described in the trip generation section of this report, a net decrease in trips is expected and no increase in campus enrollment is proposed.

Emergency vehicles have the right-of-way and can always bypass traffic on a roadway or at an intersection. Post Project the emergency vehicles will negotiate traffic on area roadways just as they do today, with non-emergency traffic yielding the right of way as required by law.

Therefore, the Project would not cause a significant impact in terms of emergency access / response times. Emergency vehicles will continue to bypass traffic and not wait in traffic with non-emergency vehicles.

9.3 Geometric Design

Subsection c) of Appendix G reads "Would the project substantially increase hazards due to geometric design feature?"

The Project roadway infrastructure is limited to providing access to the Project sites. These access points will be built to current standards and therefore no substantial increase in hazards will occur. No significant transportation impact would occur.

10.0 CONCLUSIONS

VMT

The proposed Project would be located within a TPA, within a low-VMT generating area of the region, proposes on-campus student housing, and is consistent with the SANDAG Regional Plan, as discussed in Section 6.0. Therefore, the proposed Project is exempt from project and cumulative level assessment as it is reasonable to conclude based on the factors noted that the proposed Project would not result in significant project-level or cumulative-level VMT impacts.

Non-vehicular Mobility

Based on the bicycle, pedestrian, and transit review required under CEQA, the proposed Project would not conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities.

Parking

The proposed Project is expected to result in an overall decrease in parking demand due to the substantial decrease in commuter students no longer driving to campus and requiring parking. Further, there is an ample amount of available parking on campus and SDSU advocates for increased parking enforcement and expanding "B" parking permit requirements in those neighborhoods potentially affected by non-permitted parking.

4542 Ruffner Street
Suite 100
San Diego, CA 92111
858.300.8800 T
www.llgengineers.com

Pasadena
Irvine
San Diego

TECHNICAL APPENDICES
SAN DIEGO STATE UNIVERSITY EVOLVE

San Diego, California
December 5, 2024

LLG Ref. 3-24-3950

APPENDICES

APPENDIX	
A.	Project Vicinity Segment Traffic Volumes, Manual Count Sheets
B.	Transportation Impacts Analysis, San Diego State University 2007 Campus Master Plan, Linscott Law & Greenspan (June 2007)
C.	San Diego State University 2024 Annual Transportation Survey Report (October 3, 2024)
D.	On-campus Resident Students and Off-campus Students Trip Lengths
E.	City of San Diego Bicycle Master Plan, Excerpts (December 2013)
F.	College Area Community Plan, Excerpts (1989)
G.	San Diego State University Bicycle Racks Location Map
H.	City of San Diego Pedestrian Master Plan (April 2015)
I.	San Diego State University Campus Map, including Campus Shuttle Drop-Off/Pick-Up Locations
J.	Metropolitan Transit System Trolley and Bus Schedule
K.	San Diego State University Parking Lots/Structures Map
L.	Letter, San Diego State University Parking & Transportation Services to San Diego Council President, regarding support for College Area "B" Permit Parking Modifications (April 18, 2024)
M.	2016 vs. 2050 RTP Consistency Table

APPENDIX A

PROJECT VICINITY SEGMENT TRAFFIC VOLUMES, MANUAL COUNT SHEETS

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **24-046 A. Remington Road between Hewlett Drive & 55th Street**

Date: **Tuesday, September 17, 2024** Total Daily Volume: **4371** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
71	54	19	18	14	41	87	161	191	209	257	235	278	289	247	278	267	315	294	294	273	226	155	98
19	18	5	5	2	5	15	34	52	34	65	61	48	74	90	67	61	80	60	102	75	66	51	32
18	14	9	6	3	12	25	26	48	59	51	56	97	55	45	64	55	83	75	89	71	52	35	26
21	15	2	3	5	12	24	36	42	56	62	59	81	77	57	60	75	62	80	54	61	49	40	20
13	7	3	4	4	12	23	65	49	60	79	59	52	83	55	87	76	90	79	49	66	59	29	20

Date: **Tuesday, September 17, 2024** Total Daily Volume: **2078** Description: **Eastbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
28	27	13	9	7	27	57	94	108	105	126	111	133	135	113	119	119	143	134	131	117	97	74	51
6	7	1	2	1	4	11	19	30	19	29	26	24	31	40	27	26	28	25	43	30	28	23	19
8	9	8	4	1	10	18	22	29	27	24	31	47	29	15	30	19	40	31	44	32	19	18	14
10	9	1	1	3	8	15	21	23	27	36	31	37	39	30	26	38	32	41	24	26	22	19	11
4	2	3	2	2	5	13	32	26	32	37	23	25	36	28	36	36	43	37	20	29	28	14	7

Date: **Tuesday, September 17, 2024** Total Daily Volume: **2293** Description: **Westbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
43	27	6	9	7	14	30	67	83	104	131	124	145	154	134	159	148	172	160	163	156	129	81	47
13	11	4	3	1	1	4	15	22	15	36	35	24	43	50	40	35	52	35	59	45	38	28	13
10	5	1	2	2	2	7	4	19	32	27	25	50	26	30	34	36	43	44	45	39	33	17	12
11	6	1	2	2	4	9	15	19	29	26	28	44	38	27	34	37	30	39	30	35	27	21	9
9	5	0	2	2	7	10	33	23	28	42	36	27	47	27	51	40	47	42	29	37	31	15	13

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **24-046 A. Remington Road between Hewlett Drive & 55th Street**

Date: **Wednesday, September 18, 2024** Total Daily Volume: **4544** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
80	29	9	14	10	36	79	141	232	199	255	266	250	297	299	296	280	328	357	278	326	217	147	119
26	8	0	5	3	3	18	28	51	48	72	63	76	69	102	62	75	82	70	89	93	70	39	43
15	8	5	1	0	6	21	38	48	48	43	46	45	61	66	67	55	75	96	70	77	65	39	26
22	10	3	0	4	9	13	37	49	40	55	73	73	74	69	68	65	85	91	73	72	38	30	33
17	3	1	8	3	18	27	38	84	63	85	84	56	93	62	99	85	86	100	46	84	44	39	17

Date: **Wednesday, September 18, 2024** Total Daily Volume: **2167** Description: **Eastbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
37	13	2	6	8	20	58	87	125	103	119	143	116	140	126	132	119	140	156	133	168	86	77	53
11	3	0	3	3	1	15	16	23	25	31	35	34	34	33	32	36	31	29	48	50	26	23	19
9	4	2	1	0	4	16	31	30	26	23	22	17	28	33	28	17	25	36	29	37	23	20	12
10	5	0	0	3	7	10	21	31	16	29	42	38	32	31	35	26	49	39	37	37	19	12	15
7	1	0	2	2	8	17	19	41	36	36	44	27	46	29	37	40	35	52	19	44	18	22	7

Date: **Wednesday, September 18, 2024** Total Daily Volume: **2377** Description: **Westbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
43	16	7	8	2	16	21	54	107	96	136	123	134	157	173	164	161	188	201	145	158	131	70	66
15	5	0	2	0	2	3	12	28	23	41	28	42	35	69	30	39	51	41	41	43	44	16	24
6	4	3	0	0	2	5	7	18	22	20	24	28	33	33	39	38	50	60	41	40	42	19	14
12	5	3	0	1	2	3	16	18	24	26	31	35	42	38	33	39	36	52	36	35	19	18	18
10	2	1	6	1	10	10	19	43	27	49	40	29	47	33	62	45	51	48	27	40	26	17	10

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **24-046 B. 55th Street between Remington Road & Montezuma Road**

Date: **Tuesday, September 17, 2024** Total Daily Volume: **13060** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
156	96	49	41	34	81	208	637	707	751	711	623	878	839	723	1119	838	847	1046	779	714	556	386	241
54	34	14	8	3	9	41	96	182	219	92	167	181	133	285	209	188	241	192	282	187	174	116	86
47	21	19	11	6	23	53	108	127	244	145	146	323	175	123	324	166	221	230	193	190	139	81	51
32	20	9	15	9	19	55	170	192	154	205	146	247	220	143	324	221	196	267	151	172	127	104	49
23	21	7	7	16	30	59	263	206	134	269	164	127	311	172	262	263	189	357	153	165	116	85	55

Date: **Tuesday, September 17, 2024** Total Daily Volume: **6721** Description: **Eastbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
83	50	25	20	21	53	137	525	555	426	361	309	398	452	322	519	429	408	433	320	308	265	200	102
28	18	11	5	1	4	24	66	142	145	52	72	99	76	104	105	90	118	81	92	84	79	49	34
24	10	6	5	3	10	34	87	91	121	81	80	131	101	53	145	92	113	94	90	80	72	44	22
16	9	4	7	6	13	36	143	158	91	124	75	103	118	68	119	113	92	122	65	73	54	60	22
15	13	4	3	11	26	43	229	164	69	104	82	65	157	97	150	134	85	136	73	71	60	47	24

Date: **Tuesday, September 17, 2024** Total Daily Volume: **6339** Description: **Westbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
73	46	24	21	13	28	71	112	152	325	350	314	480	387	401	600	409	439	613	459	406	291	186	139
26	16	3	3	2	5	17	30	40	74	40	95	82	57	181	104	98	123	111	190	103	95	67	52
23	11	13	6	3	13	19	21	36	123	64	66	192	74	70	179	74	108	136	103	110	67	37	29
16	11	5	8	3	6	19	27	34	63	81	71	144	102	75	205	108	104	145	86	99	73	44	27
8	8	3	4	5	4	16	34	42	65	165	82	62	154	75	112	129	104	221	80	94	56	38	31

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **24-046 B. 55th Street between Remington Road & Montezuma Road**

Date: **Wednesday, September 18, 2024** Total Daily Volume: **12375** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
152	86	44	28	21	78	170	411	781	570	617	736	689	874	756	1089	865	799	1095	676	706	554	352	226
36	27	18	10	3	7	36	60	113	145	173	182	209	231	257	209	245	204	233	209	191	163	87	85
49	31	11	7	0	13	37	83	157	117	125	147	132	173	149	281	192	188	287	175	177	157	103	54
32	14	6	4	7	22	39	118	224	131	150	177	149	195	162	305	214	185	288	150	187	118	81	49
35	14	9	7	11	36	58	150	287	177	169	230	199	275	188	294	214	222	287	142	151	116	81	38

Date: **Wednesday, September 18, 2024** Total Daily Volume: **6351** Description: **Northbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
73	42	27	15	11	51	98	301	600	366	323	376	349	467	361	537	423	378	425	303	301	265	139	120
16	15	11	4	0	4	21	40	80	93	75	61	77	97	109	100	104	110	82	79	86	86	35	44
23	15	5	3	0	9	19	55	118	77	76	89	73	103	73	120	100	88	118	85	73	71	33	26
18	5	5	3	5	12	25	90	184	96	89	107	93	117	74	141	118	80	111	70	72	48	31	27
16	7	6	5	6	26	33	116	218	100	83	119	106	150	105	176	101	100	114	69	70	60	40	23

Date: **Wednesday, September 18, 2024** Total Daily Volume: **6024** Description: **Southbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
79	44	17	13	10	27	72	110	181	204	294	360	340	407	395	552	442	421	670	373	405	289	213	106
20	12	7	6	3	3	15	20	33	52	98	121	132	134	148	109	141	94	151	130	105	77	52	41
26	16	6	4	0	4	18	28	39	40	49	58	59	70	76	161	92	100	169	90	104	86	70	28
14	9	1	1	2	10	14	28	40	35	61	70	56	78	88	164	96	105	177	80	115	70	50	22
19	7	3	2	5	10	25	34	69	77	86	111	93	125	83	118	113	122	173	73	81	56	41	15

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **24-046 C. Montezuma Road between 55th Street & Campanile Drive**

Date: **Tuesday, September 17, 2024** Total Daily Volume: **25648** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
257	154	88	77	67	189	598	1648	1953	1309	1245	1151	1442	1425	1616	2159	2035	2081	1714	1409	1090	897	674	370
61	42	23	14	9	27	89	270	458	411	240	310	342	288	475	428	531	513	370	452	299	272	199	138
73	44	19	33	7	37	136	428	509	359	288	269	410	311	412	571	512	543	405	379	274	244	175	89
75	42	26	13	17	53	172	496	526	302	355	273	402	387	332	536	524	586	432	283	281	206	160	62
48	26	20	17	34	72	201	454	460	237	362	299	288	439	397	624	468	439	507	295	236	175	140	81

Date: **Tuesday, September 17, 2024** Total Daily Volume: **12432** Description: **Eastbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
145	80	44	37	31	58	143	472	739	585	629	568	701	689	785	1167	1051	1215	960	688	570	487	383	205
37	22	9	8	4	8	19	59	176	179	120	162	178	132	196	258	256	286	219	200	164	153	110	84
37	25	11	16	3	16	39	98	200	165	131	129	190	154	193	325	262	323	245	169	151	137	100	43
44	20	13	4	6	17	42	128	197	123	188	135	186	196	189	281	291	358	235	150	142	106	90	33
27	13	11	9	18	17	43	187	166	118	190	142	147	207	207	303	242	248	261	169	113	91	83	45

Date: **Tuesday, September 17, 2024** Total Daily Volume: **13216** Description: **Westbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
112	74	44	40	36	131	455	1176	1214	724	616	583	741	736	831	992	984	866	754	721	520	410	291	165
24	20	14	6	5	19	70	211	282	232	120	148	164	156	279	170	275	227	151	252	135	119	89	54
36	19	8	17	4	21	97	330	309	194	157	140	220	157	219	246	250	220	160	210	123	107	75	46
31	22	13	9	11	36	130	368	329	179	167	138	216	191	143	255	233	228	197	133	139	100	70	29
21	13	9	8	16	55	158	267	294	119	172	157	141	232	190	321	226	191	246	126	123	84	57	36

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **24-046 C. Montezuma Road between 55th Street & Campanile Drive**

Date: **Wednesday, September 18, 2024** Total Daily Volume: **24515** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
246	144	49	50	63	215	546	1436	1737	1213	1077	1255	1468	1508	1461	2080	1856	1770	1825	1327	1132	1003	678	376
76	49	15	11	8	32	82	222	427	330	271	304	402	390	413	384	491	470	435	411	282	292	192	123
60	39	14	18	12	39	123	363	444	252	221	300	383	366	355	472	444	461	445	332	290	248	199	97
53	28	12	11	20	48	136	495	435	311	280	314	328	360	332	631	467	411	444	328	268	234	153	72
57	28	8	10	23	96	205	356	431	320	305	337	355	392	361	593	454	428	501	256	292	229	134	84

Date: **Wednesday, September 18, 2024** Total Daily Volume: **11452** Description: **Eastbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
139	78	26	19	20	52	124	392	531	526	525	610	692	770	733	1103	900	913	915	642	609	525	413	195
44	25	6	8	3	9	23	43	102	137	133	147	200	183	188	201	231	257	252	182	143	154	119	60
28	23	9	7	2	8	26	82	129	88	97	149	173	179	180	253	209	233	217	165	148	128	130	61
30	13	5	2	9	13	34	114	154	142	139	143	156	192	166	352	233	203	215	165	150	135	100	36
37	17	6	2	6	22	41	153	146	159	156	171	163	216	199	297	227	220	231	130	168	108	64	38

Date: **Wednesday, September 18, 2024** Total Daily Volume: **13063** Description: **Westbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
107	66	23	31	43	163	422	1044	1206	687	552	645	776	738	728	977	956	857	910	685	523	478	265	181
32	24	9	3	5	23	59	179	325	193	138	157	202	207	225	183	260	213	183	229	139	138	73	63
32	16	5	11	10	31	97	281	315	164	124	151	210	187	175	219	235	228	228	167	142	120	69	36
23	15	7	9	11	35	102	381	281	169	141	171	172	168	166	279	234	208	229	163	118	99	53	36
20	11	2	8	17	74	164	203	285	161	149	166	192	176	162	296	227	208	270	126	124	121	70	46

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **24-046 D. Campanile Drive south of Montezuma Road**

Date: **Tuesday, September 17, 2024** Total Daily Volume: **3994** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
102	33	20	14	11	24	52	131	147	180	192	184	220	240	229	312	273	277	282	259	277	247	179	109
27	10	5	5	1	2	9	25	32	49	42	56	55	47	44	52	71	73	58	74	75	75	37	34
36	12	6	5	4	7	19	26	31	44	45	45	67	63	62	91	66	69	68	58	66	62	45	27
27	8	4	1	3	5	10	34	28	44	44	44	55	62	74	89	68	73	67	53	67	54	50	25
12	3	5	3	3	10	14	46	56	43	61	39	43	68	49	80	68	62	89	74	69	56	47	23

Date: **Tuesday, September 17, 2024** Total Daily Volume: **2030** Description: **Northbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
55	18	9	7	7	19	35	93	97	94	110	83	114	125	108	156	146	150	131	129	110	95	80	59
14	4	2	1	0	2	7	16	24	22	26	21	28	25	21	22	37	41	28	40	27	36	16	17
18	8	4	3	2	6	12	22	22	27	23	25	36	32	27	50	34	35	32	25	26	20	21	16
14	4	1	1	3	5	5	26	19	22	25	21	26	33	37	49	37	44	30	27	27	21	22	17
9	2	2	2	2	6	11	29	32	23	36	16	24	35	23	35	38	30	41	37	30	18	21	9

Date: **Tuesday, September 17, 2024** Total Daily Volume: **1964** Description: **Southbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
47	15	11	7	4	5	17	38	50	86	82	101	106	115	121	156	127	127	151	130	167	152	99	50
13	6	3	4	1	0	2	9	8	27	16	35	27	22	23	30	34	32	30	34	48	39	21	17
18	4	2	2	2	1	7	4	9	17	22	20	31	31	35	41	32	34	36	33	40	42	24	11
13	4	3	0	0	0	5	8	9	22	19	23	29	29	37	40	31	29	37	26	40	33	28	8
3	1	3	1	1	4	3	17	24	20	25	23	19	33	26	45	30	32	48	37	39	38	26	14

Linscott, Law & Greenspan, Engineers

4542 Ruffner Street, Suite 100, San Diego, CA 92111

Average Daily Traffic

Location: **24-046 D. Campanile Drive south of Montezuma Road**

Date: **Wednesday, September 18, 2024** Total Daily Volume: **4056** Description: **Total Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
77	30	16	5	6	17	45	133	172	183	198	246	253	279	239	292	250	267	293	283	283	213	162	114
24	14	3	2	0	0	7	22	32	40	35	53	59	65	66	63	80	66	72	80	66	70	35	28
13	6	5	1	2	2	13	39	41	54	53	57	62	72	55	69	60	67	64	70	75	39	40	34
21	4	3	0	0	6	12	34	47	36	49	70	55	62	52	88	57	65	74	75	57	49	57	20
19	6	5	2	4	9	13	38	52	53	61	66	77	80	66	72	53	69	83	58	85	55	30	32

Date: **Wednesday, September 18, 2024** Total Daily Volume: **1958** Description: **Northbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
32	15	8	3	4	14	29	85	106	102	107	121	134	122	130	147	124	111	137	114	119	87	56	51
12	7	1	1	0	0	7	11	25	22	23	24	32	32	36	33	41	30	35	32	29	32	9	12
4	4	4	0	2	2	8	28	20	32	28	22	31	29	35	31	28	30	25	33	37	14	18	14
8	0	1	0	0	3	6	22	35	19	31	46	27	32	25	45	25	25	33	27	23	15	19	10
8	4	2	2	2	9	8	24	26	29	25	29	44	29	34	38	30	26	44	22	30	26	10	15

Date: **Wednesday, September 18, 2024** Total Daily Volume: **2098** Description: **Southbound Volume**

0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00
45	15	8	2	2	3	16	48	66	81	91	125	119	157	109	145	126	156	156	169	164	126	106	63
12	7	2	1	0	0	0	11	7	18	12	29	27	33	30	30	39	36	37	48	37	38	26	16
9	2	1	1	0	0	5	11	21	22	25	35	31	43	20	38	32	37	39	37	38	25	22	20
13	4	2	0	0	3	6	12	12	17	18	24	28	30	27	43	32	40	41	48	34	34	38	10
11	2	3	0	2	0	5	14	26	24	36	37	33	51	32	34	23	43	39	36	55	29	20	17

APPENDIX B

TRANSPORTATION IMPACTS ANALYSIS, SAN DIEGO STATE UNIVERSITY 2007 CAMPUS MASTER PLAN, LINSCOTT LAW & GREENSPAN (JUNE 2007)

8.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

8.1 Trip Generation

There are three project components for which trip generation calculations were performed: (1) Student headcount and faculty/staff increase, (2) Adobe Falls Faculty housing, and (3) Alvarado Hotel. The following is a description of each.

8.1.1 *(Student Headcount and Faculty/Staff Increase)*

Student headcount projections were obtained from the University for academic years 2006/2007, 2012/2013 and 2024/2025 (see *Appendix B*). The headcount increase between 2006/2007 and 2012/2013 is 2,094 and between 2006/2007 and 2024/2025 is 11,385 students.

Resident vs. Non-Resident Students

Since the trip making _patterns of students who live on campus (termed resident students) is much different than students who do not live on campus (termed non-resident students), the important first step was to divide the student headcount increase into two categories.

The forecasted split between resident students/non-resident students is 30:70 in the near-term and 35:65 in the long term scenarios. Based on this split, the following ***Table 8–1*** shows the forecasted headcount increases

TABLE 8–1
STUDENT HEADCOUNT INCREASE

Variable	Academic Years	
	2006/2007 – 2012/2013	**2006-2007 – 2024/2025**
Resident Students	628	3,984
Non-Resident Students	1,466	7,401

A. **Non-Resident Students/Faculty/Staff**

The trip rate for **non-resident students** was based on actual counts at the campus. Road tubes were placed at all entrances/exits to the campus parking areas and the total ADT (66,807) was determined. A five-day count was conducted the week of November 13, 2006 and an average of the five weekdays was utilized. The trip rate per student was determined by dividing the total campus generated ADT of 66,807 by the 2006/2007 non-resident headcount. A rate of 2.47 ADT per student was calculated. It should be noted that since this rate is based on actual counts of all campus parking areas (**including visitors, vendors, faculty and staff**), the 2.47 rate accounts for all potential campus-related trips; including faculty/staff.

B. **Resident Students**

The resident student trip count was estimated using two different methods. The first was based on data contained in the approved College Community Redevelopment Plan EIR. *Table 5-14* from this document indicates a trip rate ranging from 3.1 to 4.4 per dwelling unit depending on the type of resident housing. However, this rate does not take into account the trip reductions, which will occur due to the relocation of students to the campus. This reduction rate is outlined in Table 5-16 of the EIR and is calculated to be 2.8 ADT per unit.

Therefore the net new trips per unit would range from 0.3 (3.1-2.8) to 1.6 (4.4-2.8) ADT per unit. The next step is to translate this "per unit" rate to a "per student" rate.

The average number of students per unit is 2.50 based on SDSU data. Therefore, the ADT per resident student would range from 0.12 to 0.64. (0.3/25=0.12 & 1.6/2.5=0.64)

Another potential source of the resident student trip rate is the University of California San Diego Master Plan EIR. This EIR documented a rate of 0.41 ADT per resident student.

Of these three potential rates (0.12, 0.41 & 0.64), **a rate of 0.64 per resident** student was utilized to be conservative.

8.1.2 *Adobe Falls Faculty/Staff Housing Component*

City of San Diego trip generation rates were utilized for the proposed faculty/staff housing at the Adobe Falls site assuming they would function similar to townhome/apartment units. A rate of 8 ADT per unit was used for the portion with densities under 20 dwelling units/acre and a rate of 6 ADT per unit was used if the density exceeded this amount.

However, it is likely that faculty housing would generate less than these amounts since many of the units will have faculty reside in them that only generate 2 ADT (to and from campus).

A 5-day count was conducted at the Cal State Fullerton faculty housing development on Lake Knoll Drive in the City of Buena Park; a development similar to what is proposed at Adobe Falls. This development is located about five miles from the campus. The trip rate was found to be 3.75 ADT per unit.

A shuttle system is proposed as part of the project that would take multiple residents to and from the development to the main campus. This shuttle is expected to reduce the overall traffic generation of the development by approximately 10 percent. It is planned to implement the shuttle system once traffic volumes on the residential roadways warrant.

8.1.3 *Alvarado Hotel*

The City of San Diego trip rate for hotels was utilized.

8.1.4 *Transit Ridership*

In order to determine the extent to which transit ridership, particularly ridership on the San Diego Trolley, would affect future vehicle trips generated by SDSU, LLG worked extensively with the San Diego Association of Governments ("SANDAG") to obtain existing and projected daily passenger trolley boardings at the SDSU station. The existing number of passenger boardings is 5,982.(see Appendix H1) SANDAG forecasts there will be 7,909 daily passenger boardings at the SDSU trolley station in the year 2010, 9,242 boardings in the year 2015, and 17,450 boardings in the year 2030. (Cite.) Through interpolation, the forecasted 2012/2013 & 2024/2025 passenger boardings are 8,442 and 14,714, respectively.

According to SANDAG, 21% of the boardings at SDSU are transfers and, therefore, passengers not originating travel at SDSU. Therefore, based on SANDAG projections, 79% of the passenger boardings at the SDSU trolley station are trips originating at SDSU. SANDAG estimates, based on these numbers, that 4,726 SDSU students, faculty and staff members presently ride the trolley to and from campus.

As shown on **Table 8-2A, Year 2012 (Near-Term) Project Trip Generation**, and **Table 8-3A, Horizon Year Project Trip Generation**, if the number of SDSU trolley riders were to remain stagnant over the next 20 years, the proposed project would generate an additional 5,607 ADT over existing vehicle trips by interim year 2012, and an additional 23,404 ADT by horizon year 2024-25. However, SANDAG does not project the number of trolley riders to remain stagnant. SANDAG projects that by the year 2012, the number of SDSU trolley riders will increase to 6,669, an increase of 1,943 additional trolley riders. (See Table 8-2B) By the year 2024-25, SANDAG projects that the number of SDSU trolley riders will increase over existing by 6,898 trolley riders to 11,624. Therefore, between now and 2024-25, during the same period when the SDSU student headcount will increase from 33,441 to 44,826, SANDAG estimates that trolley ridership will increase by 6,898 SDSU students, faculty and staff over existing numbers. (See Table 8-3B)

In order to account for this intermediate- and long-term increase in SDSU related trolley ridership, and the corresponding future shift from vehicle trips to trolley trips that will result in fewer vehicles on the roadways, the 2012 and 2024-25 trip generation projections for the proposed project have been adjusted to account for the reduced vehicle trips due to the increased trolley ridership.

To translate transit usage into vehicle trips, a vehicle occupancy rate of 1.2 people per car was utilized, based on an LLG survey conducted in May 2000. Therefore, by project buildout year 2024/25, the one-way traffic that would shift to the trolley is 5,748 trips (6,898 students ÷ 1.2 people/car). (See Table 8-3B) A five (5) % factor is applied to this amount to account for the fact that some of the shift to the trolley would be from other transit opportunities and not from personal vehicles. (See Table 8-3B) Therefore, the one-way traffic that would shift to the trolley by the year 2024/25 is 5,460 trips. (See Table 8-3B.) This number is multiplied by 2 to convert it to an ADT, which equates to a 10,920 ADT shift by the year 2024/25. (See Table 8-3C) A similar calculation was completed for 2012/2013 and the shift to the trolley was calculated to be 3,076 ADT. (See Table 8-2C)

As shown on Tables 8-2C and 8-3C, taking into account the forecasted increase in trolley ridership, the net increase in ADT that would result from the proposed project is 2,531 ADT by the year 2012, and 12,484 ADT by the year 2024-25.

8.1.5 *Trip Generation Summary*

Table 8-2A shows that the near term total trip generation ADT without assuming a future shift to the trolley is 5,607 ADT. ***Table 8-2B*** shows that the forecasted shift to the trolley is 3,076 ADT based on SANDAG boarding projections as described previously. ***Table 8-2C*** shows the net increase in traffic for the campus is 2,531 ADT.

Table 8-3A, B & C shows the total trip generation, trolley shift and net increase in campus traffic respectively, for the horizon year.

8.2 Trip Distribution & Assignment

The trip distribution and assignment for each component of the project is described below. The Student Headcount increase, Adobe Falls Faculty/Staff Housing, and the Alvarado Hotel require separate distribution and assignments given the different nature of the uses that are proposed at each site.

8.2.1 *Student Headcount and Faculty/Staff Increase*

As previously discussed in Section 2.2, it is expected that the student headcount increase from 33,441 to 44,826 would be partially accommodated in classroom facilities to be constructed on Alvarado Campus site. The remaining would be accommodated in the existing SDSU facilities on the main campus. The traffic distribution for the student headcount increase component is based on its proximity to Interstate 8 and the surrounding street network. A Select Zone Assignment for the SDSU Traffic Analysis Zone (TAZ) was obtained from SANDAG and utilized in determining the project distribution. The majority of the traffic destined for SDSU travel to and from Interstate 8. ***Figure 8–1*** illustrates this distribution.

All of the near-term project traffic was assigned to the main campus. The horizon-year project traffic was assigned with 50 percent to the main campus and 50 percent to the Alvarado Campus. The near-term assignment of traffic for the Alvarado Campus site is shown on ***Figure 8–2***. Assignment of traffic to the surrounding street system is based on the location of parking structures and lots, specific street characteristics (e.g. one-way streets), and the existing traffic conditions within the study area. The horizon year project assignment for Alvarado Campus is shown on ***Figure 8–3***.

8.2.2 *Adobe Falls Faculty/Staff Housing*

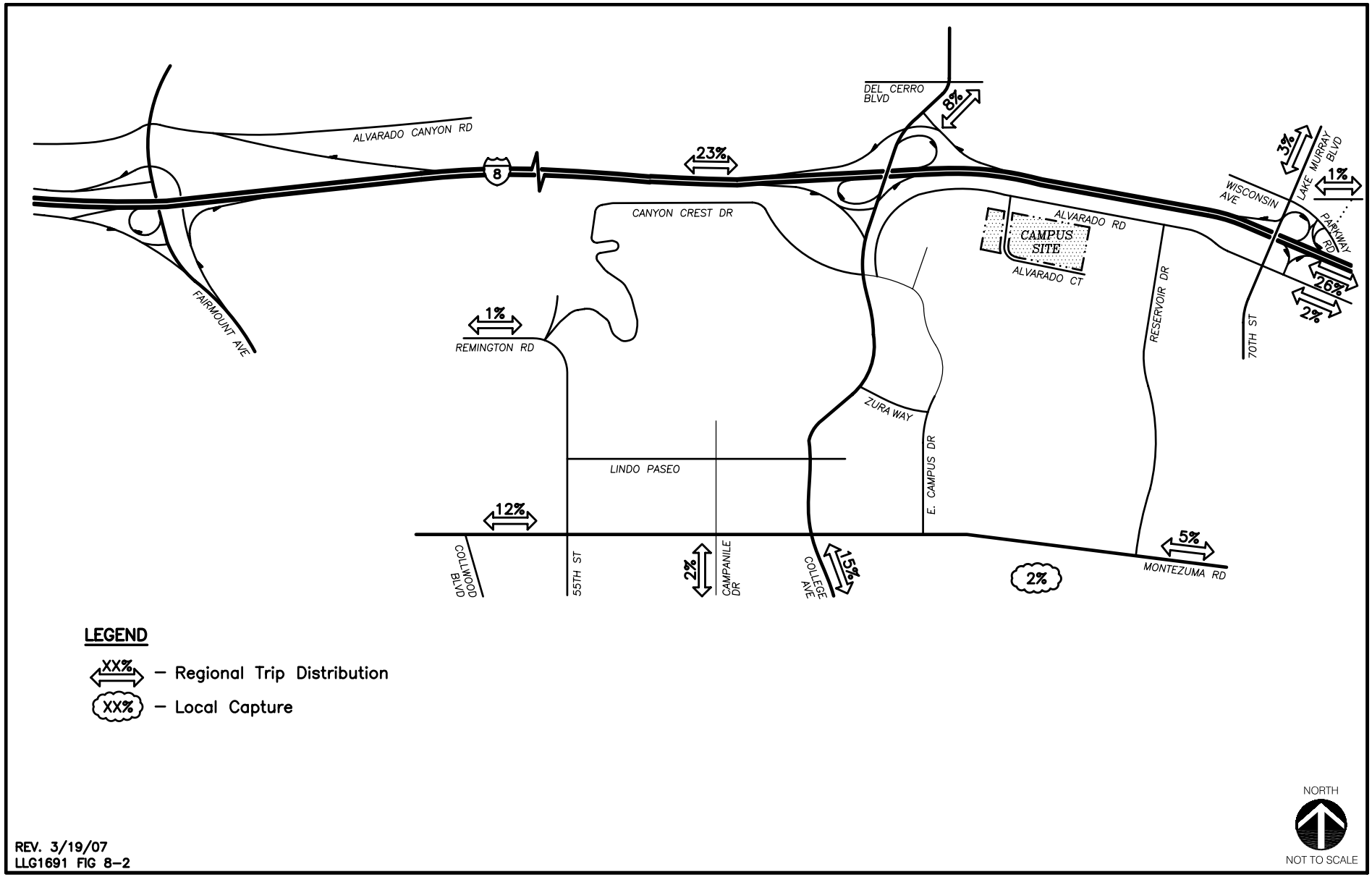
The distribution for the Adobe Falls Faculty/Staff residential component of the project is based on its proximity to the SDSU Campus and the surrounding amenities. Given that this residential project is expected to house faculty and staff affiliated with SDSU, much of the traffic is distributed to and from the SDSU campus as shown on ***Figure 8–4***. This detailed distribution, specific to the project site, also provides the project ADT volumes on the analyzed street segments. The Adobe Falls distribution to the surrounding local streets is shown in ***Figure 8–5***. The project assignment takes

into account access to and from major roadways along with the location of parking lots and structures on campus. ***Figure 8–6*** shows the Adobe Falls assignment for the near-term project traffic, and ***Figure 8–7*** shows the Adobe Falls assignment for the horizon year project traffic.

8.2.3 *Alvarado Hotel*

The distribution for the Alvarado Hotel project component is based on its proximity to the SDSU Campus and the surrounding amenities. Given that this project component is expected to be used primarily by visitors to the Campus, the majority of the traffic is distributed based on the location of the San Diego International Airport and related tourist facilities. The distribution also considers the possibility of local businesses using the hotel for meetings and conferences. ***Figure 8–8*** illustrates this distribution. The project assignment takes into account access to and from major roadways. ***Figure 8–9*** shows the hotel assignment for both the near-term and the horizon year.

Figure 8–10, total near-term project traffic volumes, is the result of the addition of the three near-term project traffic assignments. Similarly, ***Figure 8–11***, total horizon year project traffic volumes, is the result of the addition of the three horizon year project traffic assignments.

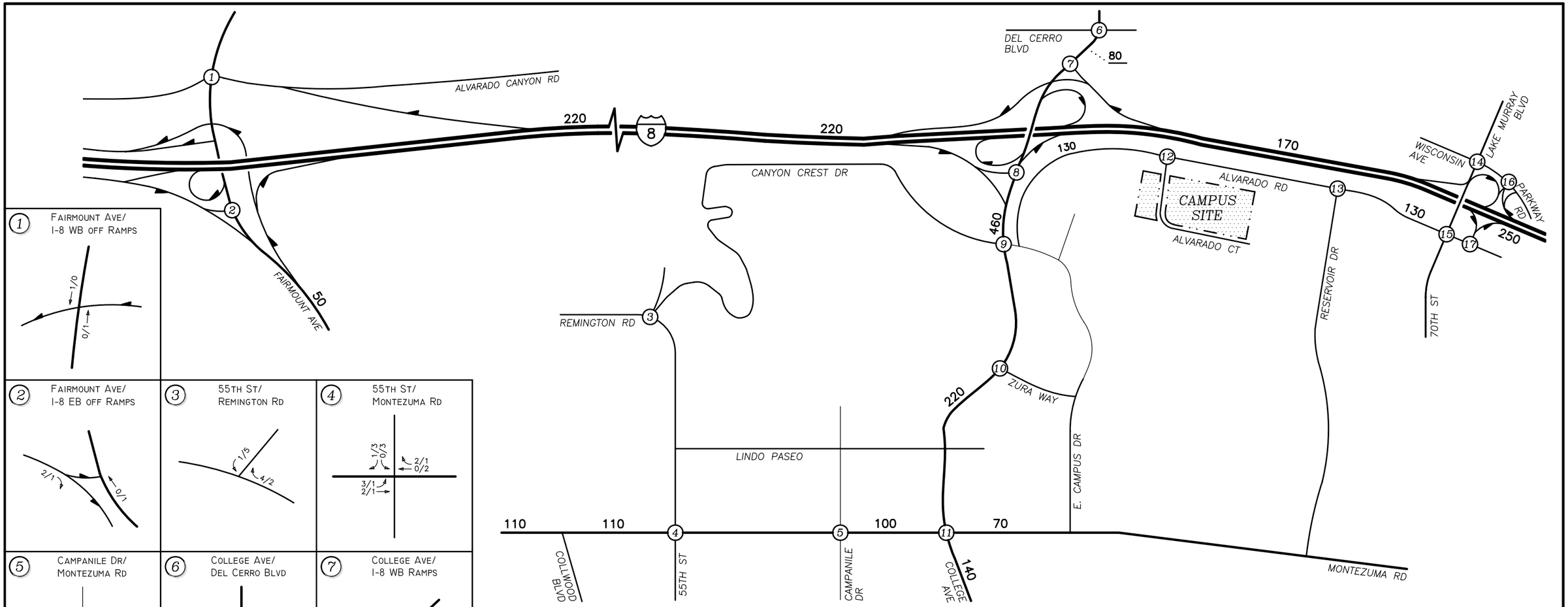


LINSCOTT LAW & GREENSPAN engineers

Figure 8-1

Alvarado Campus Project Traffic Distribution (Near-Term & Horizon Year)

SDSU 2007 Campus Master Plan Revision



NOTES:
- ADTs are shown midblock
- AM/PM peak hour volumes are shown at the intersections

NORTH

NOT TO SCALE

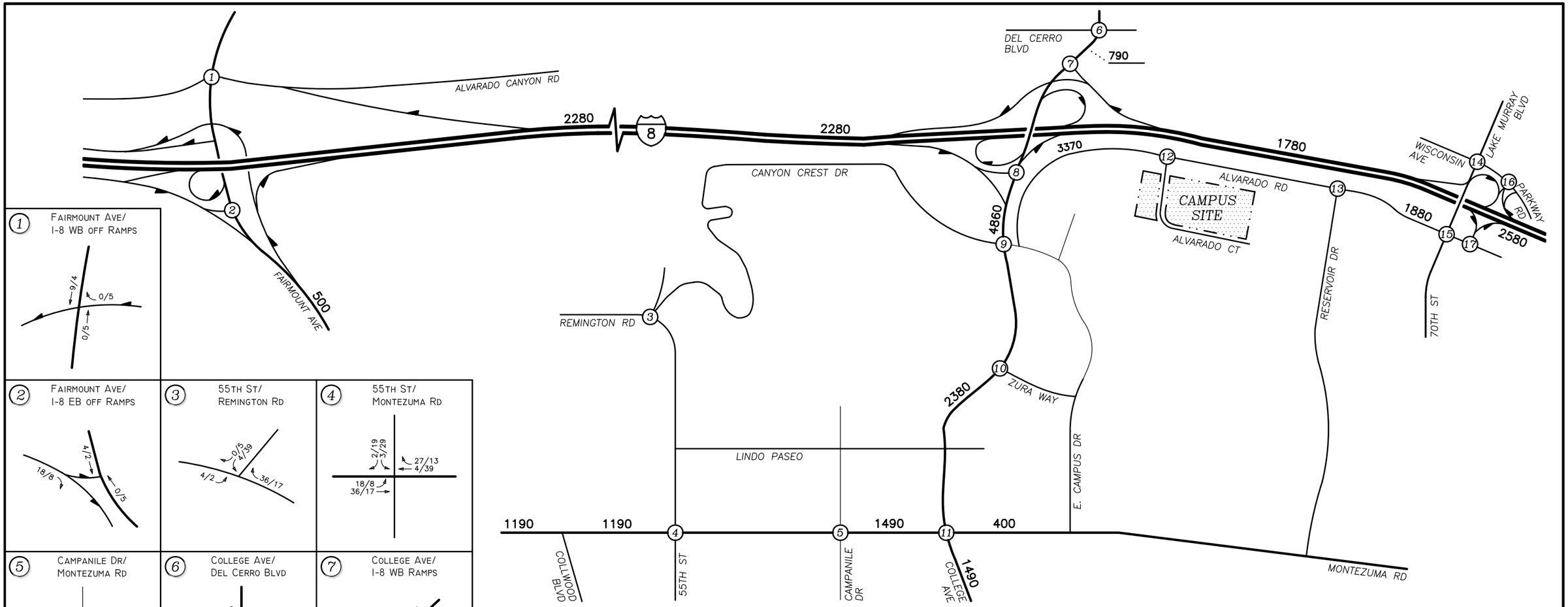
LINSCOTT LAW & GREENSPAN engineers

REV. 5/9/07
LLG1691\May 2007 Study\Fig 8-2

Figure 8-2

Alvarado Campus Project Traffic Assignment (Near-Term) AM/PM Peak Hours & ADT

SDSU 2007 CAMPUS MASTER PLAN REVISION



NOTES:
- ADTs are shown midblock
- AM/PM peak hour volumes are shown at the intersections

NORTH

NOT TO SCALE

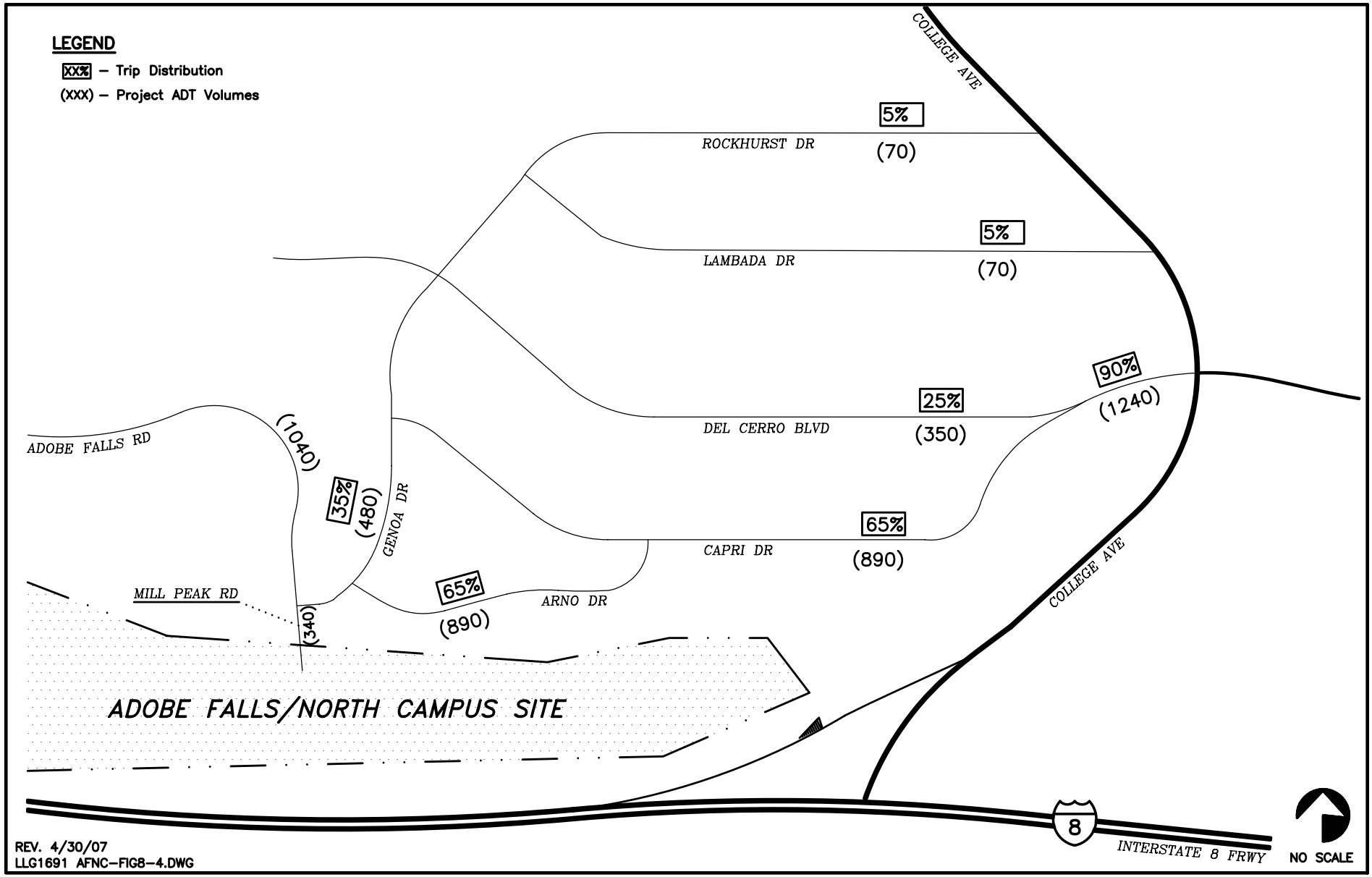
LINSCOTT LAW & GREENSPAN engineers

REV. 5/9/07
LLG1691\May 2007 Study\Fig 8-3

Figure 8-3

Alvarado Campus Project Traffic Assignment (Horizon Year) AM/PM Peak Hours & ADT

SDSU 2007 CAMPUS MASTER PLAN REVISION

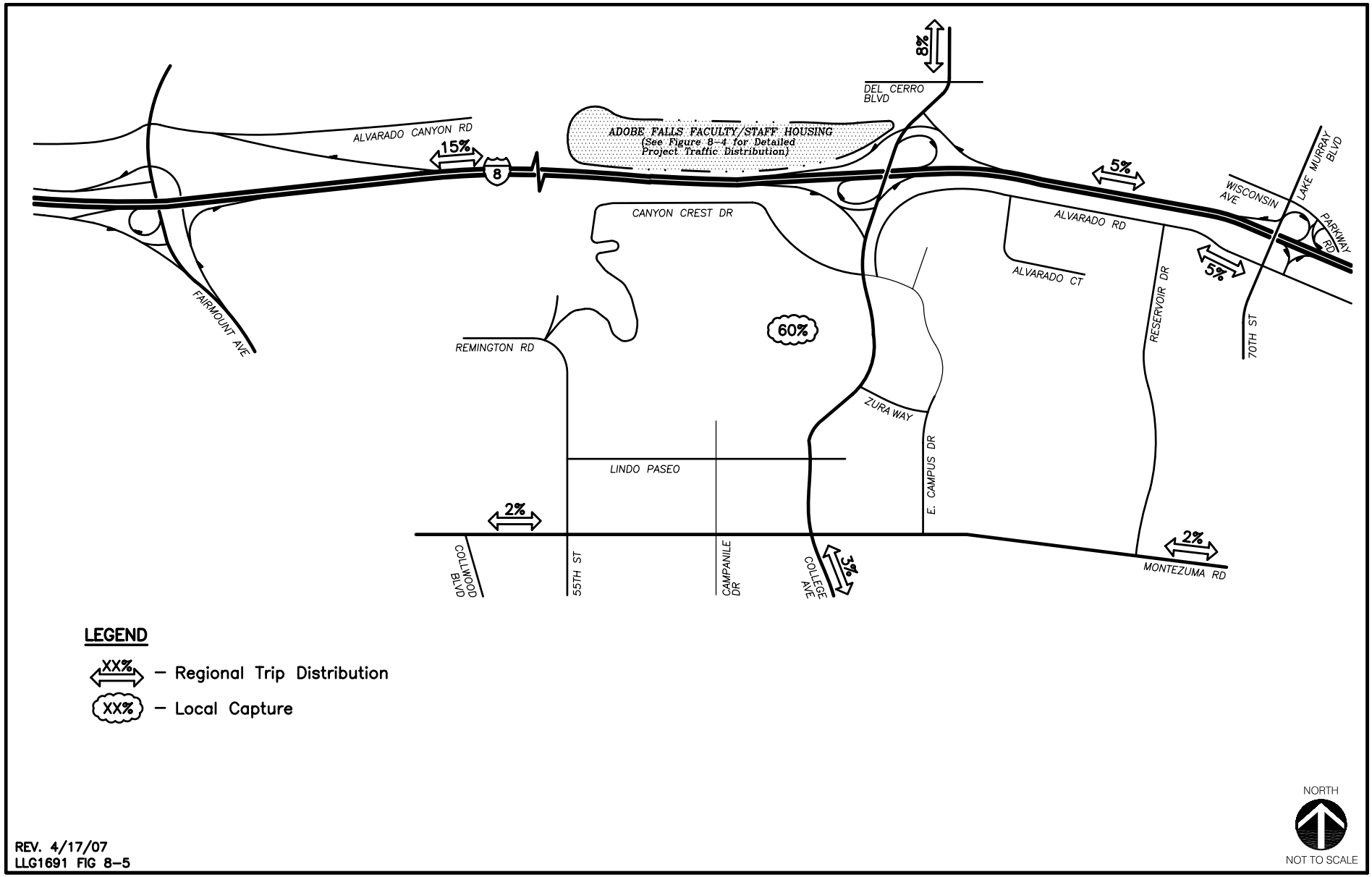


LINSCOTT LAW & GREENSPAN engineers

Figure 8-4

Detailed Adobe Falls Faculty/Staff Housing Project Traffic ADT Volumes & Distribution

SDSU 2007 Campus Master Plan Revision

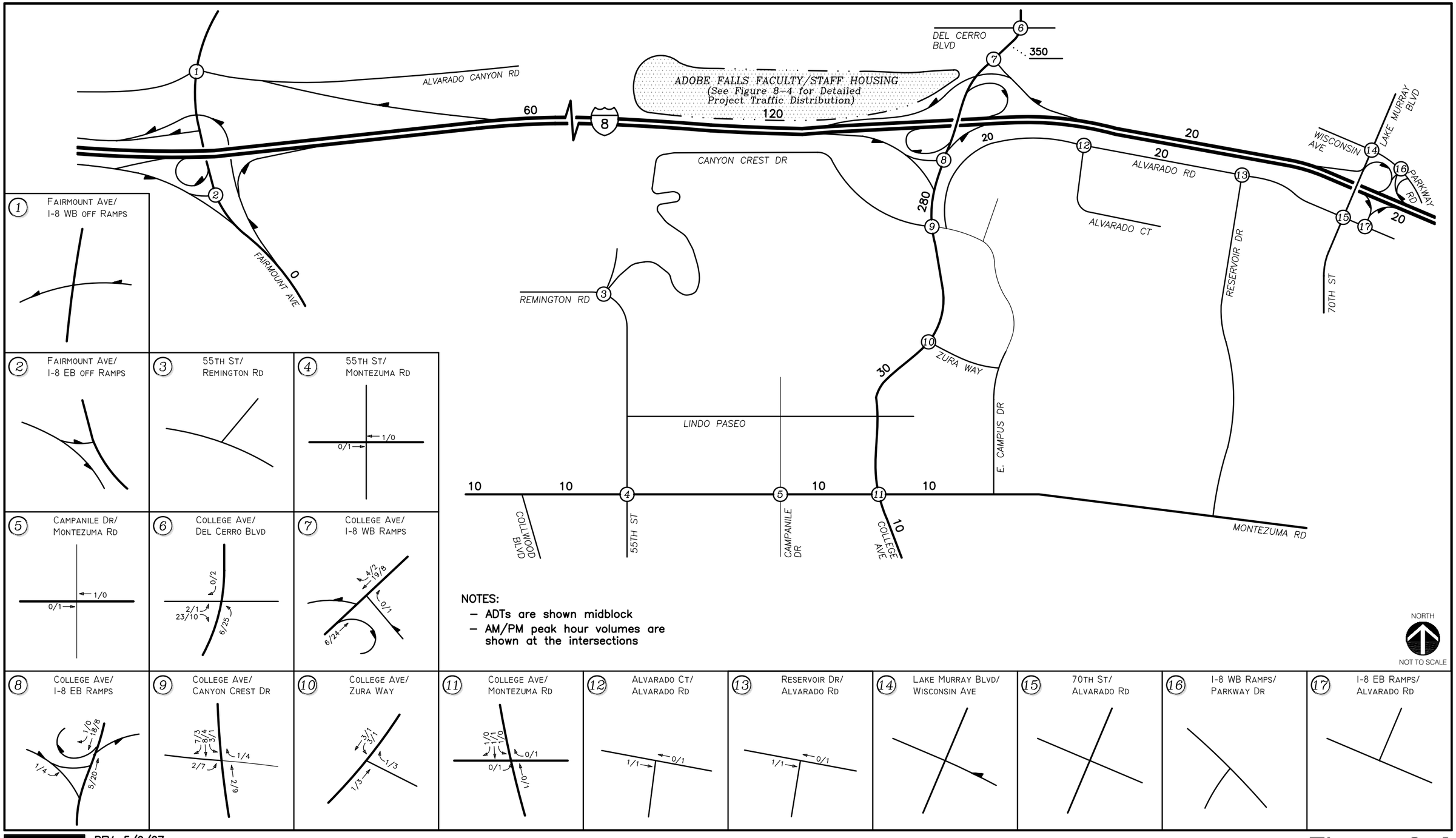


LINSCOTT LAW & GREENSPAN engineers

Figure 8-5

Adobe Falls Faculty/Staff Housing Traffic Distribution (Near-Term & Horizon Year)

SDSU 2007 Campus Master Plan Revision



NOTES:
- ADTs are shown midblock
- AM/PM peak hour volumes are shown at the intersections

NORTH

NOT TO SCALE

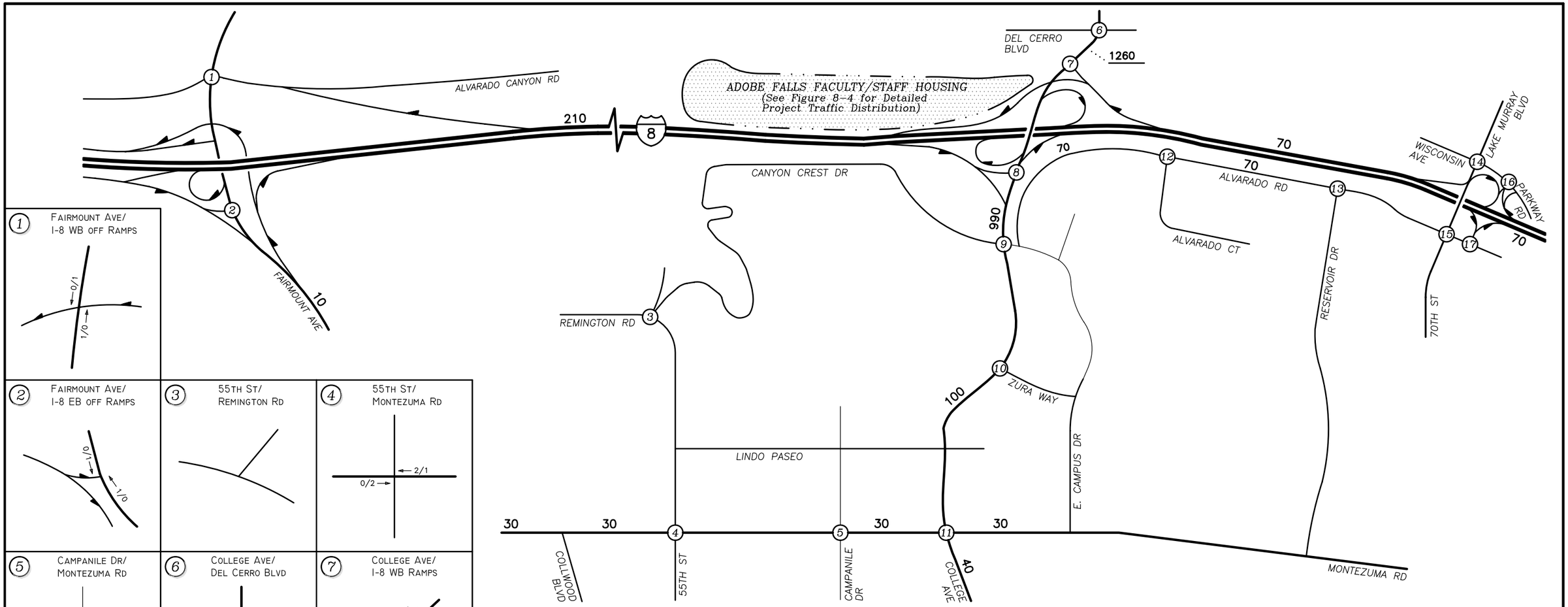
LINSCOTT LAW & GREENSPAN engineers

REV. 5/9/07
LLG1691\May 2007 Study\Fig 8-6

Figure 8-6

Adobe Falls Faculty/Staff Housing Traffic Assignment (Near-Term) AM/PM Peak Hours & ADT

SDSU 2007 CAMPUS MASTER PLAN REVISION



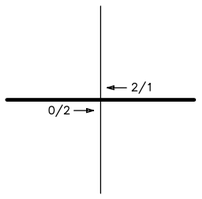
1 Fairmount Ave/ I-8 WB off Ramps

2 Fairmount Ave/ I-8 EB off Ramps

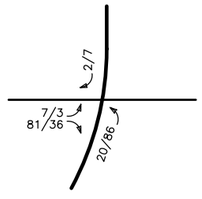
3 55th St/ Remington Rd

4 55th St/ Montezuma Rd

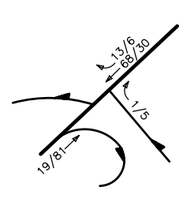
5 Campanile Dr/ Montezuma Rd



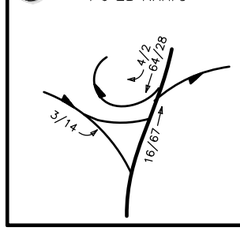
6 College Ave/ Del Cerro Blvd



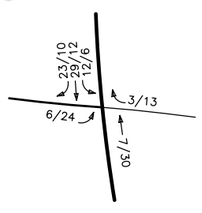
7 College Ave/ I-8 WB Ramps



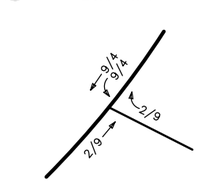
8 College Ave/ I-8 EB Ramps



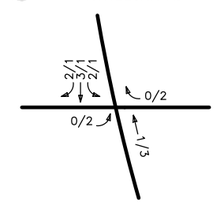
9 College Ave/ Canyon Crest Dr



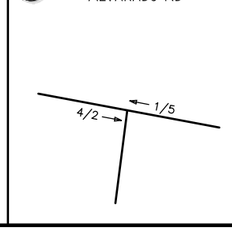
10 College Ave/ Zura Way



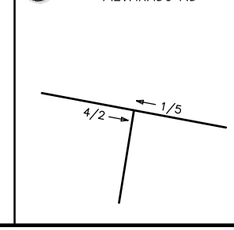
11 College Ave/ Montezuma Rd



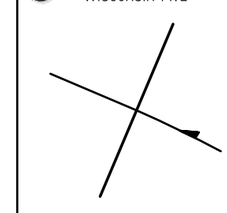
12 Alvarado Ct/ Alvarado Rd



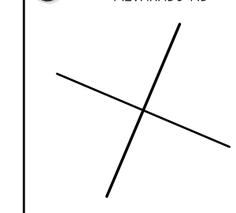
13 Reservoir Dr/ Alvarado Rd



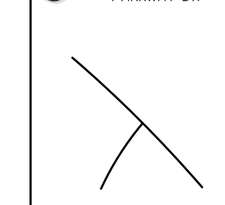
14 Lake Murray Blvd/ Wisconsin Ave



15 70th St/ Alvarado Rd



16 I-8 WB Ramps/ Parkway Dr



17 I-8 EB Ramps/ Alvarado Rd

NOTES:
- ADTs are shown midblock
- AM/PM peak hour volumes are shown at the intersections

NORTH

NOT TO SCALE

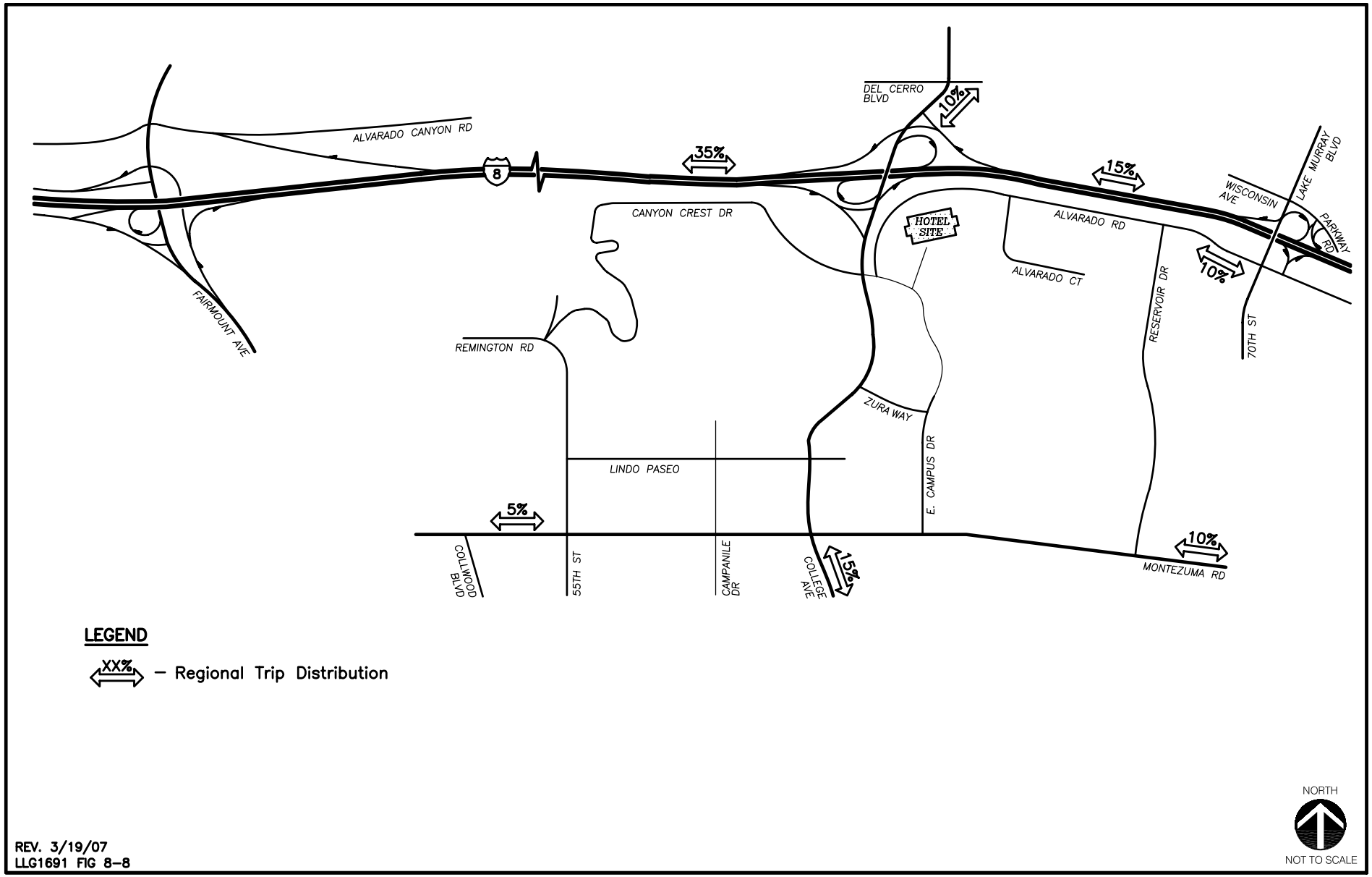
LINSCOTT LAW & GREENSPAN engineers

REV. 5/9/07
LLG1691\May 2007 Study\Fig 8-7

Figure 8-7

Adobe Falls Faculty/Staff Housing Traffic Assignment (Horizon-Year) AM/PM Peak Hours & ADT

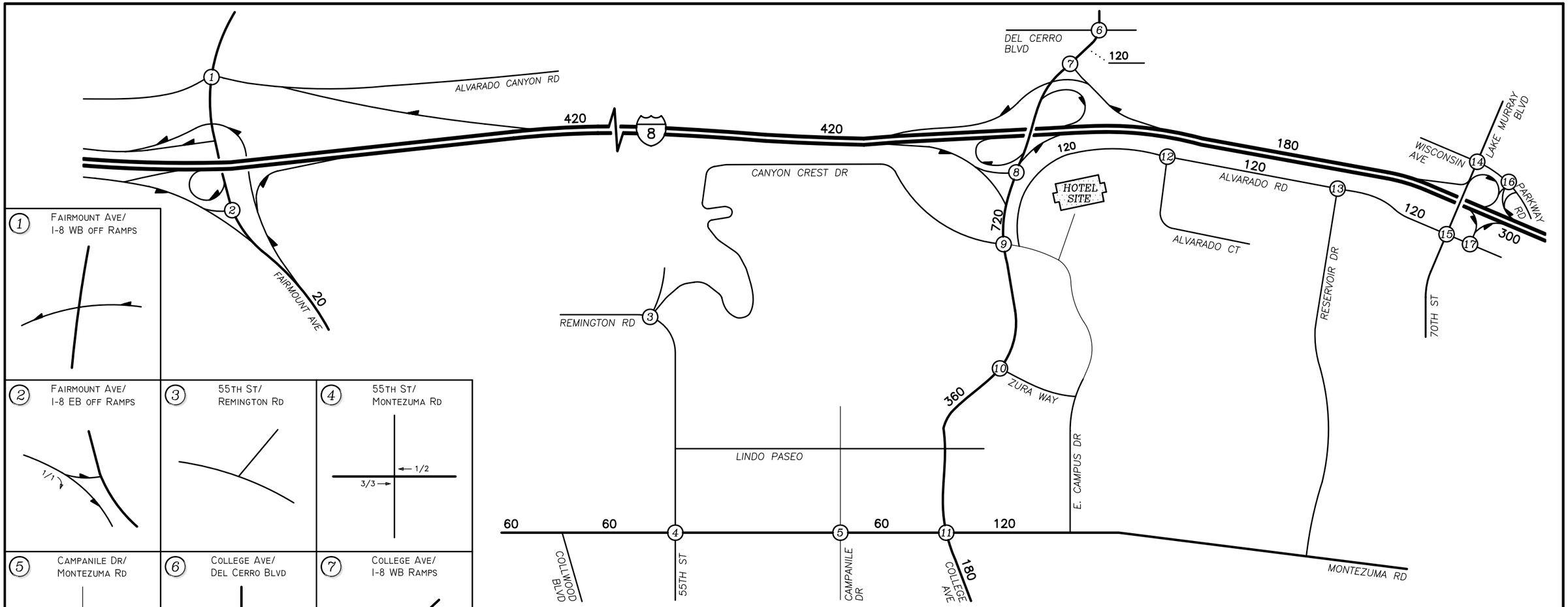
SDSU 2007 Campus Master Plan Revision



LINSCOTT LAW & GREENSPAN engineers

Figure 8-8

Alvarado Hotel Project Traffic Distribution



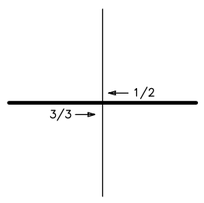
1 FAIRMOUNT AVE/ I-8 WB OFF RAMPS

2 FAIRMOUNT AVE/ I-8 EB OFF RAMPS

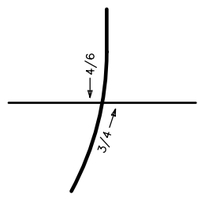
3 55TH ST/ REMINGTON RD

4 55TH ST/ MONTEZUMA RD

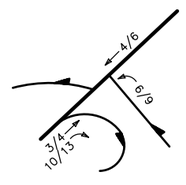
5 CAMPANILE DR/ MONTEZUMA RD



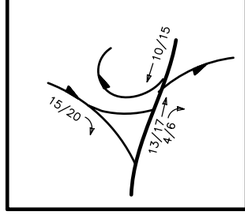
6 COLLEGE AVE/ DEL CERRO BLVD



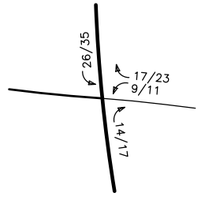
7 COLLEGE AVE/ I-8 WB RAMPS



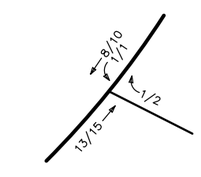
8 COLLEGE AVE/ I-8 EB RAMPS



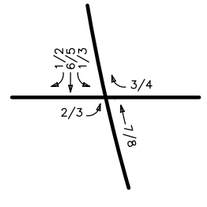
9 COLLEGE AVE/ CANYON CREST DR



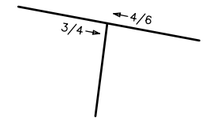
10 COLLEGE AVE/ ZURA WAY



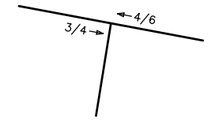
11 COLLEGE AVE/ MONTEZUMA RD



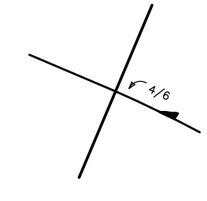
12 ALVARADO CT/ ALVARADO RD



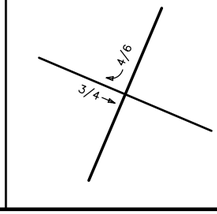
13 RESERVOIR DR/ ALVARADO RD



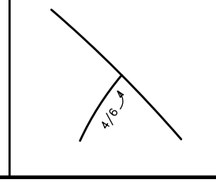
14 LAKE MURRAY BLVD/ WISCONSIN AVE



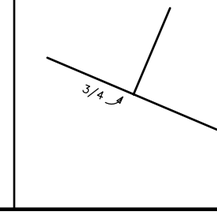
15 70TH ST/ ALVARADO RD



16 I-8 WB RAMPS/ PARKWAY DR



17 I-8 EB RAMPS/ ALVARADO RD



NOTES:
- ADTs are shown midblock
- AM/PM peak hour volumes are shown at the intersections

NORTH

NOT TO SCALE

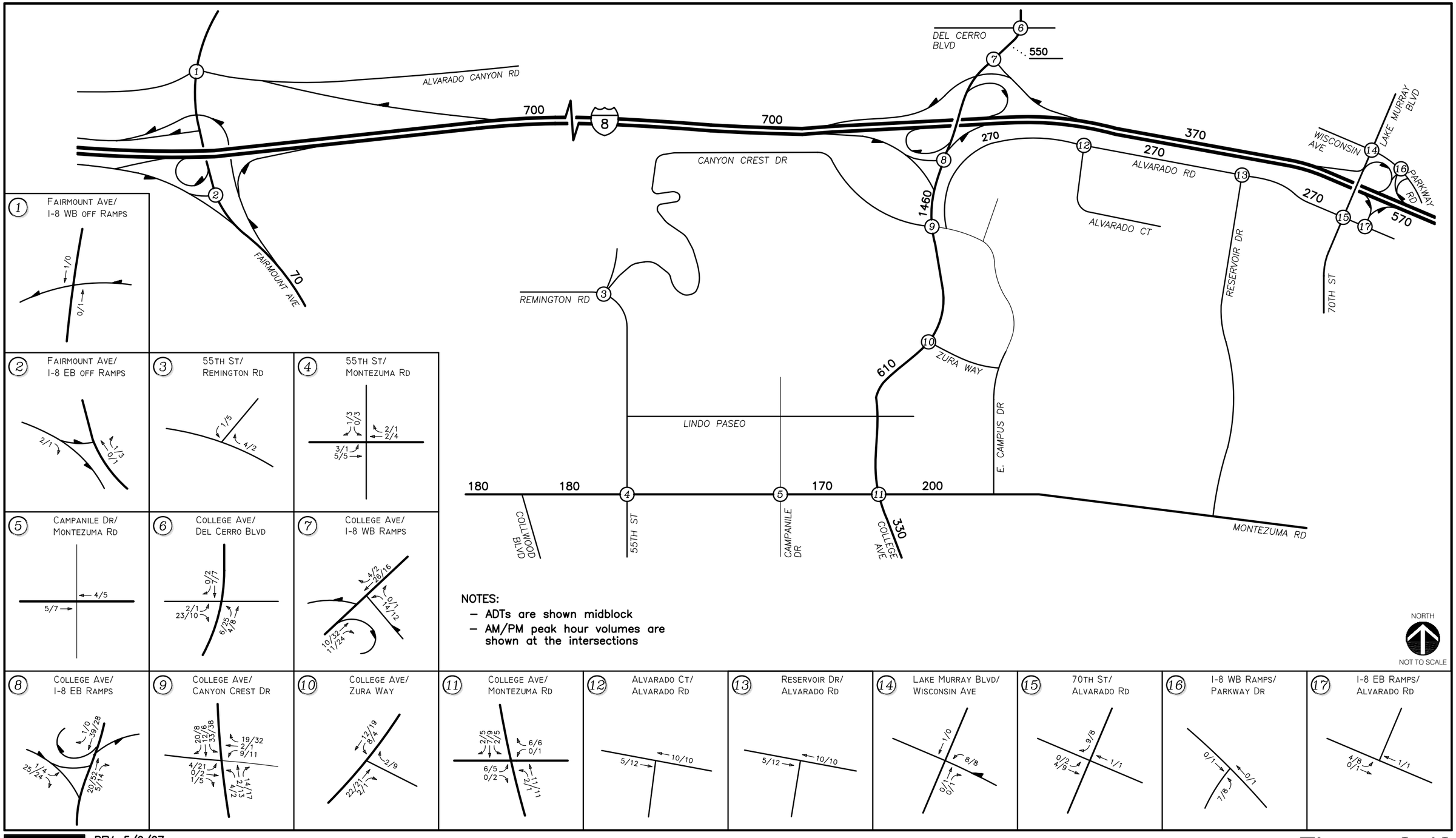
LINSCOTT LAW & GREENSPAN engineers

REV. 4/17/07
LLG1691\May 2007 Study\Fig 8-9

Figure 8-9

Alvarado Hotel Project Traffic Assignment AM/PM Peak Hours & ADT

SDSU 2007 CAMPUS MASTER PLAN REVISION



NOTES:
- ADTs are shown midblock
- AM/PM peak hour volumes are shown at the intersections

NORTH

NOT TO SCALE

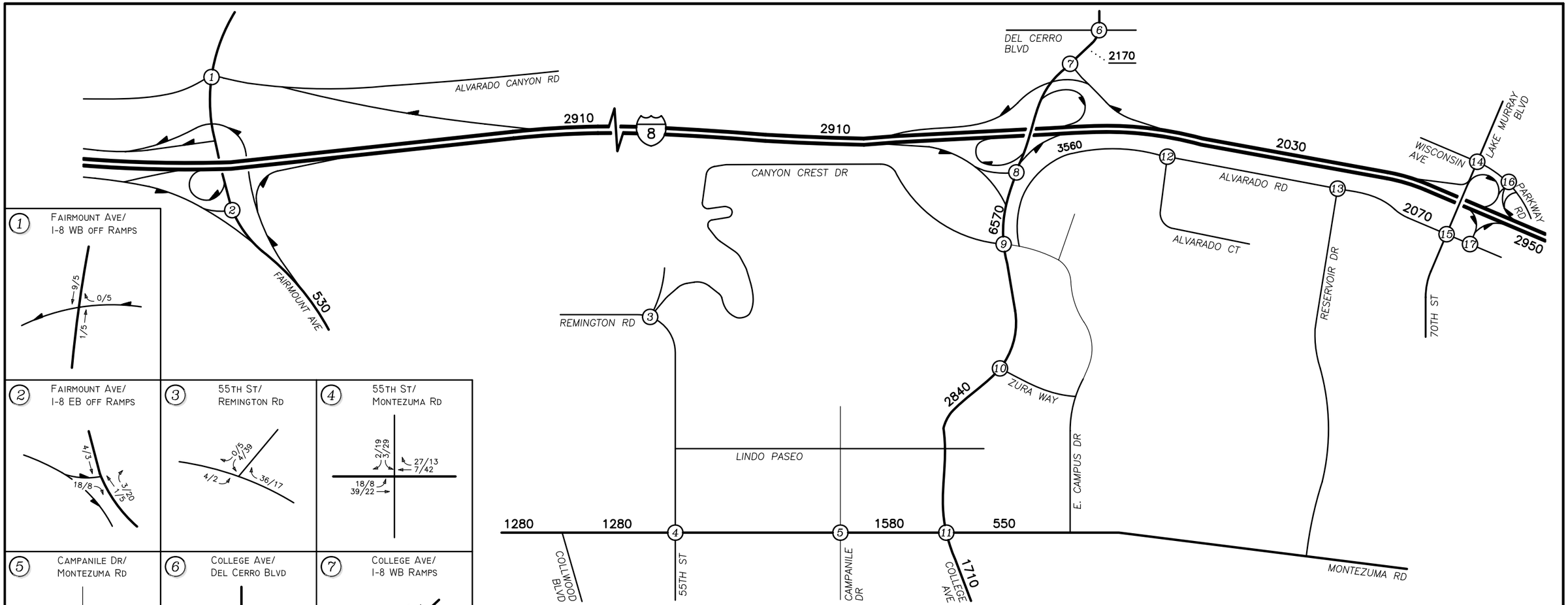
LINSCOTT LAW & GREENSPAN engineers

REV. 5/9/07
LLG1691\May 2007 Study\Fig 8-10

Figure 8-10

Near-Term Total Project Traffic Volumes AM/PM Peak Hours & ADT

SDSU 2007 CAMPUS MASTER PLAN REVISION



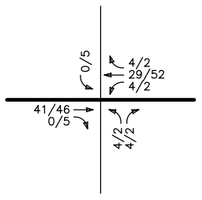
1 FAIRMOUNT AVE/ I-8 WB OFF RAMPS

2 FAIRMOUNT AVE/ I-8 EB OFF RAMPS

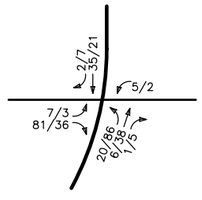
3 55TH ST/ REMINGTON RD

4 55TH ST/ MONTEZUMA RD

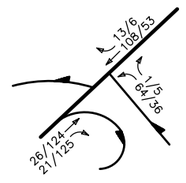
5 CAMPANILE DR/ MONTEZUMA RD



6 COLLEGE AVE/ DEL CERRO BLVD



7 COLLEGE AVE/ I-8 WB RAMPS

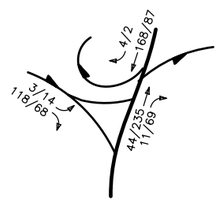


NOTES:
- ADTs are shown midblock
- AM/PM peak hour volumes are shown at the intersections

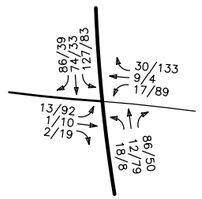
NORTH

NOT TO SCALE

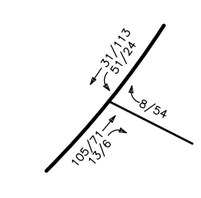
8 COLLEGE AVE/ I-8 EB RAMPS



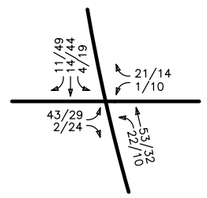
9 COLLEGE AVE/ CANYON CREST DR



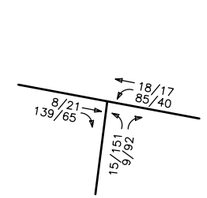
10 COLLEGE AVE/ ZURA WAY



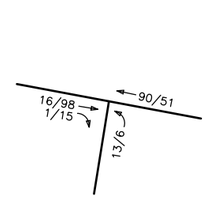
11 COLLEGE AVE/ MONTEZUMA RD



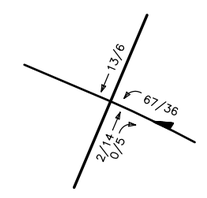
12 ALVARADO CT/ ALVARADO RD



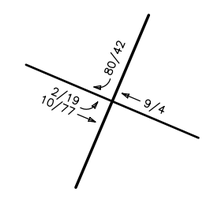
13 RESERVOIR DR/ ALVARADO RD



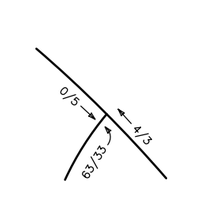
14 LAKE MURRAY BLVD/ WISCONSIN AVE



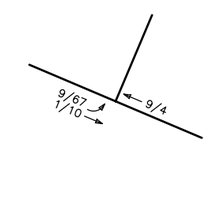
15 70TH ST/ ALVARADO RD



16 I-8 WB RAMPS/ PARKWAY DR



17 I-8 EB RAMPS/ ALVARADO RD



LINSCOTT LAW & GREENSPAN engineers

REV. 5/9/07
LLG1691\May 2007 Study\Fig 8-11

Figure 8-11

Horizon Year Total Project Traffic Volumes AM/PM Peak Hours & ADT

SDSU 2007 CAMPUS MASTER PLAN REVISION

APPENDIX C

SAN DIEGO STATE UNIVERSITY 2024 ANNUAL TRANSPORTATION SURVEY REPORT (OCTOBER 3, 2024)

2024 Annual Transportation Survey Report

Finalized: October 3, 2024

Survey Methods and Overview

The 2023-2024 SDSU Travel Survey is conducted by the School of Public Affairs. The survey is split funded (50%/50%) by the Office of Energy and Sustainability (OES) and Parking and Transportation Services (PATS). The survey is conducted in part to comply with the California State University Transportation and Parking Policy. The policy requires SDSU to track progress and submit a report to the Chancellor's Office annually documenting the total cost and benefit to implementing and operating the University's TDM plan. This report must include data to monitor the progress and effectiveness of transportation efforts to manage parking demand and improve active and shared campus commute mode share.

Two versions of the survey were created: one for students (including student employees) and one for staff and faculty. Both surveys were released on April 11, and were left open until the end of May. Survey response rates are shown in table 1.

Table 1: Response Rates

	Sample	Population (2023-2024)	Response Rate	Margin of Error (95% Confidence Level)
Students	2,034	37,539	5.42%	2%
Faculty & Staff	1,181	6,890	17.14%	3%

Several impactful changes were made to the surveys in order to increase response and completion rates. First, we increased the incentives from a chance to win a $20 gift card to a $50 gift card. Additionally, we reduced the total number of questions, as well as the number of questions that required responses. Lastly, we moved questions about satisfaction with parking, willingness to pay for transit, and barriers to taking alternative transportation to an optional

section of the survey. This allowed us to still gather input on proposed parking and transportation policies from respondents who were interested in a longer version of the survey, while allowing for a shorter version for participants that otherwise would have not completed it.

Student Results

Mode Share

Primary Mode Share

We asked students: "What mode of transportation do you primarily use to travel to and from SDSU?" We first looked at the results for all student respondents in order to understand environmental impacts, and then focused on responses only from students who lived further than a quarter mile off-campus.

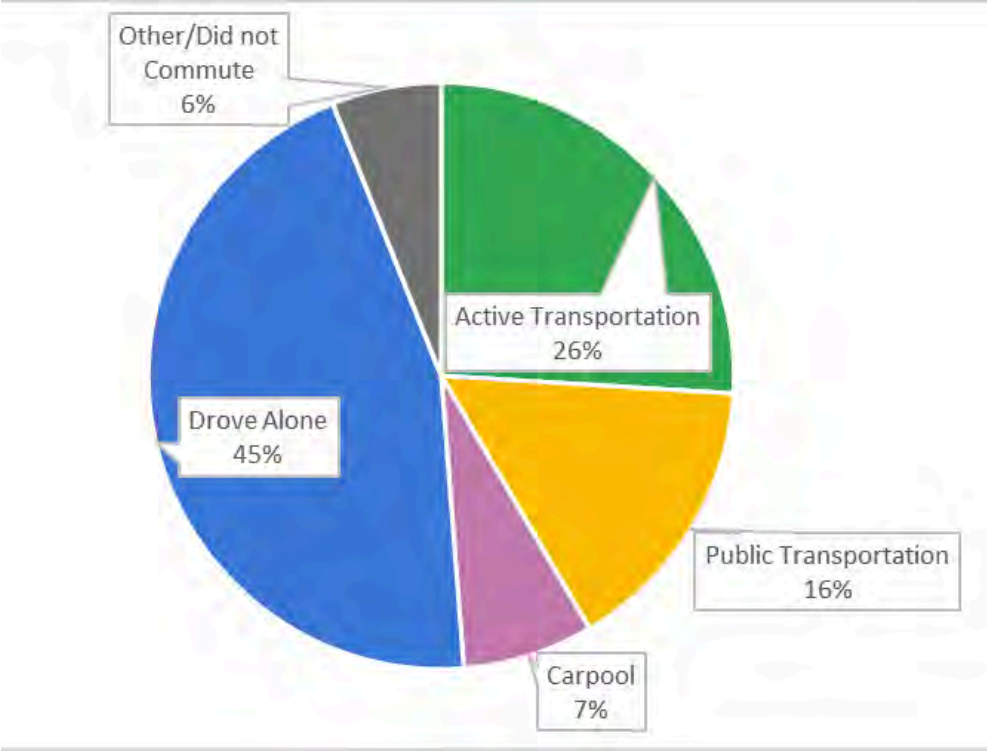


Figure 1: Mode Share for All Students (Spring 2024)

As shown in figure 1, about a quarter of the student population used active transportation to get to classes, a category that includes walking, cycling, and skateboarding. About 45% of respondents drove alone, while about 7% carpooled. About 16% used public transportation. A more detailed breakdown of transportation modes (as well as results from Fall 2023) are available in table 2.

Table 2: 2023-2024 Mode Share for All Students (n=2,034)

Mode Share	Fall 2023	Spring 2024
Bicycle	1%	1%
Bus (MTS)	7%	6%
Carpool / Vanpool (2 or more persons)	7%	7%
Did not commute to SDSU	6%	4%
Drove alone	43%	45%
E-Bike	0%	0%
E-Scooter	0%	0%
Motorcycle / Moped (gas powered)	0%	0%
Other	1%	1%
Rideshare (i.e. Uber / Lyft)	0%	1%
Skateboard	2%	2%
Standard Scooter	0%	0%
Trolley (MTS)	10%	9%
Walked	22%	23%

When we filtered the results to only include students who lived further than a quarter mile off-campus, the percentage of students taking active transportation drops to about 4%, and the percentage of students driving alone jumps to 64% (figure 2). A detailed breakdown of mode share for off-campus students is available in table 3.

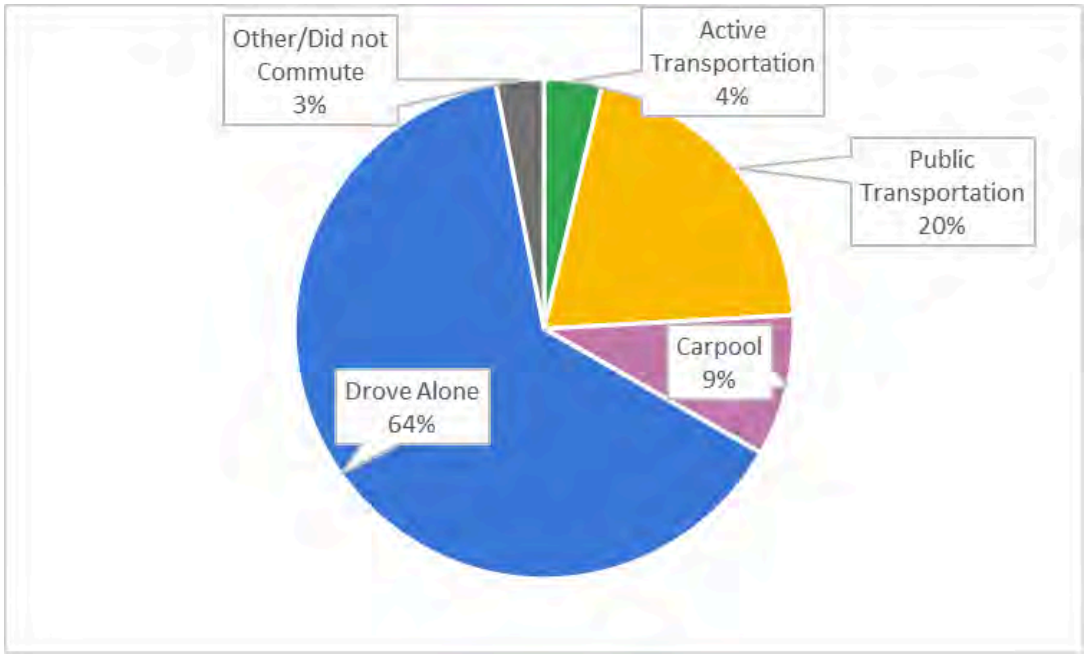


Figure 2: Mode share for Off-Campus Students (>0.25 miles), Spring 2024

Table 3: 2023-2024 Mode Share for Off-Campus Students (>0.25 miles) (n=1,289)

	Fall 2023	Spring 2024
Bicycle	1%	0%
Bus (MTS)	9%	9%
Carpool / Vanpool (2 or more persons)	10%	9%
Did not commute to SDSU	3%	1%
Drove alone	60%	64%
E-Bike	0%	0%
E-Scooter	0%	0%

Motorcycle / Moped (gas powered)	0%	0%
Other	1%	1%
Rideshare (i.e. Uber / Lyft)	1%	1%
Skateboard	0%	0%
Trolley (MTS)	13%	12%
Walked	2%	2%

Additionally, we looked at the mode share for students who lived in campus-owned housing or within a quarter mile of campus, as shown in table 4. While over half of students in this category walked to classes, about 13% drove alone. Even in close proximity to campus, the share of students cycling to campus is very low, at about 1%.

Table 4: Mode share for students living on or within ¼ mile of the main campus (n=745)

Mode Share	Fall 2023	Spring 2024
Bicycle	1%	1%
Bus (MTS)	3%	2%
Carpool / Vanpool (2 or more persons)	3%	4%
Did not commute to SDSU	11%	9%
Drove alone	13%	13%
E-Scooter	0%	0%
Other	1%	2%
Rideshare (i.e. Uber / Lyft)	0%	0%
Skateboard	5%	5%
Standard Scooter	0%	0%
Trolley (MTS)	7%	5%

Walked	57%	58%

Secondary Mode Share

This year, we asked students: "Do you use a secondary type of transportation to commute to campus? (i.e. driving to a transit station or skateboarding from a parking lot)." Of students living further than a quarter mile off-campus, over half (59%) stated that they did not use a secondary type of transportation. As shown in table 5, the most common types of secondary transportation modes amongst this group were walking (8%), carpooling (8%), and driving alone (7%).

Table 5: Secondary mode share (off-campus students, >0.25 miles) (n=1,263)

Mode Share	**Percent**
I do not use a secondary mode of transportation	59%
Walked	8%
Carpool / Vanpool (2 or more persons)	8%
Drove alone	7%
Trolley (MTS)	6%
Bus (MTS)	5%
Rideshare (i.e. Uber / Lyft)	2%
Other	1%
Skateboard	1%
Bicycle	1%
Did not commute to SDSU	0%
E-Scooter	0%
Motorcycle / Moped (gas powered)	0%

E-bike	0%
Standard Scooter	0%

Student Commuting: Distance and Time

Geographic Analysis

In previous surveys, we have asked respondents for their whole home addresses. However, in order to shorten the survey and increase responses, we only asked students to provide the zip code from which they travel to school. We asked all survey respondents, including those living on campus, to provide a response (n=2,034). Nearly a third (28%) of respondents listed that they traveled from the 92115 zip code, which is adjacent to SDSU. The map also shows hotspots in the South Bay and East County (figure 3).

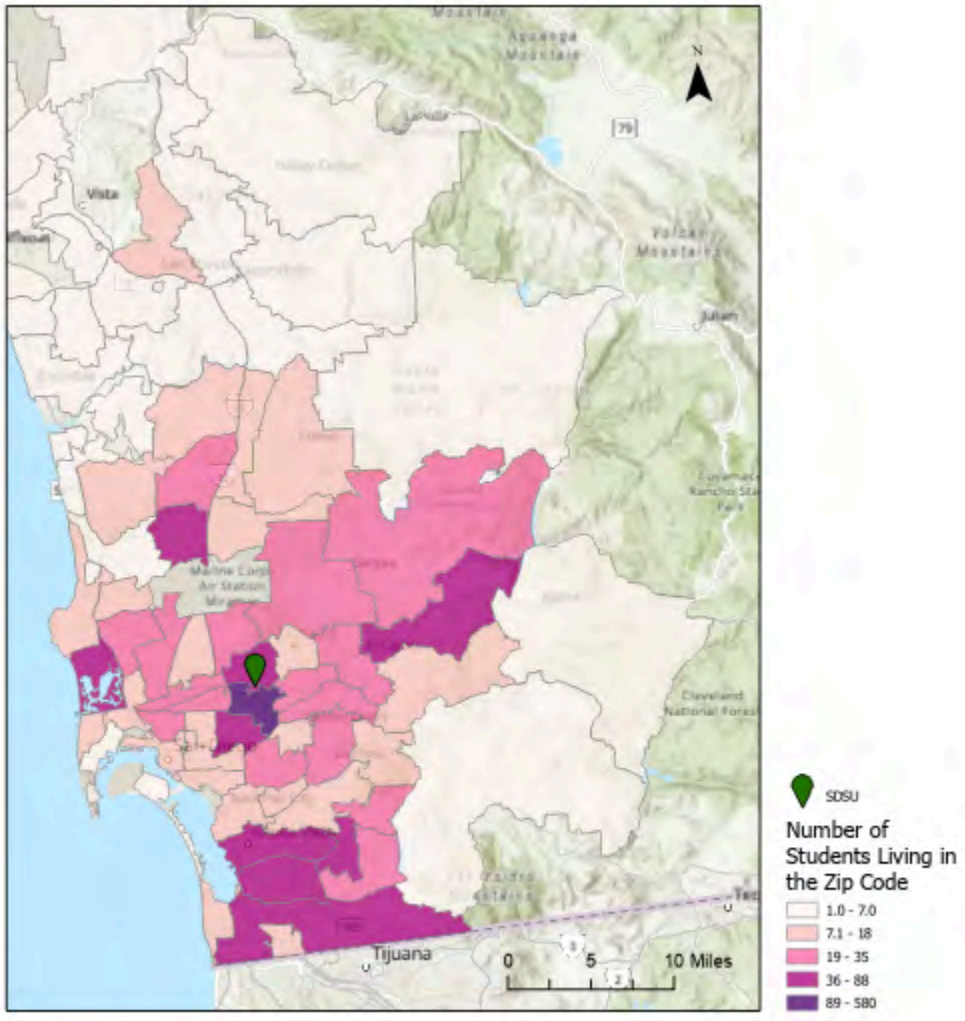


Figure 3: Number of Students Living in Each Zip Code

About 14% of respondents lived in Chula Vista/the South Bay, and 1% said they traveled to SDSU from Mexico.

Average Commute Time by Mode

On average, students living further than a quarter mile off-campus commuted 15.86 miles and 28.85 minutes one way. Table 6 shows a breakdown of average commute times and distances by mode. Students who took the trolley or bus had much longer commute times compared to students who drove alone.

Table 6: Average Commute Time and Distance (one-way) by Mode (Spring 2024) for Off-Campus Students (>0.25 miles)

Travel Modes	Average Distance (in miles)	Average Time (in minutes)
All Modes	15.86	28.85
Bicycle	1.83	10.67
Bus (MTS)	10.50	45.78
Carpool / Vanpool (2 or more persons)	12.35	22.81
Drove alone	14.17	25.32
Trolley (MTS)	19.64	42.23
Walked	1.07	20.34

Parking Permits and Transit Passes

We asked students who lived further than a quarter mile off-campus if they had a parking permit or transit pass. About 60% had a parking permit, while about 17% had a transit pass. This aligns with the percentage of off-campus students who primarily took public transit to campus (20%) and who drove alone to campus (64%). About 21% of respondents did not hold an MTS pass or a permit, indicating that they either used an active mode of transportation, or paid for parking or transit per trip.

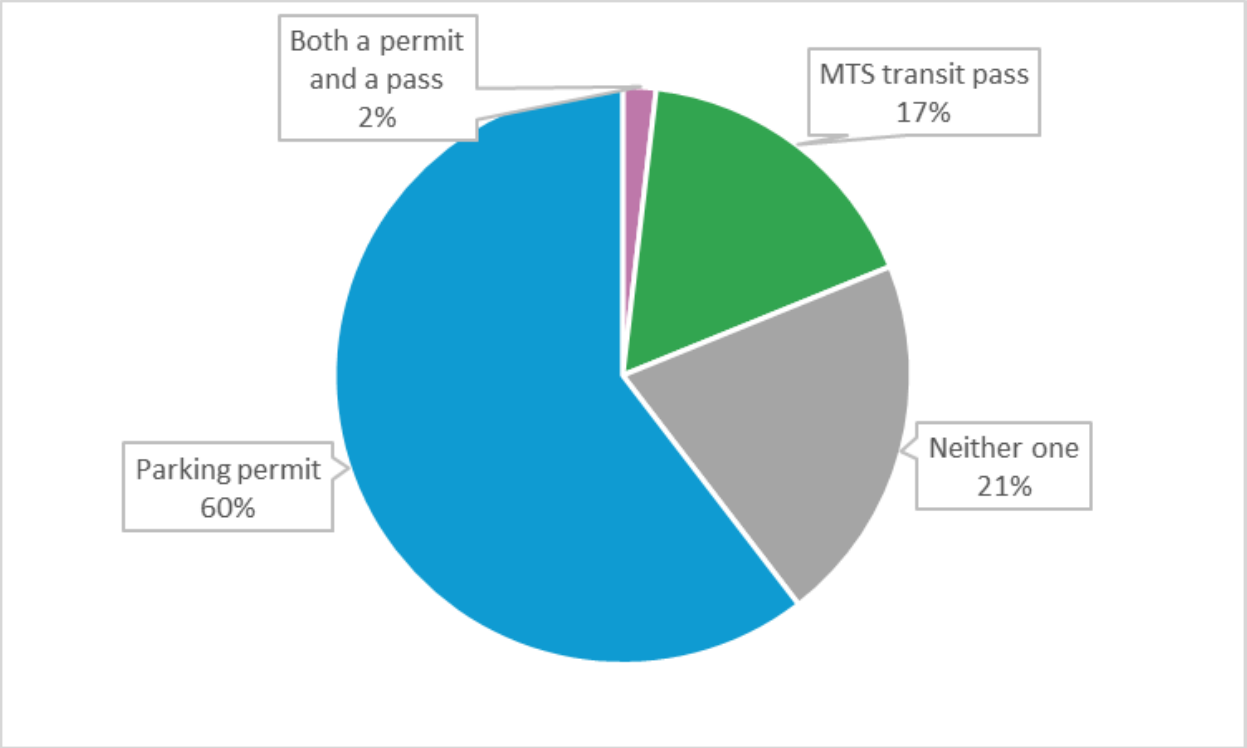


Figure 4: Percentage of students with a transit pass or parking permit (n=1,289)

Parking Pattern and Satisfaction with Parking

In the optional section of the survey, we asked respondents a series of questions to measure opinions about parking on campus. These questions were only asked to students who indicated that they primarily drove alone to campus during the Spring 2024 semester.

Time to Find Parking and Travel to On-Campus Destination

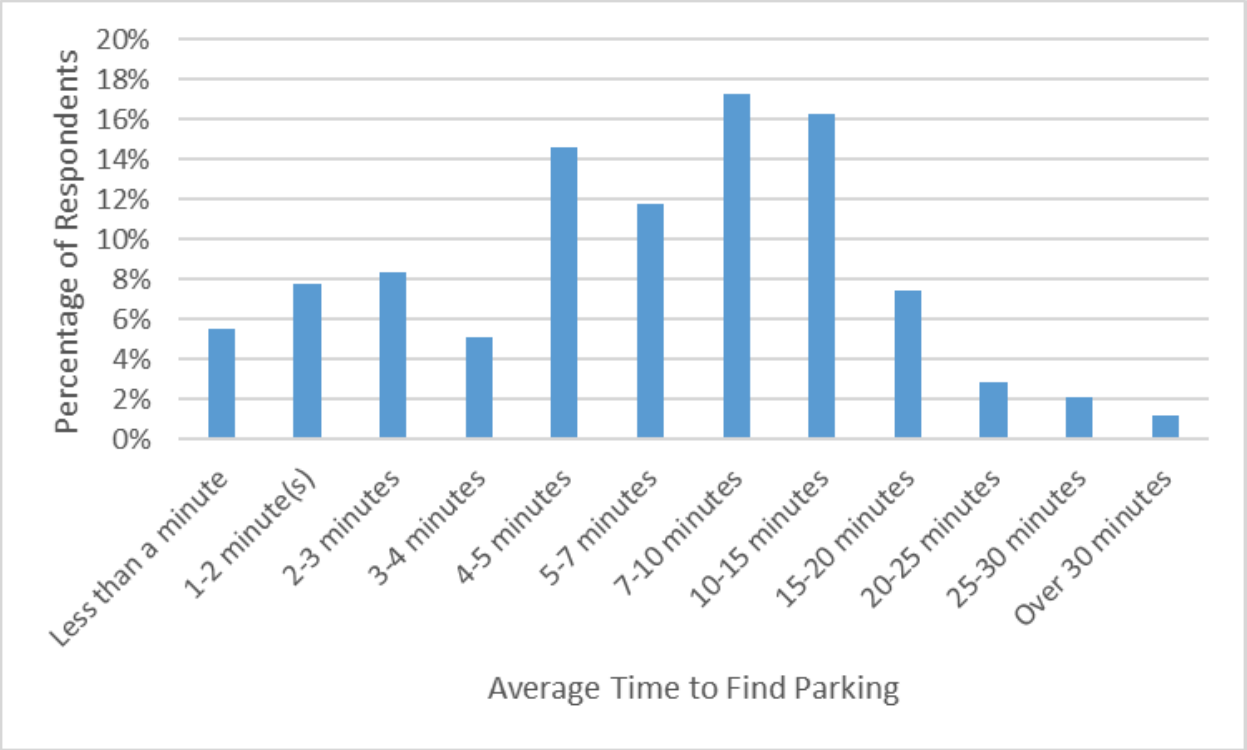


Figure 5: Average time for students to find parking on campus (n=532)

As shown in figure 5, about 41% of students said it took them less than 5 minutes to find parking on average, while about 30% of students said it took them more than 10 minutes.

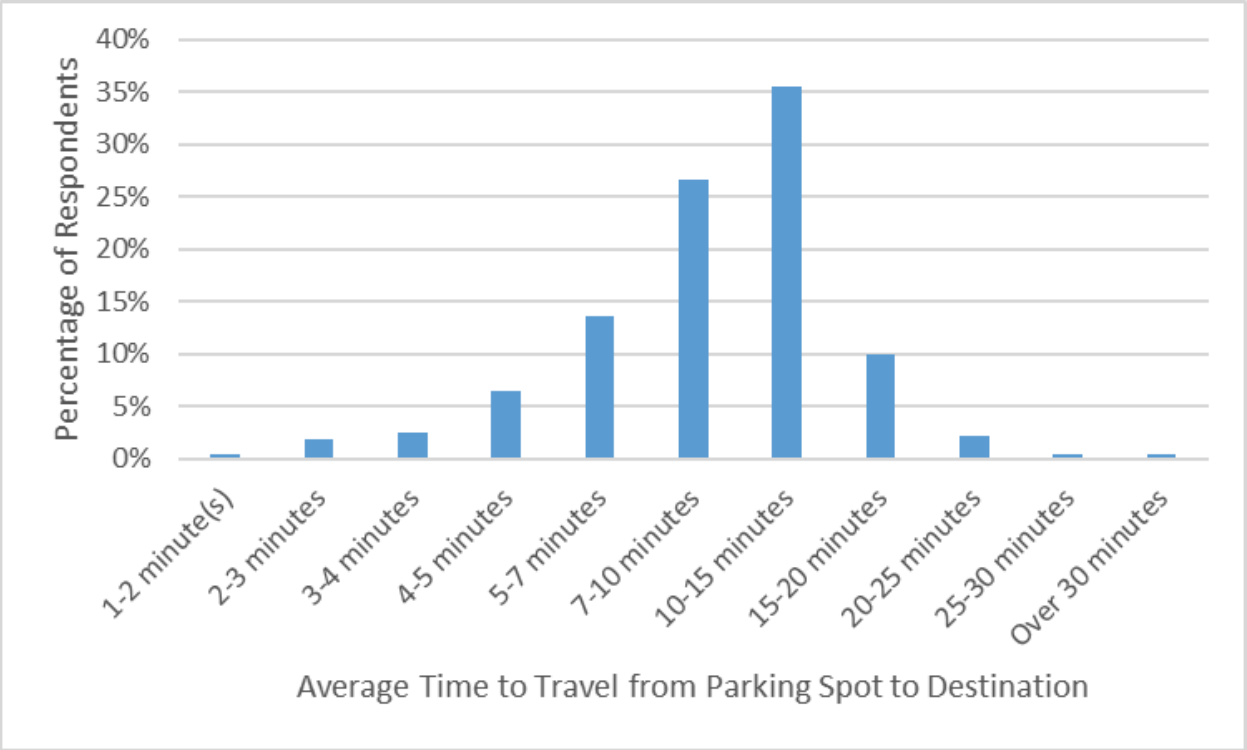


Figure 6: Average time for students to travel from their parking spot to their primary destination on campus (n=532)

Students who drive to campus typically spend more time traveling from their parking spot than they do finding a parking spot (figure 6). Only about 11% of respondents spent less than 5 minutes on average traveling from their parking spot, while about half of respondents spent more than 10 minutes on average traveling from their parking spot.

In order to gain more insight into the availability of parking on campus, we asked students how frequently they have to: 1) Drive around, stop, and wait, 2) Go to more than one parking lot, or 3) Find parking right away. As shown in table 7 and figure 7, we found that about 37% of students indicated that they frequently or always had to drive around, stop, and wait, while trying to park on campus. Only about 13% of students reported that they frequently or always had to go to more than one parking lot to find a spot. Surprisingly, about 40% of students reported that they frequently or always found a spot right away.

Table 7: How often do students struggle to find parking? (n=531)

	Never	Rarely	Sometimes	Frequently	Always
Drive Around, Stop, and Wait	15%	20%	28%	26%	11%
Go to More Than One Parking Lot	26%	31%	30%	11%	2%

Find a Parking Spot Right Away	4%	25%	30%	31%	10%

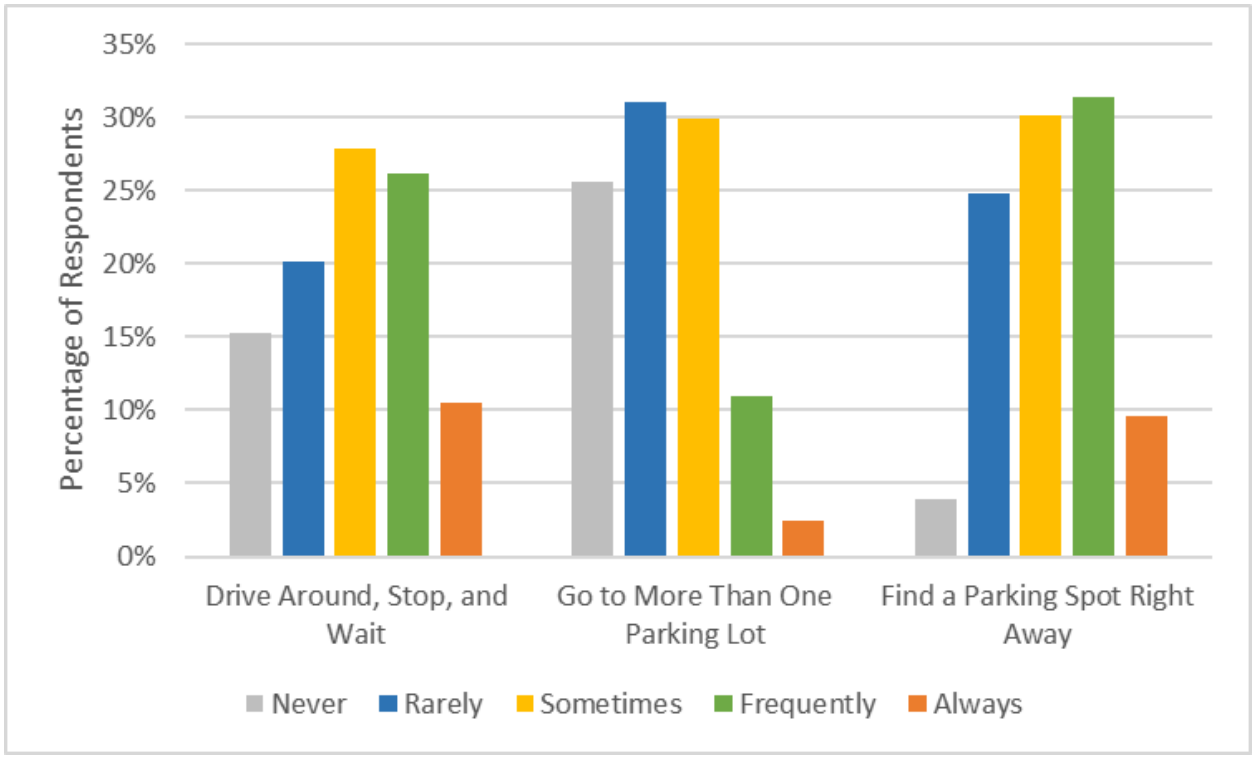


Figure 7: Please indicate how frequently you do the following when trying to find parking

Parking Satisfaction

We asked students, "How do you feel about the current availability of parking on campus?" About 40% of respondents reported that they were very satisfied or somewhat satisfied with the availability of parking on campus (figure 8).

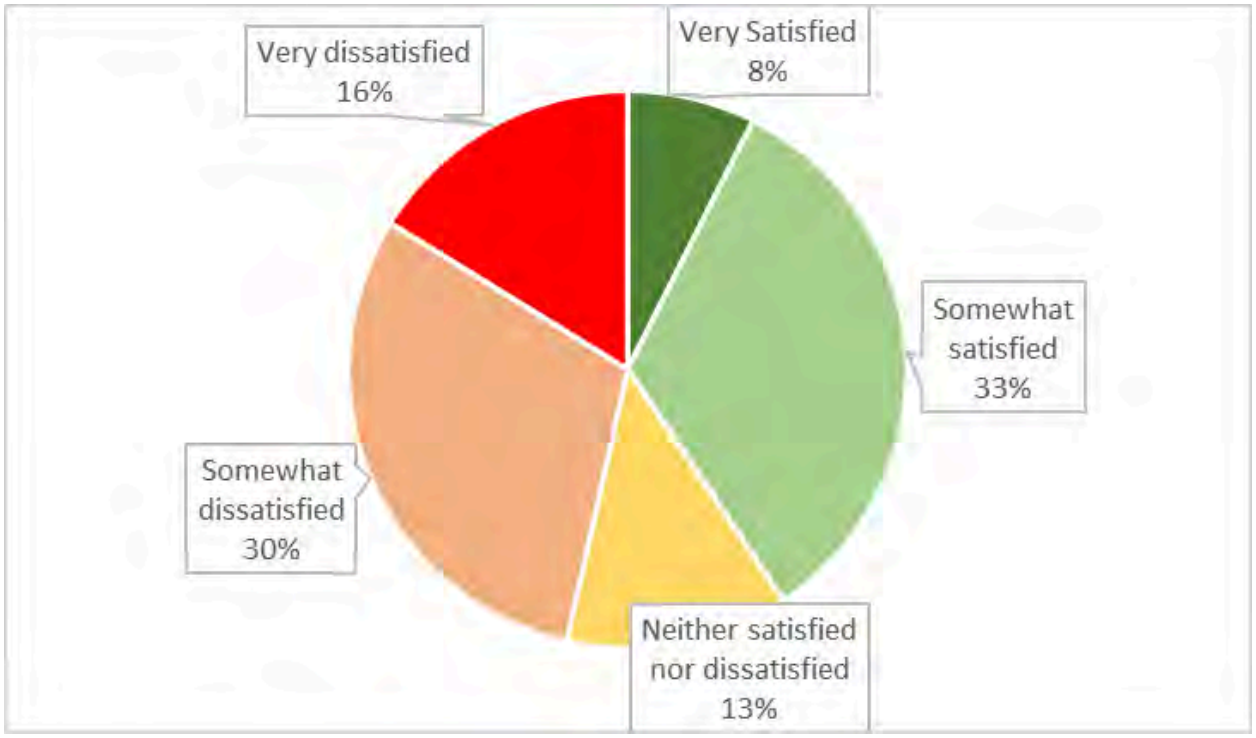


Figure 8: Student satisfaction with parking on campus (n=532)

Willingness to Pay for Transit

We asked students who said they primarily drove alone during the Spring semester: "A student transit pass for MTS services currently costs $164 per semester. What is the MOST you would be willing to pay for a transit pass per semester in order to consider taking transit instead of driving alone to campus?"

Less than 20% of students said they would consider taking public transit if it were free, while about 30% of students said they would not take transit regardless of the cost (figure 9).

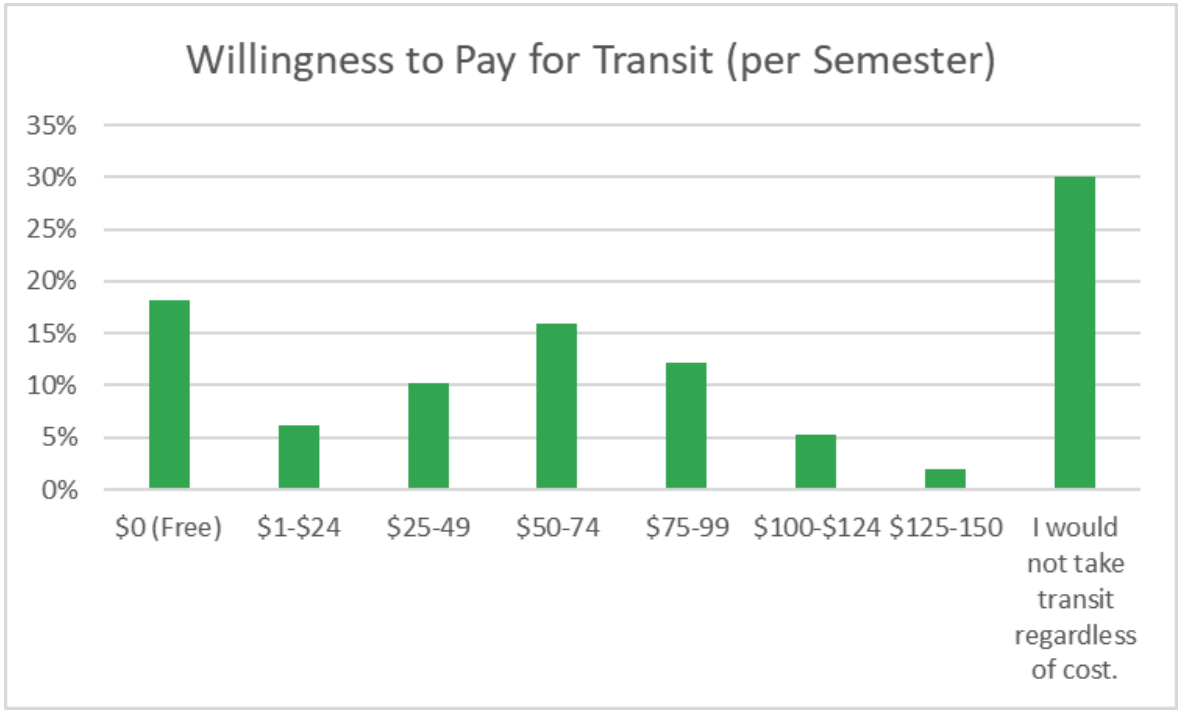


Figure 9: Student Willingness to Pay for Transit per Semester (n=532)

Daily Choice Parking

In the months leading up to the survey, Parking and Transportation was considering implementing a daily choice parking program. This policy allows students the flexibility to drive to classes when needed, without them feeling incentivized to drive every day to make a semester pass worth the cost. Additionally, it also allows students to consider their willingness to pay for parking on a daily basis. For example, if a student has plenty of time to get to classes on a given day and is looking for a cheaper option, they may choose to park in the cheaper lots. When considering lots to use for the reduced daily rate, Parking and Transportation chose parking areas that remained empty, even during peak hours, because they are located further from the center of campus.

One of the questions in the optional section asked students: "Parking and Transportation Services is considering implementing a daily choice parking program, which would allow students to pay for parking per day, with prices varying based on parking lots. If implemented, would you be willing to pay $4.75/day (including transaction fees) to park in Parking Structure 4, Lot 15, and/or Lot 17?"

When we asked this question to all students who took the optional section of the survey (n=943), about 36% said they would be interested in this option. Since the group of respondents includes those who currently live on campus, take public transit, or walk to campus, it does not necessarily represent the population of students likely to use the daily choice program. In order to get a better idea of the popularity of this policy amongst those likely to park on campus, we

filtered the results to include only students who currently drove alone to campus (n=532). Using this filter, about 28% of students were interested in the daily choice program. Based partially on these survey results, Parking and Transportation Services implemented daily choice parking for Fall 2024.

Barriers to Taking Transit

We asked students to list their top three barriers to taking transit to class (n=940). About 62% of respondents checked that transit takes too long, 43% listed safety concerns, and 26% listed that transit is not easily accessible from where they live. Notably, only about 13% of responses listed that they did not take transit because student fare cost was not affordable.

After this question, we asked respondents to describe their safety concerns in more detail (n=353). Some common concerns were people experiencing homelessness (26% of respondents), traveling at night, (15% of respondents), and harassment (10% of respondents). Additionally, about 11% of respondents listed specific concerns about gender-based harassment or violence.

Gender and Attitudes to Public Transit

Two-thirds, or 67% of the student survey respondents were women, whereas women make up approximately 57% of the student body. Our survey results indicate that women were just as likely to take transit as the entire survey sample. However, when asked to list their top three barriers to taking transit, women were more likely to respond with safety concerns (51% of women compared to 43% of the entire student sample).

Housing Priorities

We asked students, "When you were searching for your current housing location, how important were the following factors in making your decision? Please rank from most to least important." The question contained a list of options: 1) Ability to walk or ride a bicycle to SDSU, 2) Ability to ride an MTS bus or trolley to SDSU, 3) Housing affordability, and 4) Availability of parking. As shown in table 8, nearly 80% of respondents listed housing affordability as the most important factor. Only about 15% of students listed the ability to walk, bike, or take transit to SDSU as the most important factor.

Table 8: Most important factors for students while searching for their current housing location (n=884)

Most Important Factor	Percent
Ability to walk or ride a bicycle to SDSU	11%
Ability to ride an MTS bus or trolley to SDSU	5%
Housing affordability	79%

Availability of parking	5%

Additionally, we asked students to rank how they would consider these factors the next time they look for housing. An even greater share of respondents (84%) listed housing affordability as the most important factor (table 9).

Table 9: Most important factors for students while searching for their future housing location (n=892)

Most Important Factor	**Percent**
Ability to walk or ride a bicycle to SDSU	8%
Ability to ride an MTS bus or trolley to SDSU	4%
Housing Affordability	84%
Availability of Parking	3%

Opportunities

Incentives

We asked students, "How could SDSU encourage students to explore alternatives to driving alone?" Of the 757 responses, one of the most common suggestions was to improve incentives to carpooling, by creating a discounted permit or priority parking for carpooling students, or creating more opportunities for students to connect with others looking to carpool. Many respondents also suggested that SDSU offer free or reduced public transit passes in order to incentivize alternative transportation. Other suggestions included developing an outreach campaign to encourage alternative transportation, improving safety around SDSU transit stops, and building more housing near campus.

South Bay Rapid Bus

We asked students who lived in the South Bay if they would consider taking a rapid bus (i.e., high frequency, limited stops) between Chula Vista and SDSU's transit station. Of the 279 responses, about 53% said yes.

Proximity to Transit Stops

We asked students living further than a quarter mile off-campus, "Is there an MTS bus stop or trolley stop within walking distance (half mile) of your home that provides service to SDSU, either directly or via transfer(s)?" As shown in table 10, only about 20% of students said they lived within walking distance of a transit stop with direct service to campus. Notably, about 25% of students said they did not know if they had transit access to campus near their home.

Table 10: Transit accessibility for off-campus students (>0.25 miles) (n=1,289)

Transit Accessibility	Percent
Direct service	20%
I don't know	25%
No service	23%
Service with multiple transfers	19%
Service with one transfer	12%

Awareness of Current Programs

We asked students to describe their awareness of current sustainable transportation programs. As shown in table 11, about 29% had used bus routes that connect to SDSU, while only about 7% had used SDSU's free shuttle.

Table 11: Awareness of current programs (n=2,034)

	Aware and Have Used	Aware, but Haven't Used	Unaware
Student Semester Transit Pass	22%	49%	28%
Bus Routes that Connect to SDSU	29%	53%	18%
Zipcar	15%	41%	44%
Free SDSU Red/Black Shuttle	7%	54%	39%
Bird E-Bike or E-Scooters	14%	68%	19%

Faculty and Staff Results

Mode Share

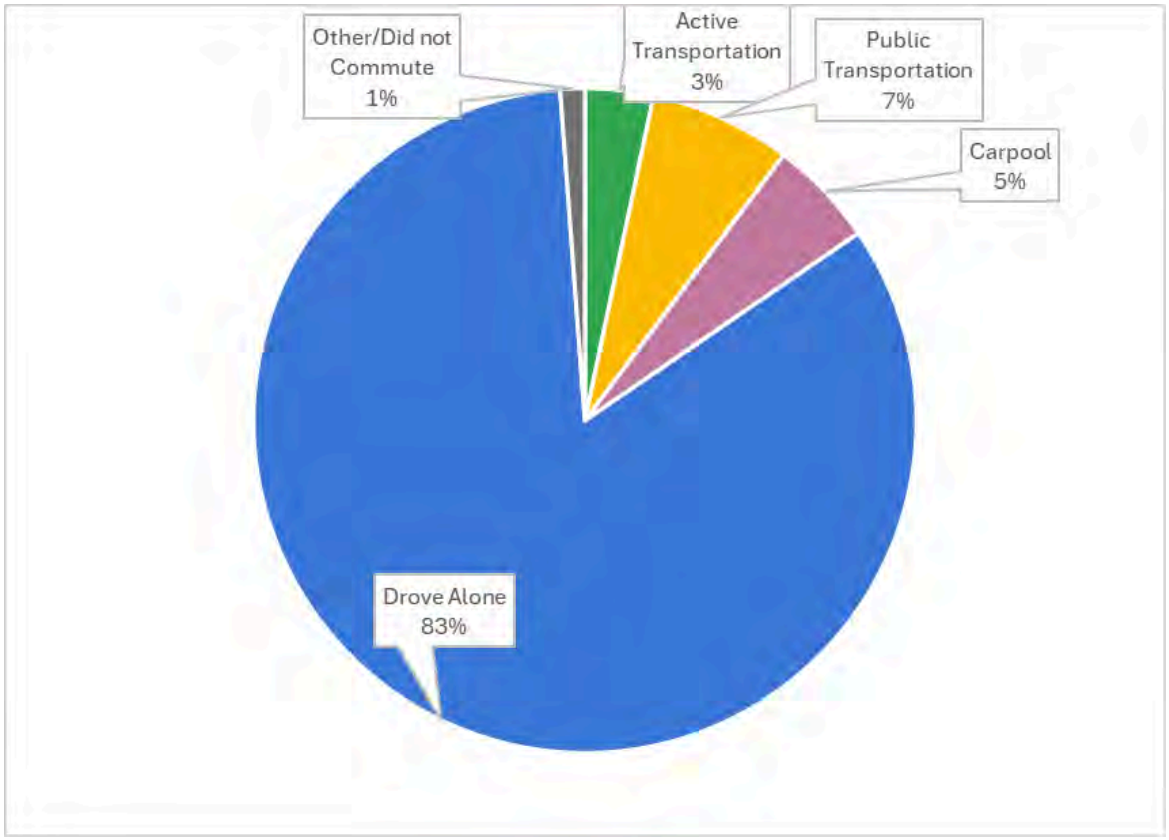


Figure 10: Faculty and Staff Mode Share (Spring 2024)

As shown in figure 10 and table 12, the vast majority (over 80%) of faculty and staff said they drive alone as their primary mode of transportation to work. Only about 3% used active transportation, a much lower number compared to students. About 7% used public transportation, and about 5% carpooled. Table 12 shows a more detailed breakdown of faculty and staff mode share, including results for Fall 2023.

Table 12: 2023-2024 Mode Share for Faculty and Staff (n=1,181)

Mode Share	Fall 2023	Spring 2024
Bicycle	1%	1%
Bus (MTS)	3%	3%
Carpool / Vanpool (2 or more persons)	5%	5%
Did not commute to SDSU	4%	1%

Drove alone	80%	83%
E-Bike	0%	0%
E-Scooter	0%	0%
Motorcycle / Moped (gas powered)	1%	0%
Other	1%	1%
Rideshare (i.e. Uber/Lyft)	0%	0%
Trolley (MTS)	4%	4%
Walked	2%	2%

Secondary Mode Share

As shown in table 13, about 73% of faculty and staff did not use a secondary mode of transportation when commuting to campus. Of those who did use a secondary mode, the most common responses were driving alone (6%), walking (5%), and taking the trolley (5%).

Table 13: Secondary mode share for faculty and staff (n=1,146)

Mode Share	**Percent**
I do not use a secondary mode of transportation	73%
Drove alone	6%
Walked	5%
Trolley (MTS)	5%
Bus (MTS)	4%
Carpool / Vanpool (2 or more persons)	2%
Bicycle	1%
Did not commute to SDSU	1%
E-bike	1%

Rideshare (i.e. Uber / Lyft)	1%
Motorcycle / Moped (gas powered)	1%
Other	0%
Skateboard	0%

Commuting Distance and Time

Geographic Analysis

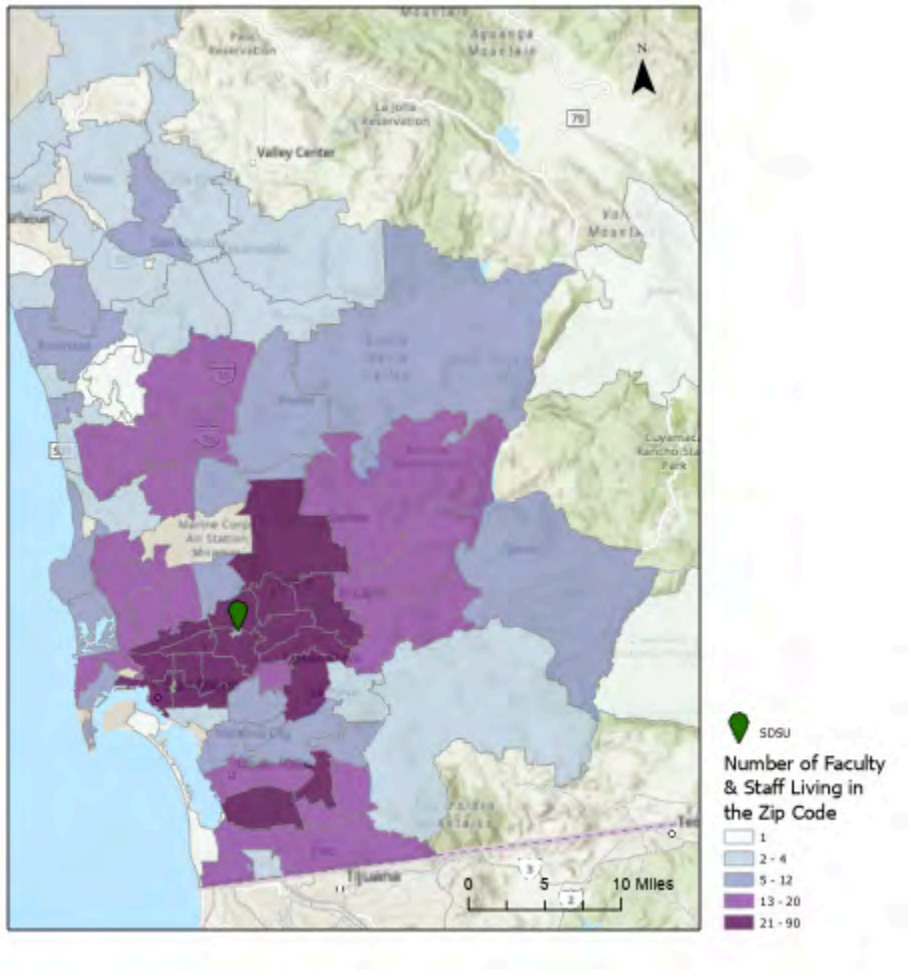


Figure 11: Number of Faculty and Staff Living in Each Zip Code

We asked faculty and staff to list the zip code from which they traveled to SDSU (n=1,181). The map shows hotspots throughout the City of San Diego, as well as East County (La Mesa, Santee, and El Cajon).

Average Commute Time by Mode

On average, faculty and staff spent 12.04 miles and 24.02 minutes commuting to campus one-way. Table 14 shows a breakdown of commuting distance and time by travel mode. Staff worked more days in person per week on average compared to faculty (3.88 compared to 3.25).

Table 14: Average Commute Time by Mode (Spring 2024) for Faculty and Staff (n=1,181)

Travel Mode	Average Distance (in miles)	Average Time (in minutes)
All Modes	12.04	24.02
Bicycle	2.98	16.77
Bus (MTS)	5.22	29.59
Carpool / Vanpool (2 or more persons)	15.28	26.31
Drove alone	12.59	23.46
E-Bike	5.63	23.75
Motorcycle / Moped (gas powered)	8.20	16.80
Other	15.43	42.00
Rideshare (i.e. Uber/Lyft)	7.50	26.60
Trolley (MTS)	10.01	33.60
Walked	1.47	15.55

Parking Permits and Transit Passes

About 78% of faculty and staff respondents had a parking permit, while 6% had an MTS pass. About 6% of respondents stated that they had both a pass and a permit (figure 12). SDSU may change the way this question is framed in the future to gather clearer information about daily, monthly, semester, and/or payroll deducted transit passes.

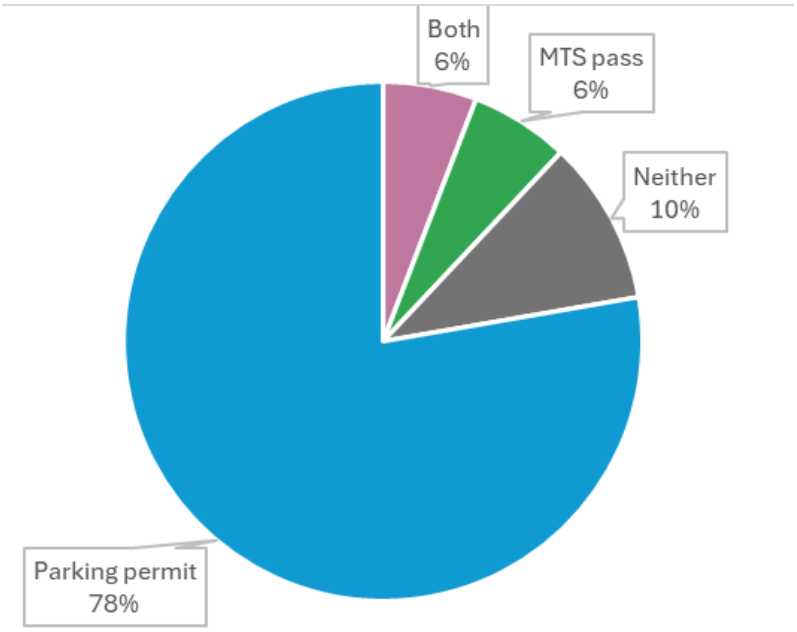


Figure 12: Percentage of faculty and staff with a parking permit or MTS pass (n=1,181)

Parking Pattern and Satisfaction with Parking

Average Time to Find Parking

Over 80% of faculty and staff said that on average, they were able to find parking on campus in under 5 minutes. Only 6% said that it took them longer than 10 minutes on average to find parking (figure 13).

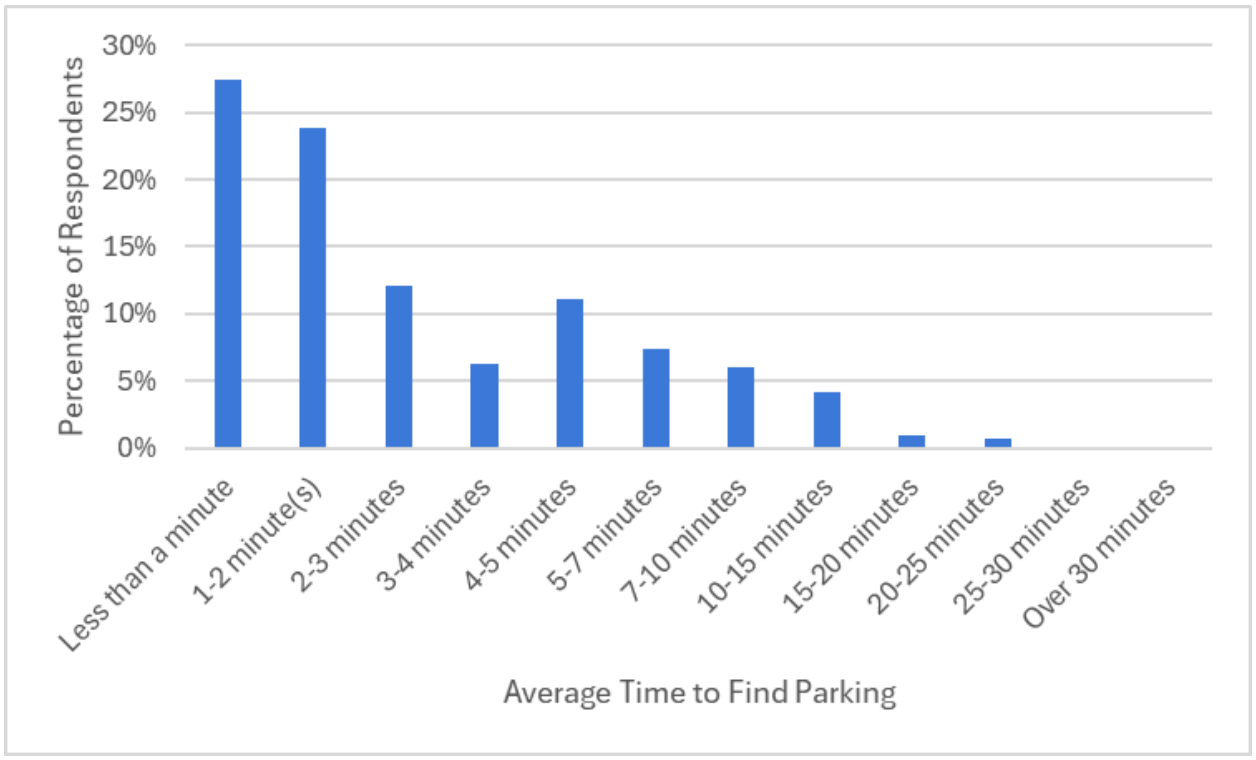


Figure 13: Average time for faculty and staff to find parking on campus (n=785)

About 48% of faculty and staff spent an average of less than 5 minutes traveling from their parking spot to their destination on campus, a much higher percentage than students. Only about 11% spent more than 10 minutes traveling from their parking spot on average (figure 14).

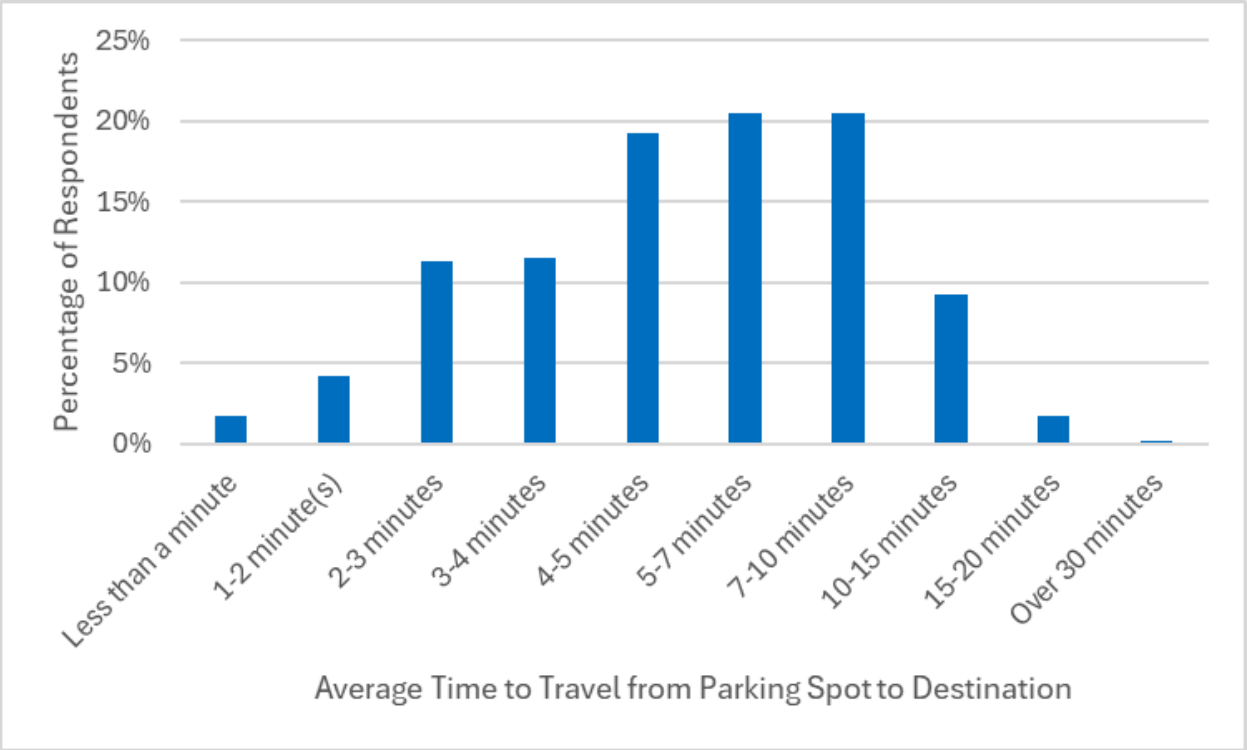


Figure 14: Average time for faculty and staff to travel from their parking spot to their primary destination on campus (n=785)

We also asked faculty and staff how frequently they have to: 1) Drive around, stop, and wait, 2) Go to more than one parking lot, or 3) Find parking right away.

Only about 10% of faculty and staff said that they had to drive around, stop, and wait while looking for parking frequently or always, and about 7% said they frequently or always have to go to more than one parking lot. Over 70% of respondents found a parking spot right away either frequently or always (table 15 and figure 15).

Table 15: How often do faculty and staff struggle to find parking? (n=782)

	Never	Rarely	Sometimes	Frequently	Always
Drive around, stop, and wait	38%	30%	23%	8%	2%
Go to more than one parking lot	47%	29%	18%	6%	1%
Find a parking spot right away	2%	7%	16%	42%	32%

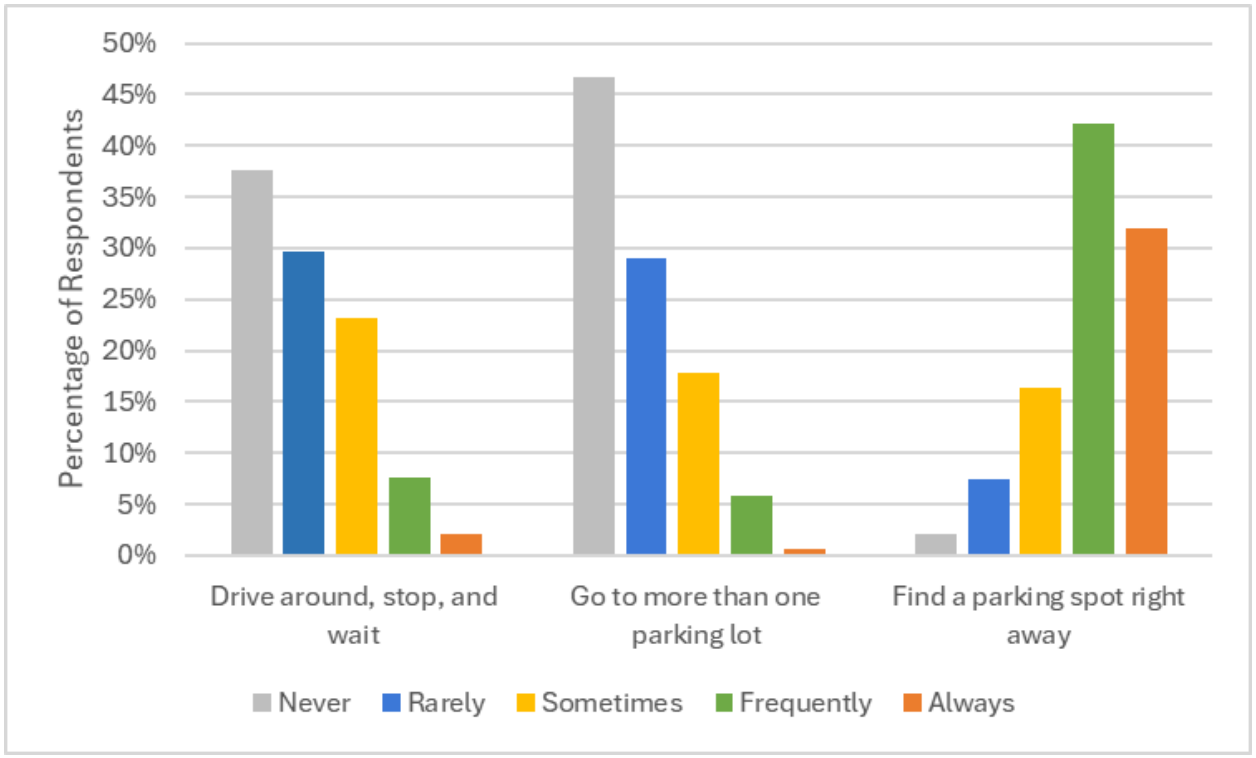


Figure 15: Please indicate how often you do the following while looking for parking

Parking Satisfaction

Over 60% of faculty and staff said they were somewhat satisfied or very satisfied with the availability of parking on campus (figure 16).

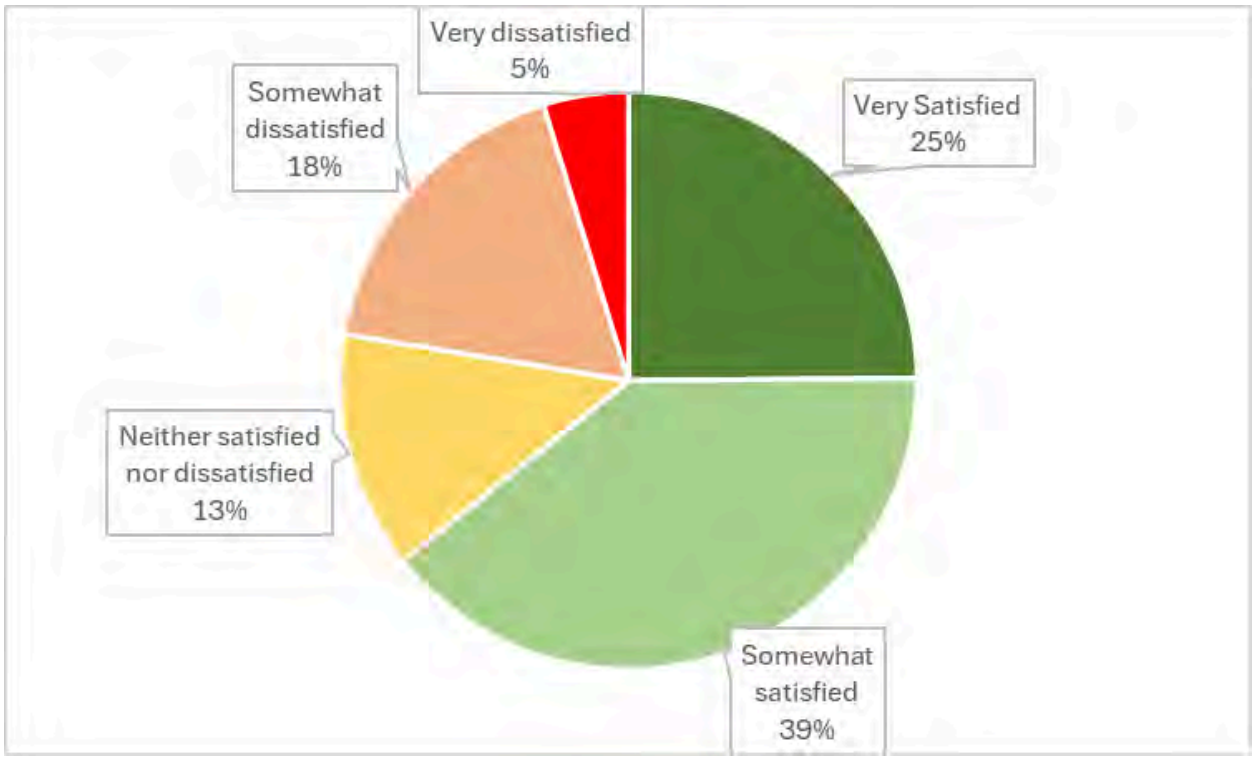


Figure 16: Faculty and staff satisfaction with parking on campus (n=785)

Willingness to Pay for Parking

We asked faculty and staff who stated they primarily drove alone to work during the Spring semester: "A monthly transit pass for faculty/staff costs $72 per month for those who do not have a pre-tax payroll deduction. How much would you be willing to pay for a transit pass per month in order to consider taking transit instead of driving alone to campus?" Surprisingly, about 25% of respondents said they would consider taking transit instead of driving alone if transit was free. However, about 45% said they would not take transit regardless of cost. Smaller percentages of respondents showed an interest in paying a reduced monthly rate for transit (figure 17).

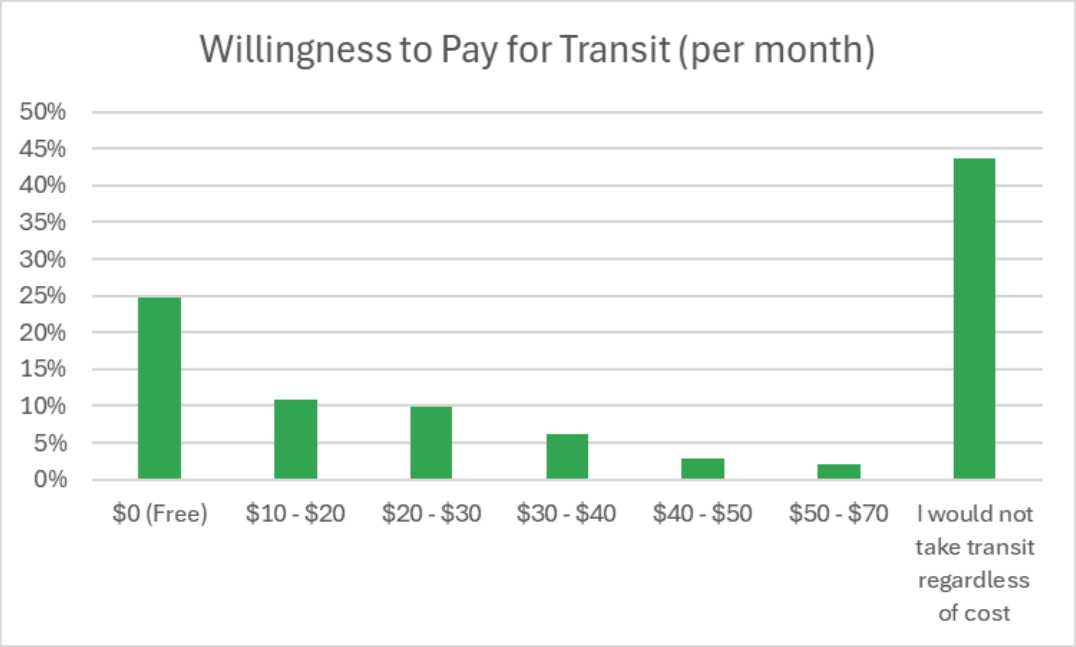


Figure 17: Faculty and Staff Willingness to Pay for Transit per Month (n=785)

Daily Choice Parking

We also polled faculty and staff about their interest in daily choice parking. Instead of proposing discounted parking lots, we asked respondents: "Would you consider paying for parking on a daily basis via a user-friendly mobile phone app instead of a long-term (e.g., monthly/semesterly) permit?" About a third of respondents said they would consider this option, while over half said they would never consider this option. Notably, only 4% said they would prefer paying daily, indicating a lack of interest in this program for faculty and staff (figure 18).

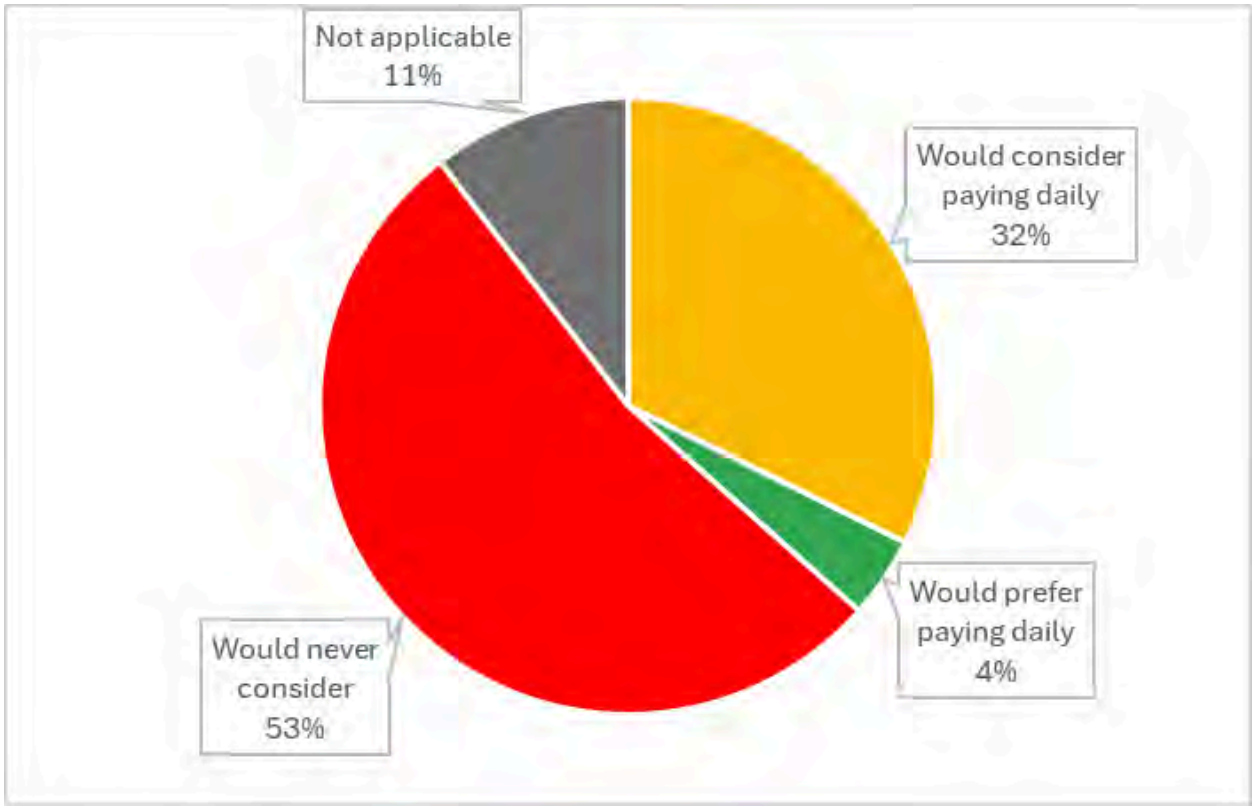


Figure 18: Interest in daily parking amongst faculty and staff (n=938)

Barriers to Taking Transit

We asked faculty and staff to check up to three barriers to taking transit. As shown in table 16, about 72% of respondents checked that it takes too long, and about 36% checked that transit is not accessible from where they live. Other common barriers were safety concerns (28%), fare cost (11%), and lack of awareness of schedules or stops (9%).

Table 16: Barriers to Taking Transit (n=938)

Barriers to Taking Transit	Percent
It takes too long	72%
Transit service is not easily accessible from where I live	36%
I have safety concerns	28%
Fare cost is not affordable	11%
I am unaware of the bus / trolley schedule and / or stops	9%

We received 228 responses to a follow-up question asking faculty and staff to detail their safety concerns. Specific safety concerns of faculty and staff were similar to those of students, with

many responses mentioning people experiencing homelessness (19%) and traveling at night (13%). About 9% listed that they had gender-based safety concerns with taking transit. Women who took the survey were more likely to list safety concerns as a barrier to taking transit (34%) compared to the entire survey population (28%).

Housing Priorities

We asked faculty and staff to rank four factors from most to least important when they were searching for their current housing location.

An overwhelming majority (about 89%) stated that housing affordability was the most important factor (table 17). When asked to consider how they would rank these factors while looking for their next location, housing affordability became even more important, with about 92% of respondents listing it as their most important factor (table 18).

Table 17: Most important factors for faculty and staff while searching for their current housing location (n=870)

Most Important Factor	Percent
Ability to walk or ride a bicycle to SDSU	5%
Ability to ride an MTS bus or trolley to SDSU	3%
Housing affordability	89%
Availability of parking	3%

Table 18: Most important factors for faculty and staff while searching for their future housing location (n=863)

Most Important Factor	Percent
Ability to walk or ride a bicycle to SDSU	4%
Ability to ride an MTS bus or trolley to SDSU	2%
Housing affordability	92%
Availability of parking	2%

Opportunities

Vanpool

Interest in an employer-organized vanpool program was unfortunately low. We asked faculty and staff: “Would you consider riding in or driving a shared van, minivan, or SUV (aka “vanpool”) from your local area for a cost of approximately $150/month to $250/month?” Of the 940 respondents who answered this question, only about 10% said yes.

Proximity to to Transit Stops

We asked faculty and staff, “Is there an MTS bus stop or trolley stop, within walking distance of your home that provides service to SDSU, either directly or via transfer(s)?”

About 23% of faculty and staff stated that they lived within walking distance of a transit stop providing direct service to SDSU, while about 26% said there was a stop within walking distance that provided service with transfers. Nearly one-third (29%) of respondents stated that there was no bus or trolley service from their home to campus (table 19).

Table 19: Transit accessibility for faculty and Staff (n=1,181)

Transit Accessibility	Percent
Direct service	23%
I don't know	23%
No service	29%
Service with multiple transfers	15%
Service with one transfer	11%

Awareness of Current Programs

Of the transportation programs available to SDSU employees, bus routes were the most used (22%). Usage of Zipcar, the SDSU shuttle, and transit passes was very low. Notably, about 43% of respondents said they were unaware of payroll deduction transit passes, providing an opportunity for future outreach (table 20).

Table 20: Awareness of current programs (n=1,181)

	Aware and have used	Aware, but haven't used	Unaware
Bus routes that connect to SDSU	22%	60%	18%
Zipcar	3%	57%	40%
Free SDSU Red/Black shuttle	3%	61%	36%
Payroll deduction transit passes	7%	51%	43%

Incentives

We asked faculty and staff, “How could SDSU encourage faculty and staff to explore alternatives to driving alone?” Of the 709 responses, many of the suggestions were similar to those recorded in the student survey, such as offering free transit, facilitating carpooling groups, and increasing the housing supply near campus. Additionally, about 10% of respondents advocated for the return of hybrid or remote work in order to reduce the environmental impacts of commuting to campus. In a separate question asking about preferred work modes, we found that over half of respondents would prefer a hybrid schedule (figure 19).

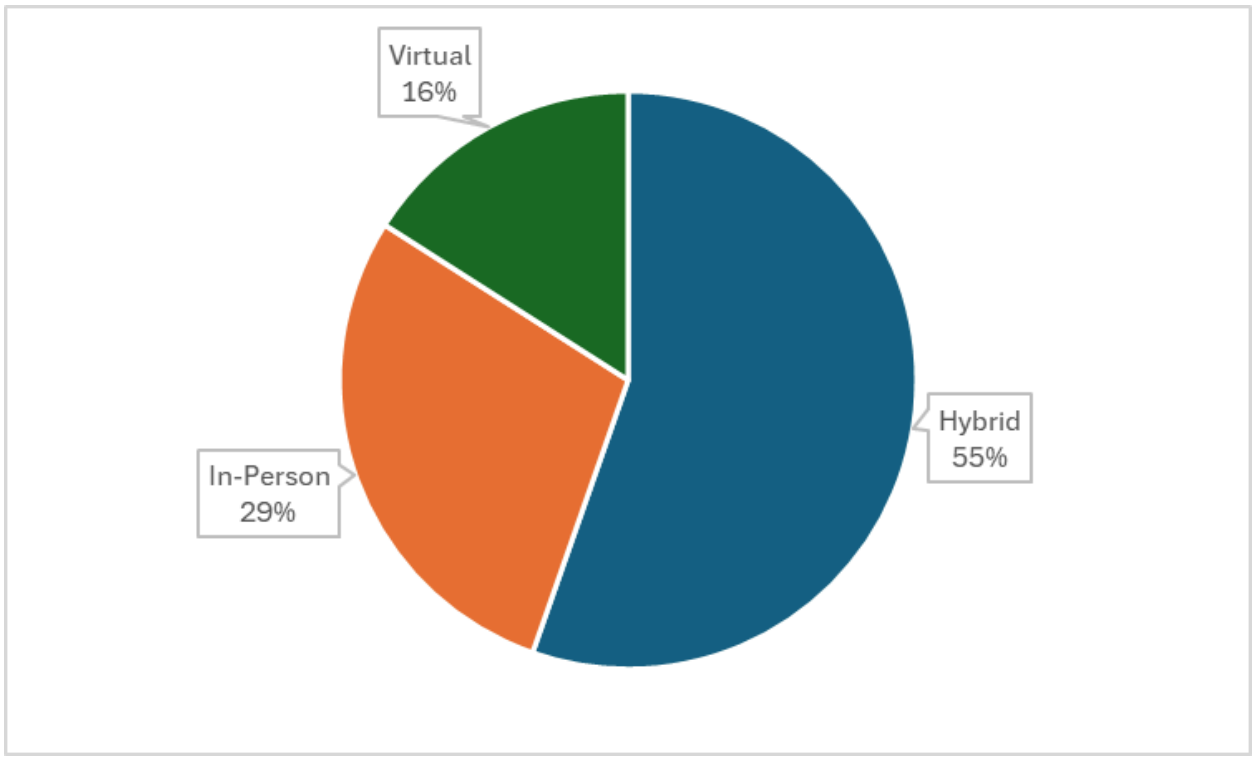


Figure 19: Faculty and Staff Remote Work Preferences

APPENDIX D

ON-CAMPUS RESIDENT STUDENTS AND OFF-CAMPUS STUDENTS TRIP LENGTHS

SDSU Evolve Student Housing Project

Trip Generation and VMT Calculations

November 11, 2024

Table 1

SDSU Evolve Student Housing: Trip Generation Calculations (Daily)

Student Type	Quantity	Daily Trip Ends (ADT) [a]	
		Rate	Volume
Trips Added			
Resident Student[d]	4,468 Students	0.64 /Student [b]	2,860
Trips Removed			
Non-Resident Student	-4,468 Students	1.30 /Student [c]	(5,808)
Total New Trips	-	-	**(2,948)**

Footnotes:

a. Average Daily Traffic

b. Source: SDSU 2007 Campus Master Plan Environmental Impact Report (SCH# 2007021020).

c. The source of the data from which the Trip Rate was developed is the *2024 Annual Transportation Survey Report (October 3, 2024)*, SDSU Public Affairs, Office of Energy & Sustainability, and Parking and Transportation Services. (A copy of the survey results is attached to this report as *Attachment B*.) Based on the survey results, of those students responding to the survey, 65% of students living off campus drive to school. Conservatively assuming that each of the 2,904 non-resident students who currently drive to campus (4,468 total * 65% = 2,904 students) would generate the minimum 2 trips a day (one inbound, one outbound), resulting in a total of 5,808 ADT, the non-resident student trip rate is calculated at 1.30 ADT (5,808 ADT / 4,468 total students).

d. There may be a small increase in staff associated with the increase in student housing. However, this increase would be minimal and would have an indiscernible mathematical effect on the calculations above.

Table 2

SDSU Evolve Student Housing: Vehicle Miles Traveled Calculations (Daily)

Student Type	Quantity	Daily Trip Ends (ADT) [a]	Trip Length (Miles)	Total Vehicle Miles Traveled (VMT)
VMT Added[b]				
Resident Student[c]	4,468 Students	2,860	7.60	21,736
VMT Removed				
Non-Resident Student[d]	-4,468 Students	(5,808)	14.17	(82,299)
Total New VMT	-	-	-	**(60,563)**

Footnotes:

a. Average Daily Traffic, as calculated in *Table 1*.

b. There may be a small increase in staff associated with the increase in student housing. However, this increase would be minimal and would have an indiscernible mathematical effect on the calculations above.

c. The source of the Trip Length is the current SANDAG SB743 VMT Maps, 2016 (baseline) VMT Per Capita by Census Tract for Census Tract 28.01, which represents the most current data available from SANDAG.

d. The source of the Trip Length is the *2024 Annual Transportation Survey Report (October 3, 2024)*, SDSU Public Affairs, Office of Energy & Sustainability, and Parking and Transportation Services *Table 6: Average Commute Time by and Distance (one-way) by Mode (Spring 2024) for Off-Campus Students (>0.25 miles)*.

Trips Added - Average Daily Trip Rate and Trip Length:

This section describes the source of the Average Daily Trip (ADT) Rate and Trip Length utilized to calculate the vehicle trips and resulting VMT that would be added to the roadway network and the region as a result of the shift in students from off-campus to on-campus housing.

Average Daily Trip Rate: 0.64 trips/Student

Trip Rate Source: The source of the trip rate utilized in the calculations is the Transportation Impact Analysis technical report prepared by Linscott, Law & Greenspan (LLG) as part of the 2007 SDSU Campus Master Plan EIR. (A copy of the relevant section from the LLG report is attached as ***Attachment A***.) To determine whether the trip rate is still current, LLG conducted a validation analysis, as follows:

- The proposed Project would result in a net increase of 4,468 student beds on campus.
- Of these 4,468 student beds, 10% are assumed to be dedicated to first year-year/freshmen students, who are not permitted to have vehicles on campus. This is a conservative assumption as the greater the number of students assumed to have vehicles, in this case 90 percent, the greater the number of trips that would be added as a result of the Project. Based on this conservative assumption, a total of 4,021 upperclassmen students would reside in the new housing (90% of total 4,468 beds).
- Based on current SDSU data, approximately 69% of existing upper classmen actually bring a car to campus. (70% of upper classmen purchased overnight parking permits per SDSU Parking and Transportation Services, JD Weidman). Multiplying 4,021 by 70% results in a total of 2,815 students with cars on campus (4,021 x 70% = 2,815 students with cars).
- Based on discussions with SDSU Parking and Transportation Services staff, a maximum of 50% of students living on campus with a vehicle drive off campus on a typical weekday. Because students are in class during the day and SDSU provides most essential services on campus, including food, the 50% assumption is considered high, thereby providing a conservative input.
- Assuming 50% of on-campus resident students leave and return via car once per day (resulting in 2 ADT for each of these students), consistent with expected travel patterns, results in a total 2,815 ADT generated (2,815 students x 50% x 2 ADT/student = 2,815 ADT).
- 2,815 ADT / 4,468 On-Campus residents = 0.63 ADT / On-Campus Resident Student

The 0.64 daily trip rate per student from the 2007 EIR and the 0.63 daily trip rate calculated above are nearly identical, which indicates that the 0.64 daily trip rate from the 2007 EIR is still valid and applicable for use in calculating the Project's trip generation.

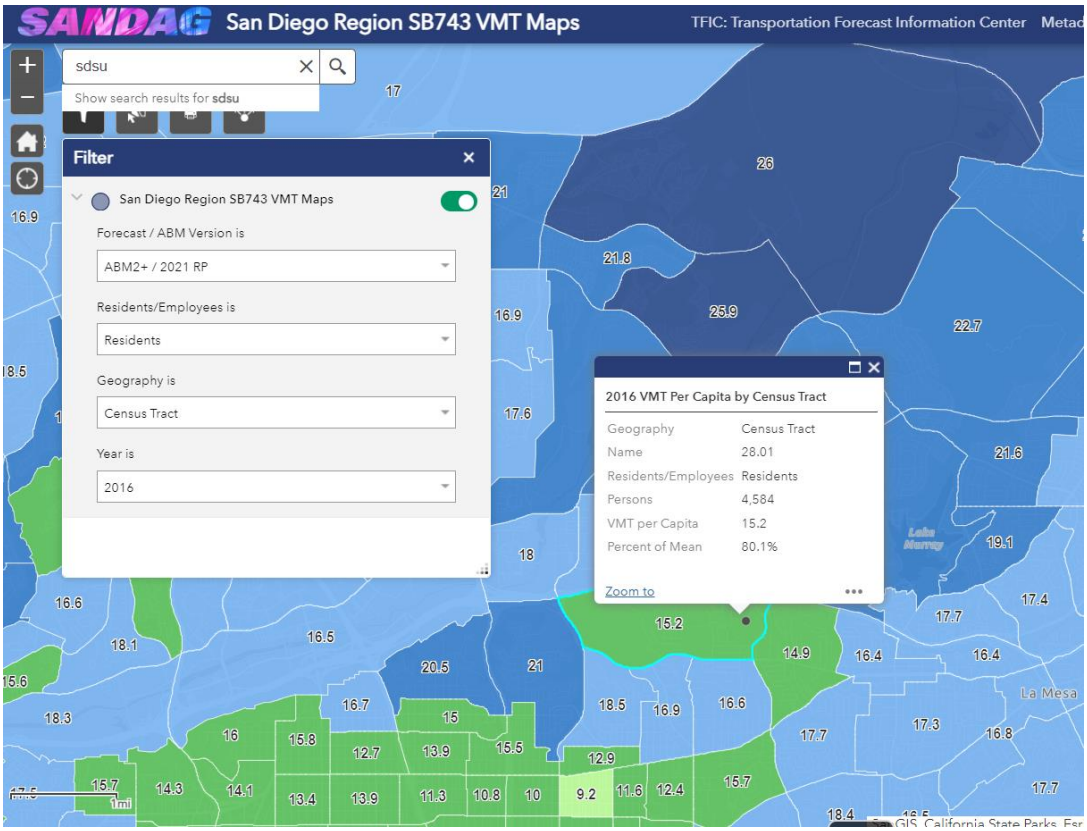
Average Trip Length 7.6 Miles

Trip Length Source: Current SANDAG SB743 VMT Maps, 2016 (baseline) VMT Per Capita by Census Tract for Census Tract 28.01 (shown in Exhibit 1), located south of I-8, west of College Avenue, east of Fairmount Avenue, and north of Montezuma Road. The census tract includes a total of 4,584 residents including on-campus student residents as well as non-SDSU related residents living in the College West and Alvarado Estates neighborhoods. The 2016 (baseline) data represents current data available from SANDAG.

The average daily VMT per capita for all residents of Census Tract 28.01 is 15.2 miles. Conservatively assuming each non-SDSU related resident of Census Tract 28.01 makes only two trips per day via car (one inbound and one outbound), the result would be an average daily trip length of 7.6 miles (i.e. 15.2 miles divided by two). However, consistent with typical travel patterns, the non-SDSU related residents likely generate more than two trips per day. Therefore, assuming only two trips a day per resident results in the most conservative (i.e., greatest) trip length; the more trips assumed the lower the resulting trip length.

Assuming 50% of on-campus resident students residing in Census Tract 28.01 leave and return via car once per day, consistent with the trip generation validation exercise conducted in the section above, results in an average daily trip length of 7.6 miles. This conclusion is conservative because the greater the trip length, the greater the number when calculating the increase in VMT attributable to the Project.

Exhibit 1



Note: SANDAG staff confirmed that student residents are included in the resident population number per email correspondence received 9/24/24.

Trips Removed- Average Daily Trip Rate and Trip Length

This section describes the source of the Average Daily Trip (ADT) Rate and Trip Length utilized to calculate the vehicle trips and resulting VMT that would be removed from the roadway network and the region, as a result of the shift in students from off-campus to on-campus housing.

Average Daily Trip Rate: 1.30 trips/Student

Trip Rate Source : The source of the data from which the Trip Rate was developed is the *2024 Annual Transportation Survey Report (October 3, 2024),* SDSU Public Affairs, Office of Energy & Sustainability, and Parking and Transportation Services. (A copy of the survey results is attached to this report as ***Attachment B***.)

Based on the survey results, during the Fall 2023 semester 65% of students living further than a quarter mile off-campus drove to campus, with the remaining 35% utilizing alternative modes of transportation such as public transit, bicycles or walking. The Spring 2024 data shows *more* students driving to school as compared to Fall 2023 conditions, and therefore use of the Fall 2023 data, where fewer non-resident students drive thereby resulting in a smaller reduction, is conservative.

Conservatively assuming that each of the 2,904 non-resident students who currently drive to campus (4,468 total * 65% = 2,904 students) would generate the minimum 2 trips a day (one inbound, one outbound), resulting in a total of 5,874 ADT, the non-resident student trip rate is calculated at 1.30 ADT (5,808 ADT / 4,468 total students). This assumed trip rate is conservative for purposes of calculating the number of vehicle trips that would be removed from the roadway network in that it assumes no additional trips would have been made during the course of the day other than the one trip to and one trip home from school.

Is should be noted that the analysis presented in the 2007 SDSU Campus Master Plan EIR was based on a trip rate of 2.47 ADT per off-campus student. (A copy of the relevant section from the technical report is attached as *Attachment A*.) This rate was calculated based on actual traffic counts conducted in November of 2006 and includes all trips made to/from campus including those made by students, visitors, vendors, faculty and staff. Including trips generated by all user types when calculating the off-campus student trip rate was a conservative approach when calculating the number of trips to be added to the roadway network for the 2007 EIR.

Now that the off-campus trip rate is being used to calculate the *reduction* in trips to the roadway network as a result of the Project, use of the lower trip rate of 1.30 ADT/student is conservative since it assumes that off-campus students will generate fewer trips (resulting in a smaller reduction in ADT), as compared to the rate assumed in the 2007 EIR.

Average Trip Length: 14.17 miles

Trip Length Source: The source of the Trip Length is the *2024 Annual Transportation Survey Report (October 3, 2024),* SDSU Public Affairs, Office of Energy & Sustainability, and Parking and Transportation Services - Table 6: *Average Commute Time by and Distance (one-way) by Mode (Spring 2024) for Off-Campus Students* (>0.25 miles).

8.0 TRIP GENERATION/DISTRIBUTION/ASSIGNMENT

8.1 Trip Generation

There are three project components for which trip generation calculations were performed: (1) Student headcount and faculty/staff increase, (2) Adobe Falls Faculty housing, and (3) Alvarado Hotel. The following is a description of each.

8.1.1 *(Student Headcount and Faculty/Staff Increase)*

Student headcount projections were obtained from the University for academic years 2006/2007, 2012/2013 and 2024/2025 (see *Appendix B*). The headcount increase between 2006/2007 and 2012/2013 is 2,094 and between 2006/2007 and 2024/2025 is 11,385 students.

Resident vs. Non-Resident Students

Since the trip making _patterns of students who live on campus (termed resident students) is much different than students who do not live on campus (termed non-resident students), the important first step was to divide the student headcount increase into two categories.

The forecasted split between resident students/non-resident students is 30:70 in the near-term and 35:65 in the long term scenarios. Based on this split, the following ***Table 8–1*** shows the forecasted headcount increases

TABLE 8–1
STUDENT HEADCOUNT INCREASE

Variable	Academic Years	
	2006/2007 – 2012/2013	**2006-2007 – 2024/2025**
Resident Students	628	3,984
Non-Resident Students	1,466	7,401

A. **Non-Resident Students/Faculty/Staff**

The trip rate for **non-resident students** was based on actual counts at the campus. Road tubes were placed at all entrances/exits to the campus parking areas and the total ADT (66,807) was determined. A five-day count was conducted the week of November 13, 2006 and an average of the five weekdays was utilized. The trip rate per student was determined by dividing the total campus generated ADT of 66,807 by the 2006/2007 non-resident headcount. A rate of 2.47 ADT per student was calculated. It should be noted that since this rate is based on actual counts of all campus parking areas (**including visitors, vendors, faculty and staff**), the 2.47 rate accounts for all potential campus-related trips; including faculty/staff.

B. **Resident Students**

The resident student trip count was estimated using two different methods. The first was based on data contained in the approved College Community Redevelopment Plan EIR. *Table 5-14* from this document indicates a trip rate ranging from 3.1 to 4.4 per dwelling unit depending on the type of resident housing. However, this rate does not take into account the trip reductions, which will occur due to the relocation of students to the campus. This reduction rate is outlined in Table 5-16 of the EIR and is calculated to be 2.8 ADT per unit.

Therefore the net new trips per unit would range from 0.3 (3.1-2.8) to 1.6 (4.4-2.8) ADT per unit. The next step is to translate this "per unit" rate to a "per student" rate.

The average number of students per unit is 2.50 based on SDSU data. Therefore, the ADT per resident student would range from 0.12 to 0.64. (0.3/25=0.12 & 1.6/2.5=0.64)

Another potential source of the resident student trip rate is the University of California San Diego Master Plan EIR. This EIR documented a rate of 0.41 ADT per resident student.

Of these three potential rates (0.12, 0.41 & 0.64), **a rate of 0.64 per resident** student was utilized to be conservative.

8.1.2 *Adobe Falls Faculty/Staff Housing Component*

City of San Diego trip generation rates were utilized for the proposed faculty/staff housing at the Adobe Falls site assuming they would function similar to townhome/apartment units. A rate of 8 ADT per unit was used for the portion with densities under 20 dwelling units/acre and a rate of 6 ADT per unit was used if the density exceeded this amount.

However, it is likely that faculty housing would generate less than these amounts since many of the units will have faculty reside in them that only generate 2 ADT (to and from campus).

A 5-day count was conducted at the Cal State Fullerton faculty housing development on Lake Knoll Drive in the City of Buena Park; a development similar to what is proposed at Adobe Falls. This development is located about five miles from the campus. The trip rate was found to be 3.75 ADT per unit.

A shuttle system is proposed as part of the project that would take multiple residents to and from the development to the main campus. This shuttle is expected to reduce the overall traffic generation of the development by approximately 10 percent. It is planned to implement the shuttle system once traffic volumes on the residential roadways warrant.

8.1.3 *Alvarado Hotel*

The City of San Diego trip rate for hotels was utilized.

8.1.4 *Transit Ridership*

In order to determine the extent to which transit ridership, particularly ridership on the San Diego Trolley, would affect future vehicle trips generated by SDSU, LLG worked extensively with the San Diego Association of Governments ("SANDAG") to obtain existing and projected daily passenger trolley boardings at the SDSU station. The existing number of passenger boardings is 5,982.(see Appendix H1) SANDAG forecasts there will be 7,909 daily passenger boardings at the SDSU trolley station in the year 2010, 9,242 boardings in the year 2015, and 17,450 boardings in the year 2030. (Cite.) Through interpolation, the forecasted 2012/2013 & 2024/2025 passenger boardings are 8,442 and 14,714, respectively.

According to SANDAG, 21% of the boardings at SDSU are transfers and, therefore, passengers not originating travel at SDSU. Therefore, based on SANDAG projections, 79% of the passenger boardings at the SDSU trolley station are trips originating at SDSU. SANDAG estimates, based on these numbers, that 4,726 SDSU students, faculty and staff members presently ride the trolley to and from campus.

As shown on **Table 8-2A, Year 2012 (Near-Term) Project Trip Generation**, and **Table 8-3A, Horizon Year Project Trip Generation**, if the number of SDSU trolley riders were to remain stagnant over the next 20 years, the proposed project would generate an additional 5,607 ADT over existing vehicle trips by interim year 2012, and an additional 23,404 ADT by horizon year 2024-25. However, SANDAG does not project the number of trolley riders to remain stagnant. SANDAG projects that by the year 2012, the number of SDSU trolley riders will increase to 6,669, an increase of 1,943 additional trolley riders. (See Table 8-2B) By the year 2024-25, SANDAG projects that the number of SDSU trolley riders will increase over existing by 6,898 trolley riders to 11,624. Therefore, between now and 2024-25, during the same period when the SDSU student headcount will increase from 33,441 to 44,826, SANDAG estimates that trolley ridership will increase by 6,898 SDSU students, faculty and staff over existing numbers. (See Table 8-3B)

In order to account for this intermediate- and long-term increase in SDSU related trolley ridership, and the corresponding future shift from vehicle trips to trolley trips that will result in fewer vehicles on the roadways, the 2012 and 2024-25 trip generation projections for the proposed project have been adjusted to account for the reduced vehicle trips due to the increased trolley ridership.

To translate transit usage into vehicle trips, a vehicle occupancy rate of 1.2 people per car was utilized, based on an LLG survey conducted in May 2000. Therefore, by project buildout year 2024/25, the one-way traffic that would shift to the trolley is 5,748 trips (6,898 students ÷ 1.2 people/car). (See Table 8-3B) A five (5) % factor is applied to this amount to account for the fact that some of the shift to the trolley would be from other transit opportunities and not from personal vehicles. (See Table 8-3B) Therefore, the one-way traffic that would shift to the trolley by the year 2024/25 is 5,460 trips. (See Table 8-3B.) This number is multiplied by 2 to convert it to an ADT, which equates to a 10,920 ADT shift by the year 2024/25. (See Table 8-3C) A similar calculation was completed for 2012/2013 and the shift to the trolley was calculated to be 3,076 ADT. (See Table 8-2C)

As shown on Tables 8-2C and 8-3C, taking into account the forecasted increase in trolley ridership, the net increase in ADT that would result from the proposed project is 2,531 ADT by the year 2012, and 12,484 ADT by the year 2024-25.

8.1.5 *Trip Generation Summary*

Table 8-2A shows that the near term total trip generation ADT without assuming a future shift to the trolley is 5,607 ADT. ***Table 8-2B*** shows that the forecasted shift to the trolley is 3,076 ADT based on SANDAG boarding projections as described previously. ***Table 8-2C*** shows the net increase in traffic for the campus is 2,531 ADT.

Table 8-3A, B & C shows the total trip generation, trolley shift and net increase in campus traffic respectively, for the horizon year.

8.2 Trip Distribution & Assignment

The trip distribution and assignment for each component of the project is described below. The Student Headcount increase, Adobe Falls Faculty/Staff Housing, and the Alvarado Hotel require separate distribution and assignments given the different nature of the uses that are proposed at each site.

8.2.1 *Student Headcount and Faculty/Staff Increase*

As previously discussed in Section 2.2, it is expected that the student headcount increase from 33,441 to 44,826 would be partially accommodated in classroom facilities to be constructed on Alvarado Campus site. The remaining would be accommodated in the existing SDSU facilities on the main campus. The traffic distribution for the student headcount increase component is based on its proximity to Interstate 8 and the surrounding street network. A Select Zone Assignment for the SDSU Traffic Analysis Zone (TAZ) was obtained from SANDAG and utilized in determining the project distribution. The majority of the traffic destined for SDSU travel to and from Interstate 8. ***Figure 8–1*** illustrates this distribution.

All of the near-term project traffic was assigned to the main campus. The horizon-year project traffic was assigned with 50 percent to the main campus and 50 percent to the Alvarado Campus. The near-term assignment of traffic for the Alvarado Campus site is shown on ***Figure 8–2***. Assignment of traffic to the surrounding street system is based on the location of parking structures and lots, specific street characteristics (e.g. one-way streets), and the existing traffic conditions within the study area. The horizon year project assignment for Alvarado Campus is shown on ***Figure 8–3***.

8.2.2 *Adobe Falls Faculty/Staff Housing*

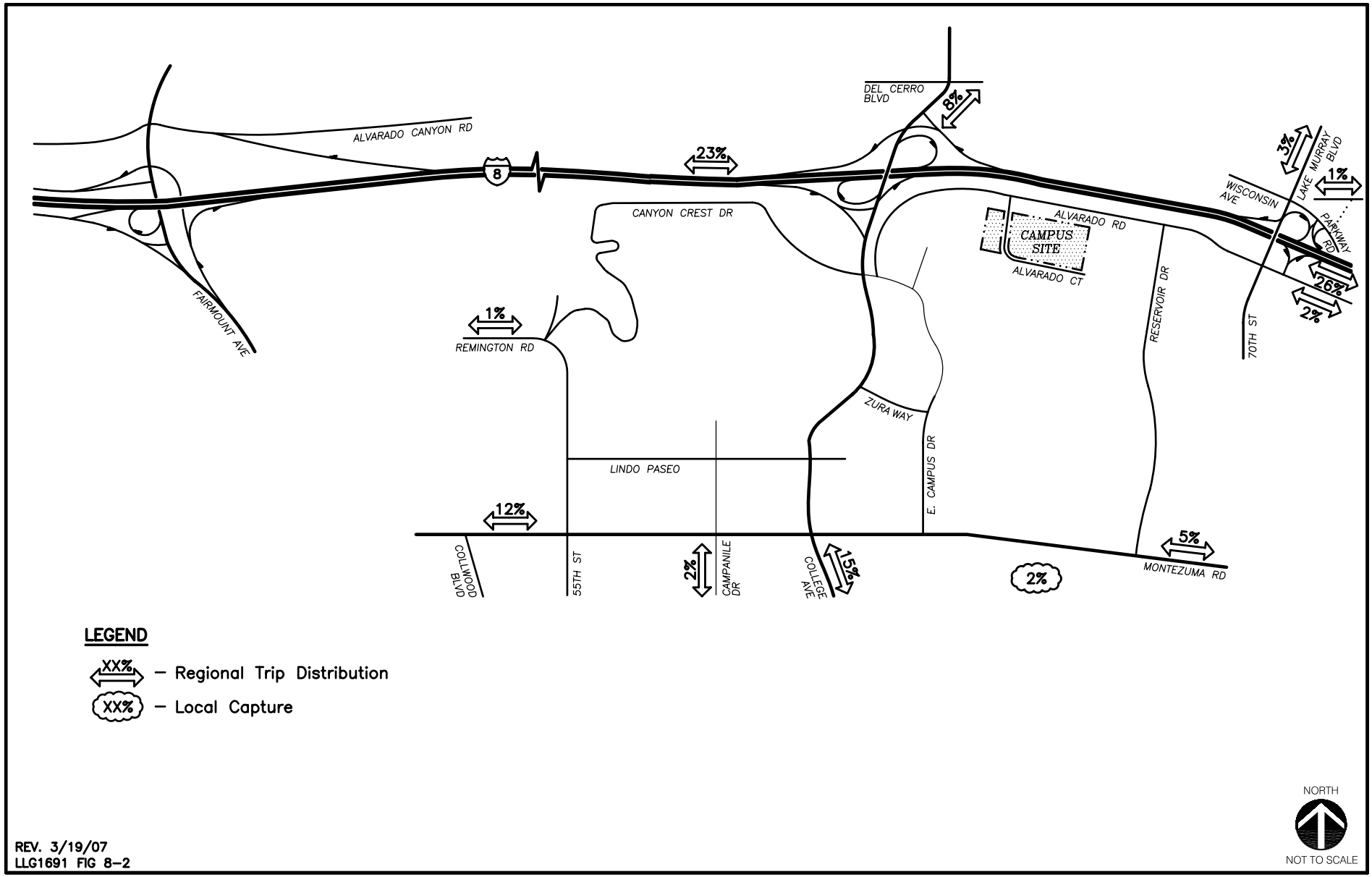
The distribution for the Adobe Falls Faculty/Staff residential component of the project is based on its proximity to the SDSU Campus and the surrounding amenities. Given that this residential project is expected to house faculty and staff affiliated with SDSU, much of the traffic is distributed to and from the SDSU campus as shown on ***Figure 8–4***. This detailed distribution, specific to the project site, also provides the project ADT volumes on the analyzed street segments. The Adobe Falls distribution to the surrounding local streets is shown in ***Figure 8–5***. The project assignment takes

into account access to and from major roadways along with the location of parking lots and structures on campus. ***Figure 8–6*** shows the Adobe Falls assignment for the near-term project traffic, and ***Figure 8–7*** shows the Adobe Falls assignment for the horizon year project traffic.

8.2.3 *Alvarado Hotel*

The distribution for the Alvarado Hotel project component is based on its proximity to the SDSU Campus and the surrounding amenities. Given that this project component is expected to be used primarily by visitors to the Campus, the majority of the traffic is distributed based on the location of the San Diego International Airport and related tourist facilities. The distribution also considers the possibility of local businesses using the hotel for meetings and conferences. ***Figure 8–8*** illustrates this distribution. The project assignment takes into account access to and from major roadways. ***Figure 8–9*** shows the hotel assignment for both the near-term and the horizon year.

Figure 8–10, total near-term project traffic volumes, is the result of the addition of the three near-term project traffic assignments. Similarly, ***Figure 8–11***, total horizon year project traffic volumes, is the result of the addition of the three horizon year project traffic assignments.

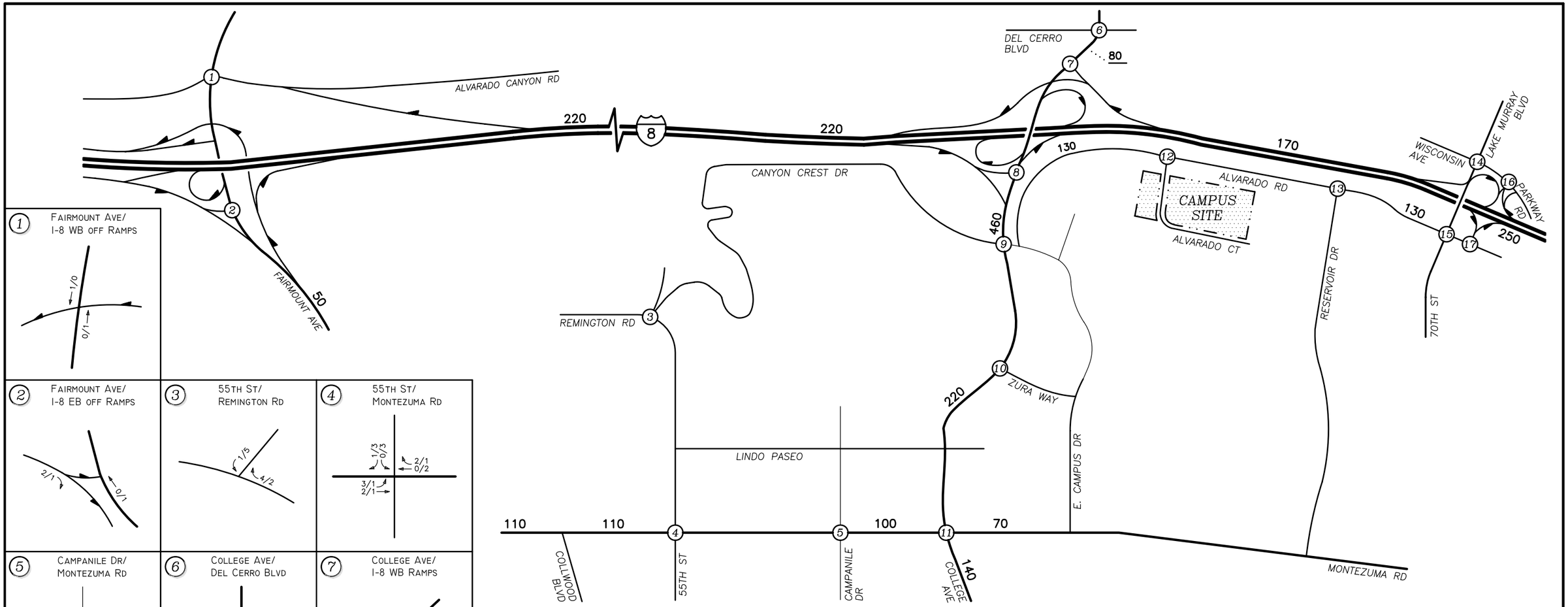


LINSCOTT LAW & GREENSPAN engineers

Figure 8-1

Alvarado Campus Project Traffic Distribution (Near-Term & Horizon Year)

SDSU 2007 Campus Master Plan Revision



NOTES:
- ADTs are shown midblock
- AM/PM peak hour volumes are shown at the intersections

NORTH

NOT TO SCALE

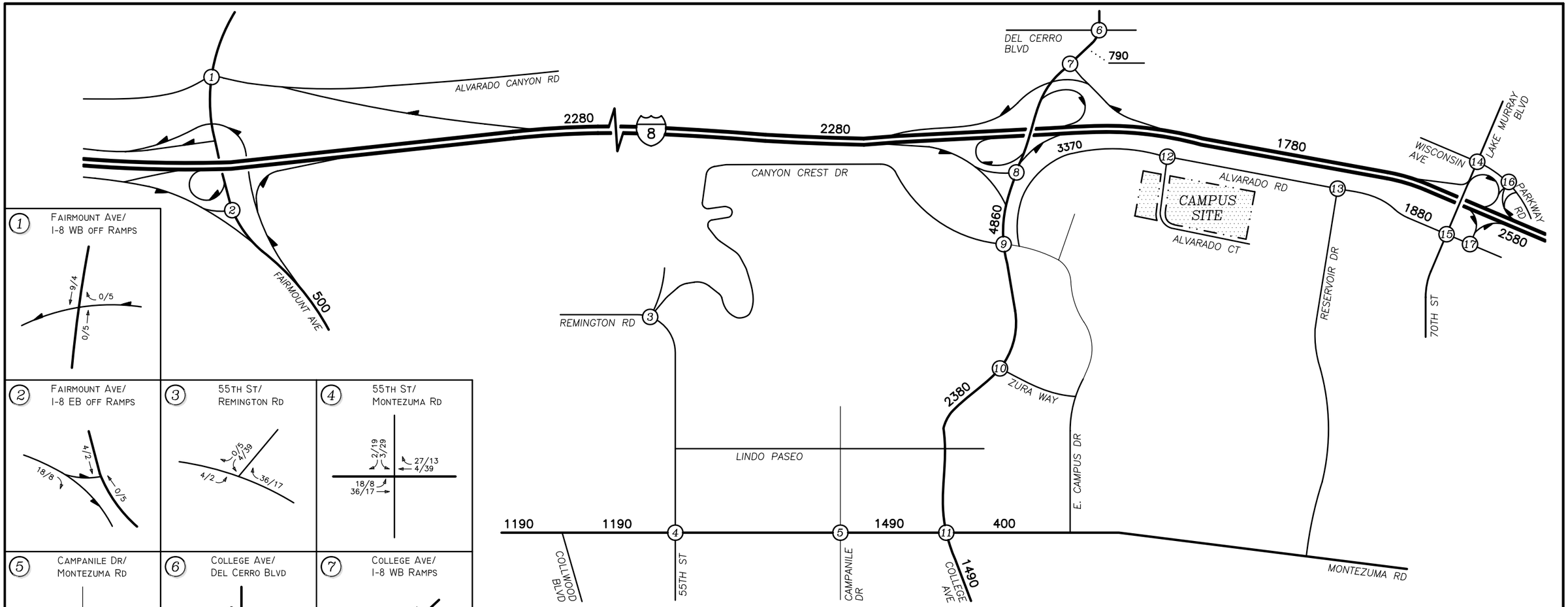
LINSCOTT LAW & GREENSPAN engineers

REV. 5/9/07
LLG1691\May 2007 Study\Fig 8-2

Figure 8-2

Alvarado Campus Project Traffic Assignment (Near-Term) AM/PM Peak Hours & ADT

SDSU 2007 CAMPUS MASTER PLAN REVISION



NOTES:
- ADTs are shown midblock
- AM/PM peak hour volumes are shown at the intersections

NORTH

NOT TO SCALE

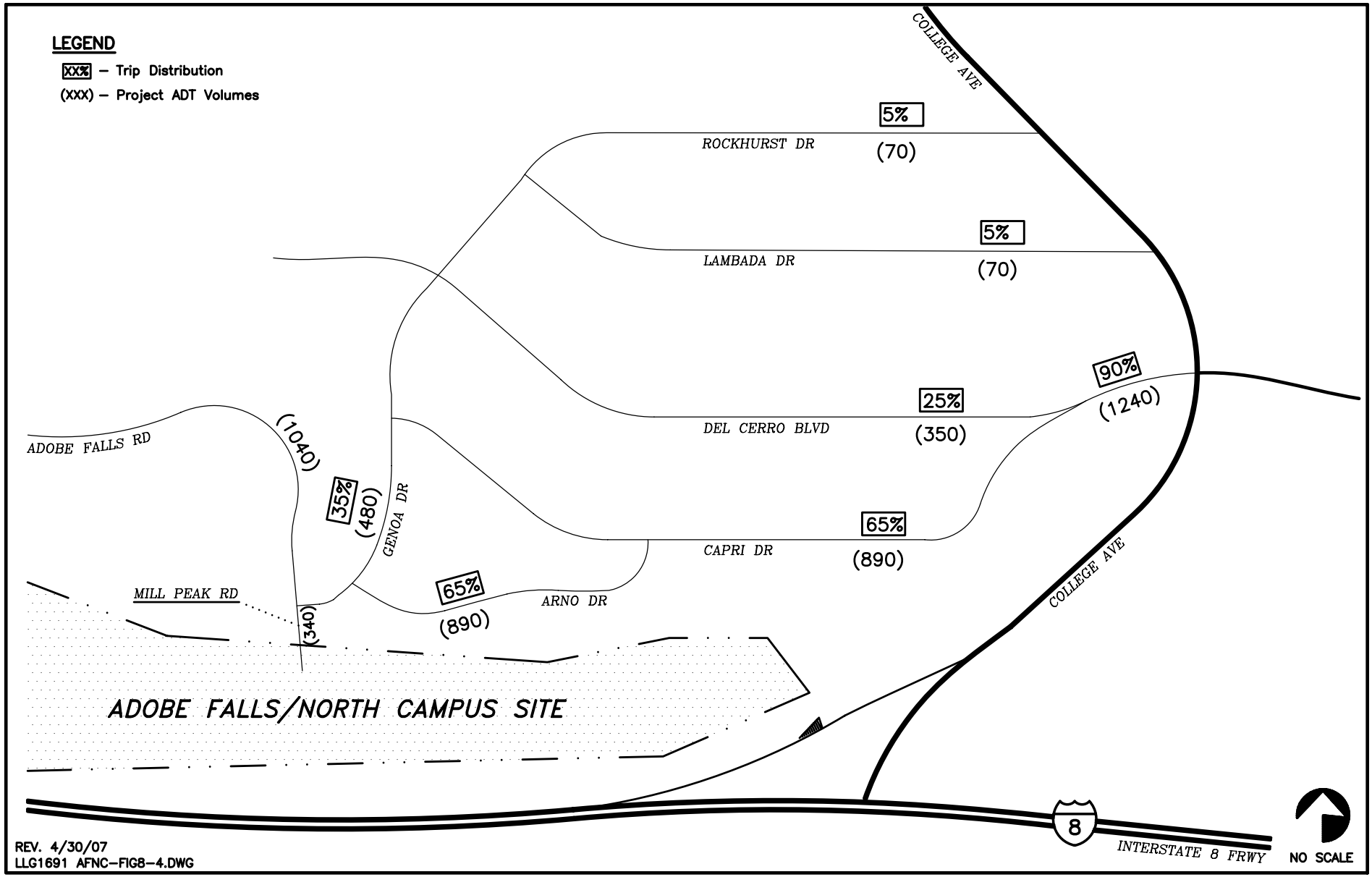
LINSCOTT LAW & GREENSPAN engineers

REV. 5/9/07
LLG1691\May 2007 Study\Fig 8-3

Figure 8-3

Alvarado Campus Project Traffic Assignment (Horizon Year) AM/PM Peak Hours & ADT

SDSU 2007 CAMPUS MASTER PLAN REVISION

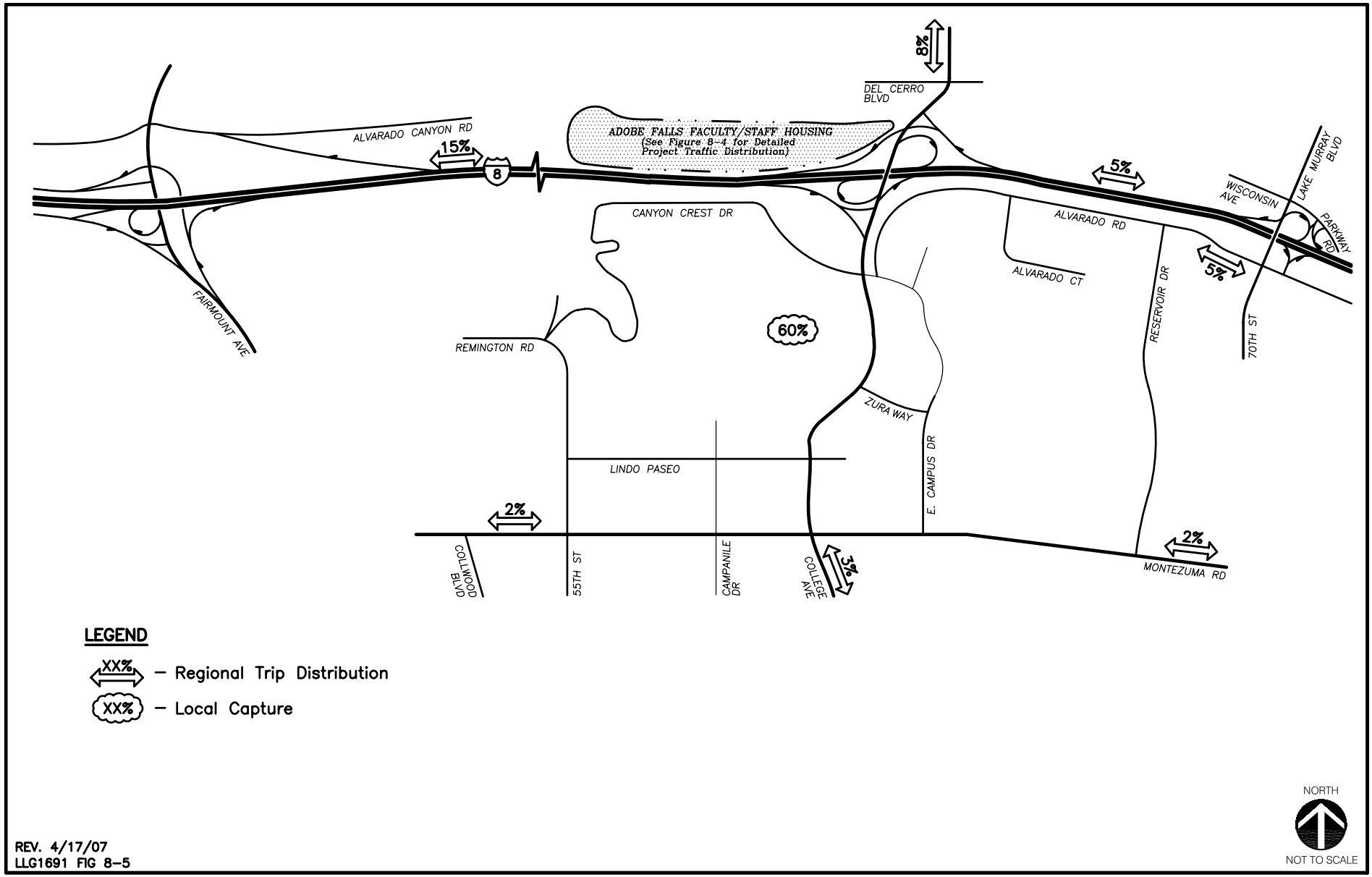


LINSCOTT LAW & GREENSPAN engineers

Figure 8-4

Detailed Adobe Falls Faculty/Staff Housing Project Traffic ADT Volumes & Distribution

SDSU 2007 Campus Master Plan Revision

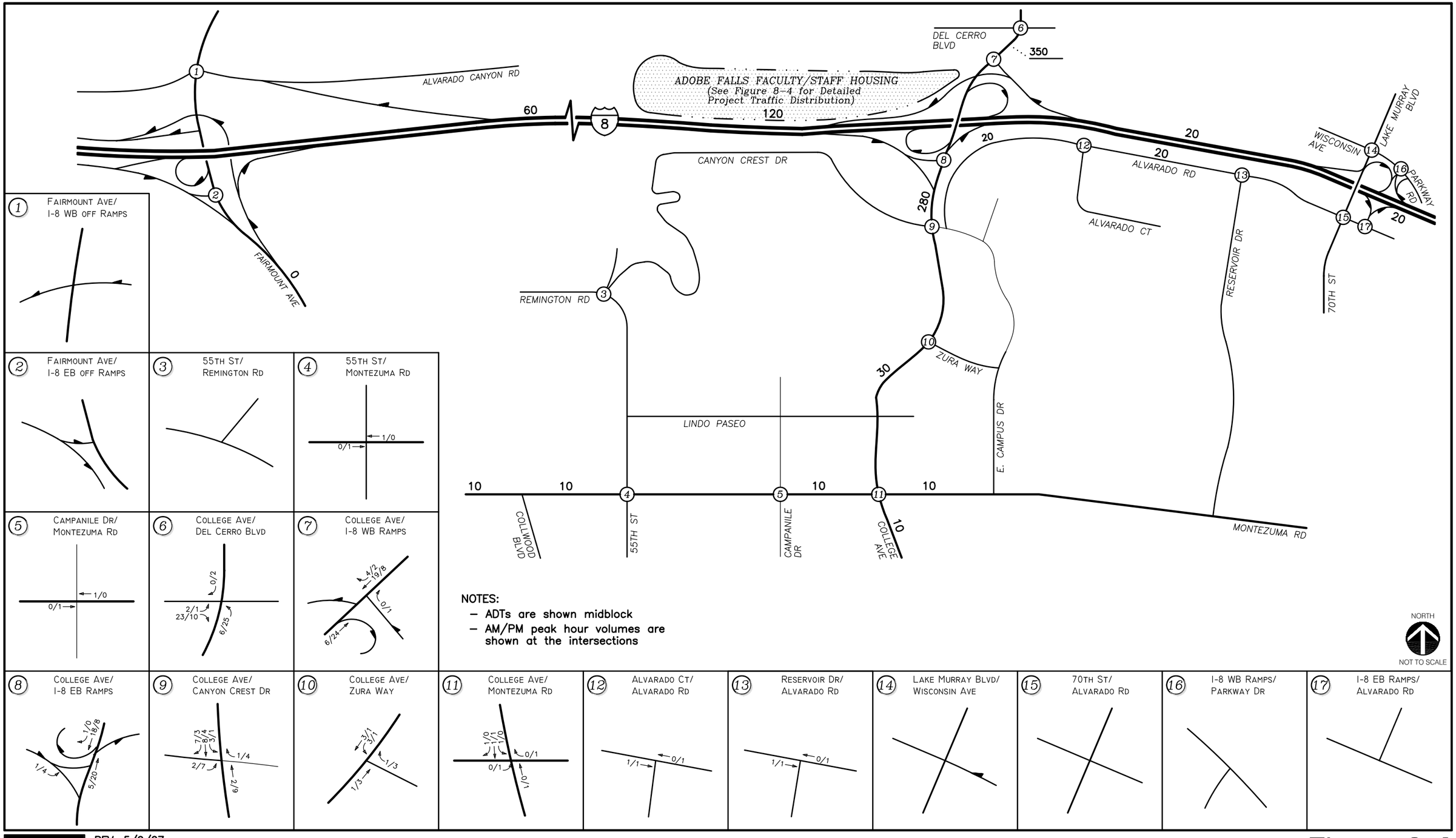


LINSCOTT LAW & GREENSPAN engineers

Figure 8-5

Adobe Falls Faculty/Staff Housing Traffic Distribution (Near-Term & Horizon Year)

SDSU 2007 Campus Master Plan Revision



NOTES:
- ADTs are shown midblock
- AM/PM peak hour volumes are shown at the intersections

NORTH

NOT TO SCALE

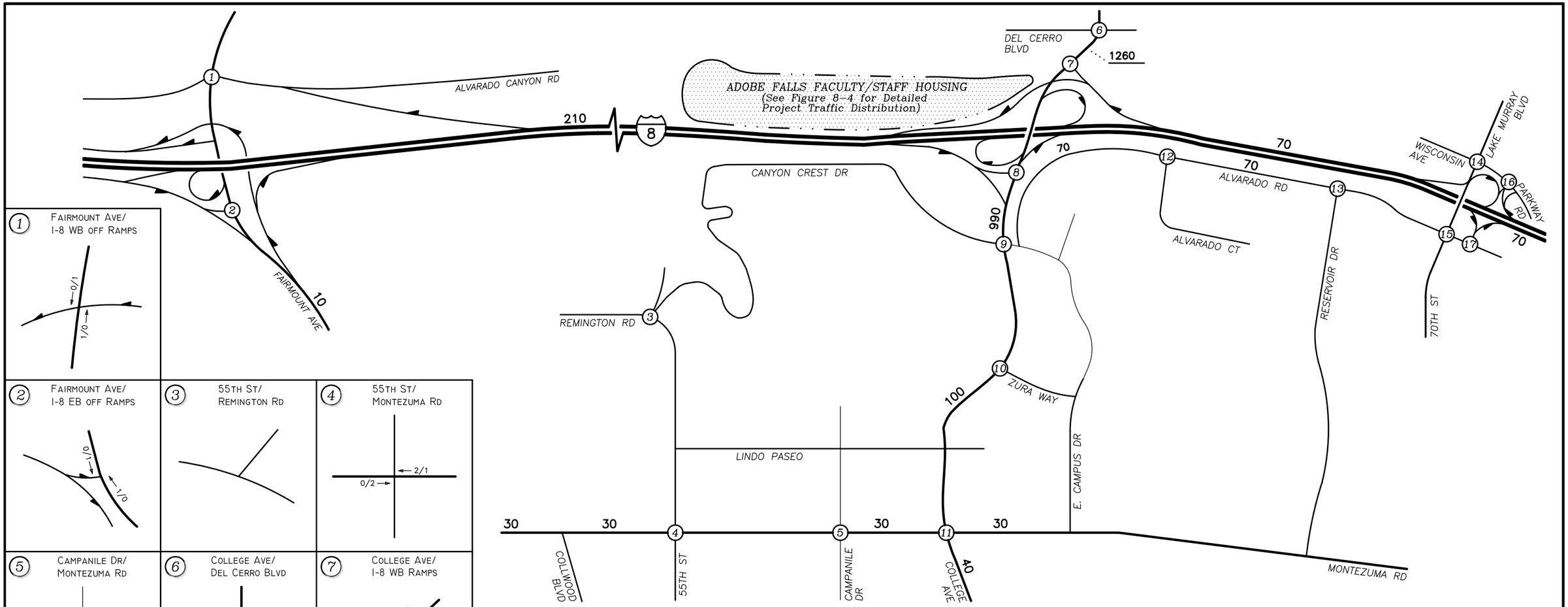
LINSCOTT LAW & GREENSPAN engineers

REV. 5/9/07
LLG1691\May 2007 Study\Fig 8-6

Figure 8-6

Adobe Falls Faculty/Staff Housing Traffic Assignment (Near-Term) AM/PM Peak Hours & ADT

SDSU 2007 CAMPUS MASTER PLAN REVISION



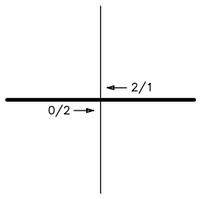
1 Fairmount Ave/ I-8 WB off Ramps

2 Fairmount Ave/ I-8 EB off Ramps

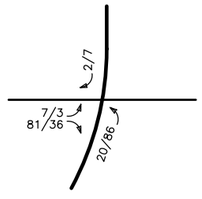
3 55th St/ Remington Rd

4 55th St/ Montezuma Rd

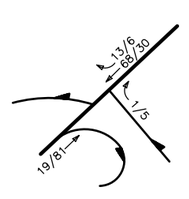
5 Campanile Dr/ Montezuma Rd



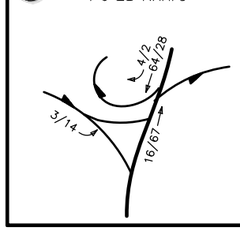
6 College Ave/ Del Cerro Blvd



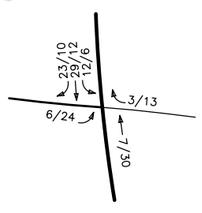
7 College Ave/ I-8 WB Ramps



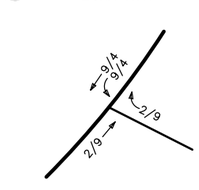
8 College Ave/ I-8 EB Ramps



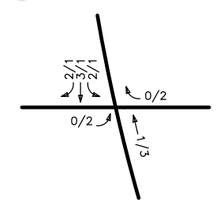
9 College Ave/ Canyon Crest Dr



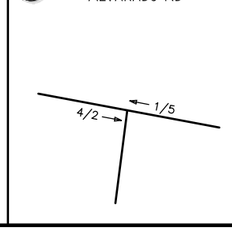
10 College Ave/ Zura Way



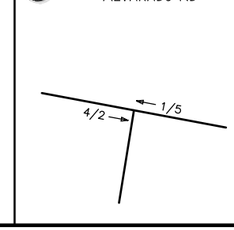
11 College Ave/ Montezuma Rd



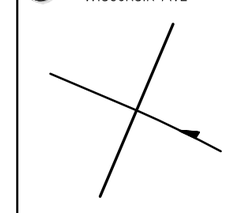
12 Alvarado Ct/ Alvarado Rd



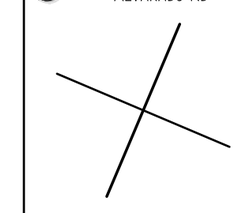
13 Reservoir Dr/ Alvarado Rd



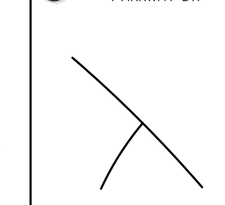
14 Lake Murray Blvd/ Wisconsin Ave



15 70th St/ Alvarado Rd



16 I-8 WB Ramps/ Parkway Dr



17 I-8 EB Ramps/ Alvarado Rd

NOTES:
- ADTs are shown midblock
- AM/PM peak hour volumes are shown at the intersections

NORTH

NOT TO SCALE

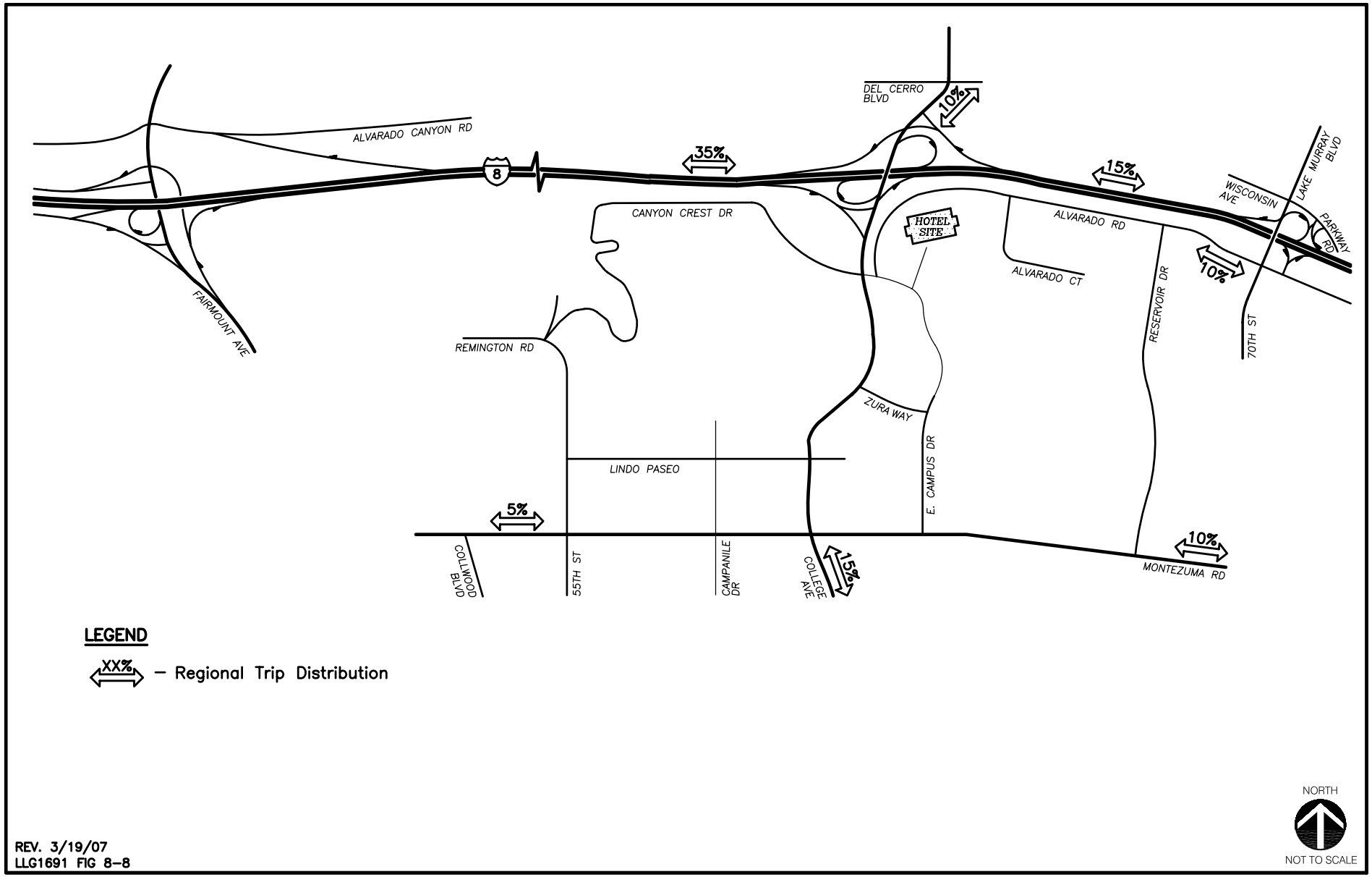
LINSCOTT LAW & GREENSPAN engineers

REV. 5/9/07
LLG1691\May 2007 Study\Fig 8-7

Figure 8-7

Adobe Falls Faculty/Staff Housing Traffic Assignment (Horizon-Year) AM/PM Peak Hours & ADT

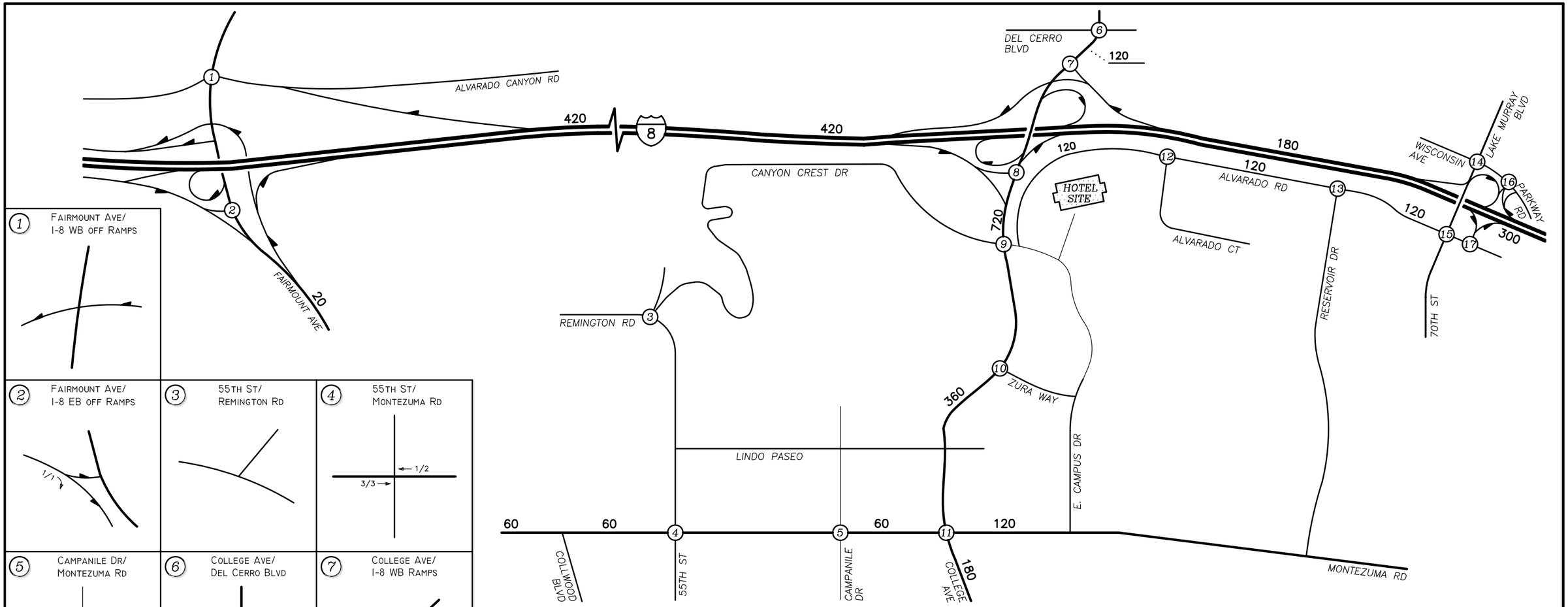
SDSU 2007 Campus Master Plan Revision



LINSCOTT LAW & GREENSPAN engineers

Figure 8-8

Alvarado Hotel Project Traffic Distribution



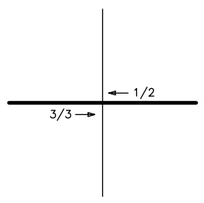
1 FAIRMOUNT AVE/ I-8 WB OFF RAMPS

2 FAIRMOUNT AVE/ I-8 EB OFF RAMPS

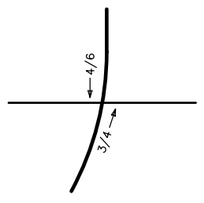
3 55TH ST/ REMINGTON RD

4 55TH ST/ MONTEZUMA RD

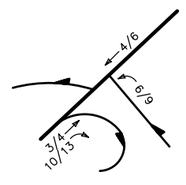
5 CAMPANILE DR/ MONTEZUMA RD



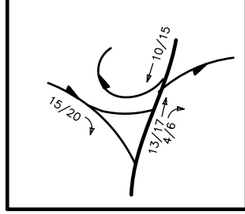
6 COLLEGE AVE/ DEL CERRO BLVD



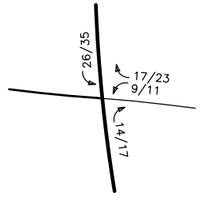
7 COLLEGE AVE/ I-8 WB RAMPS



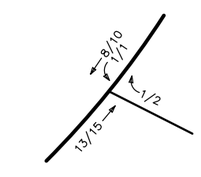
8 COLLEGE AVE/ I-8 EB RAMPS



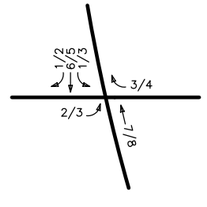
9 COLLEGE AVE/ CANYON CREST DR



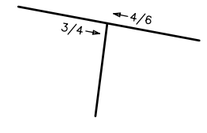
10 COLLEGE AVE/ ZURA WAY



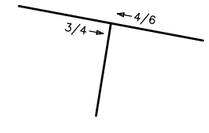
11 COLLEGE AVE/ MONTEZUMA RD



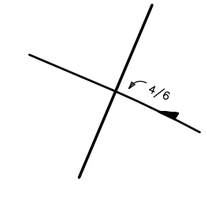
12 ALVARADO CT/ ALVARADO RD



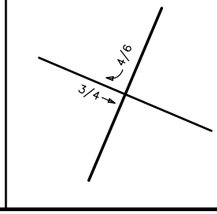
13 RESERVOIR DR/ ALVARADO RD



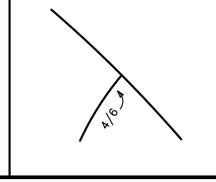
14 LAKE MURRAY BLVD/ WISCONSIN AVE



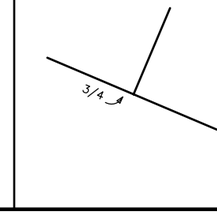
15 70TH ST/ ALVARADO RD



16 I-8 WB RAMPS/ PARKWAY DR



17 I-8 EB RAMPS/ ALVARADO RD



NOTES:
- ADTs are shown midblock
- AM/PM peak hour volumes are shown at the intersections

NORTH

NOT TO SCALE

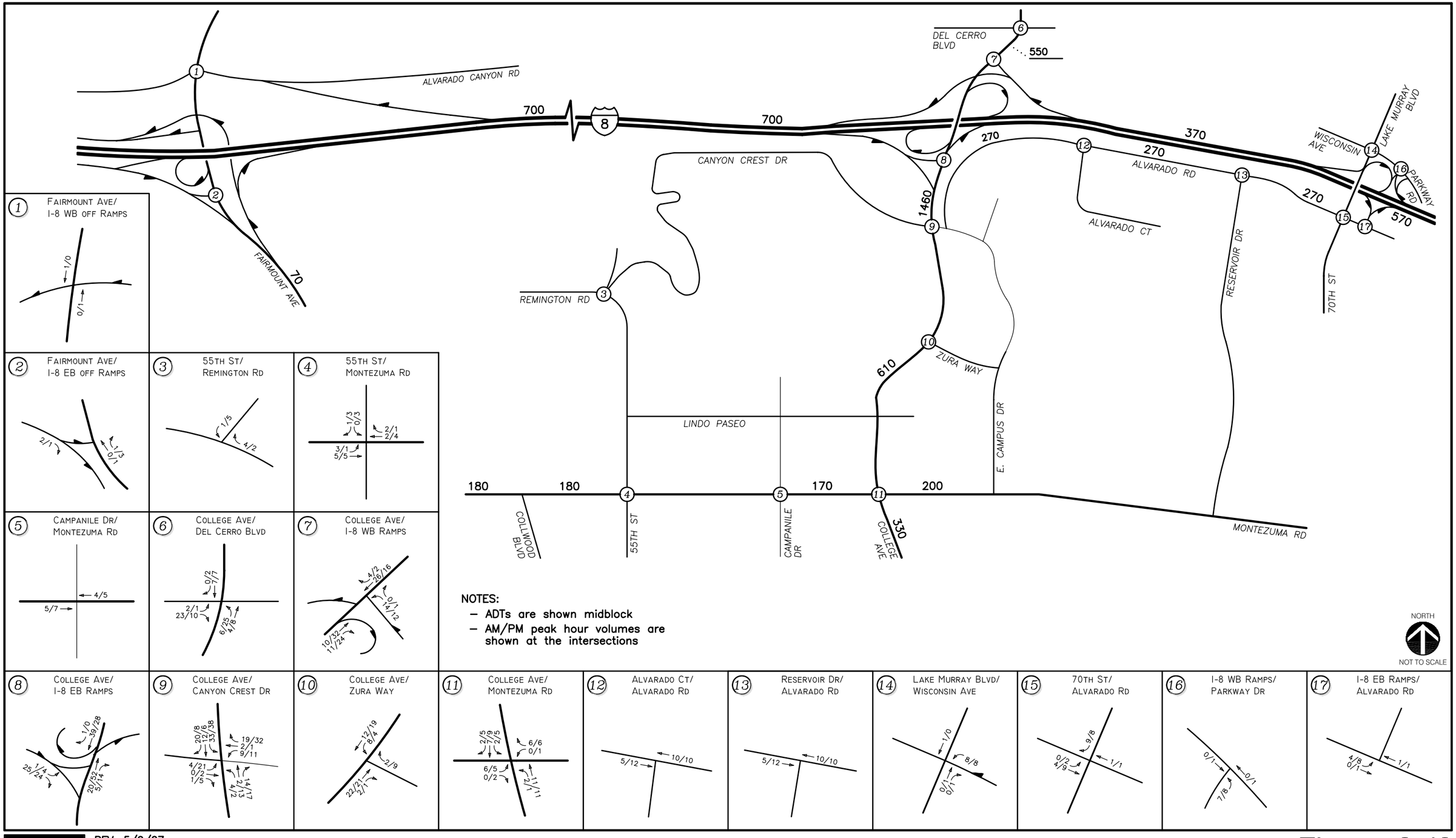
LINSCOTT LAW & GREENSPAN engineers

REV. 4/17/07
LLG1691\May 2007 Study\Fig 8-9

Figure 8-9

Alvarado Hotel Project Traffic Assignment AM/PM Peak Hours & ADT

SDSU 2007 CAMPUS MASTER PLAN REVISION



NOTES:
- ADTs are shown midblock
- AM/PM peak hour volumes are shown at the intersections

NORTH

NOT TO SCALE

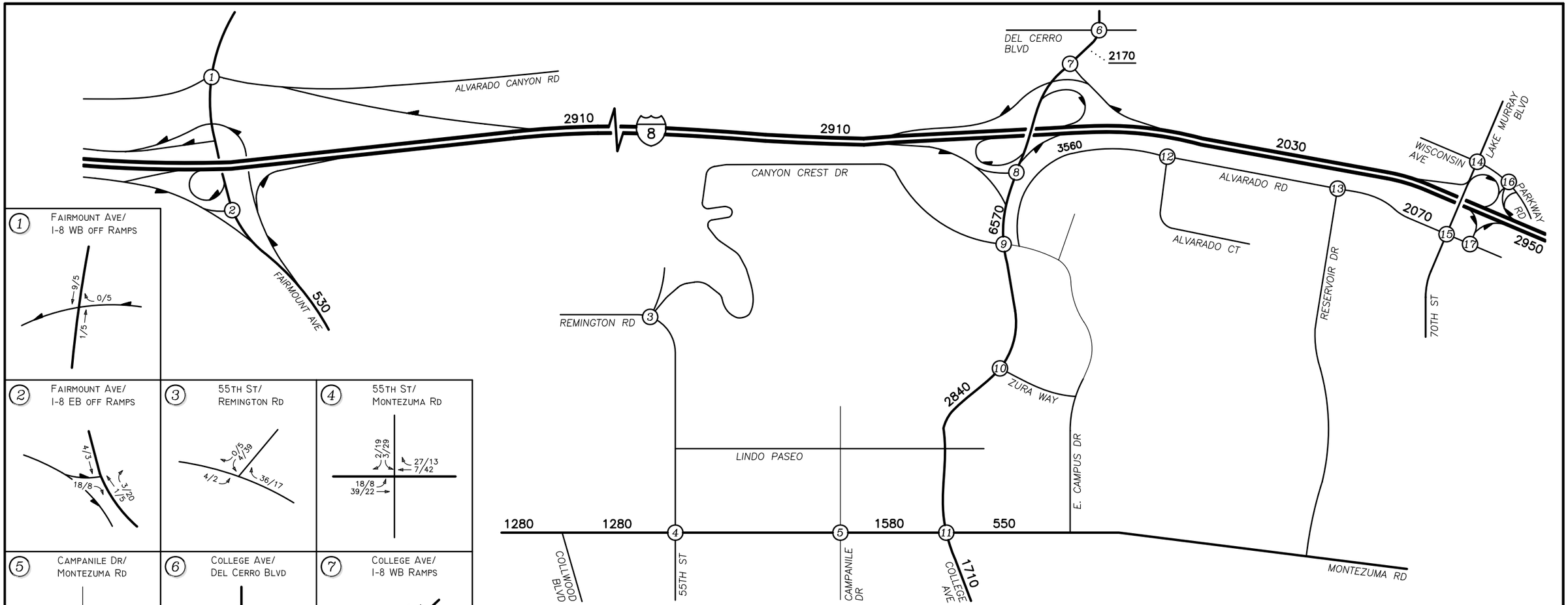
LINSCOTT LAW & GREENSPAN engineers

REV. 5/9/07
LLG1691\May 2007 Study\Fig 8-10

Figure 8-10

Near-Term Total Project Traffic Volumes AM/PM Peak Hours & ADT

SDSU 2007 CAMPUS MASTER PLAN REVISION



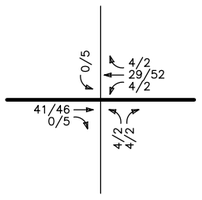
1 FAIRMOUNT AVE/ I-8 WB OFF RAMPS

2 FAIRMOUNT AVE/ I-8 EB OFF RAMPS

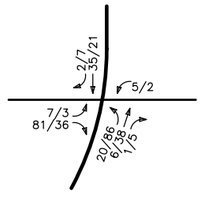
3 55TH ST/ REMINGTON RD

4 55TH ST/ MONTEZUMA RD

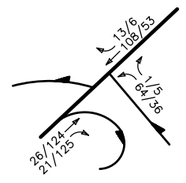
5 CAMPANILE DR/ MONTEZUMA RD



6 COLLEGE AVE/ DEL CERRO BLVD



7 COLLEGE AVE/ I-8 WB RAMPS

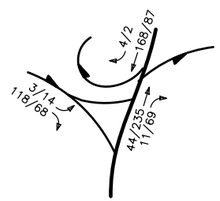


NOTES:
- ADTs are shown midblock
- AM/PM peak hour volumes are shown at the intersections

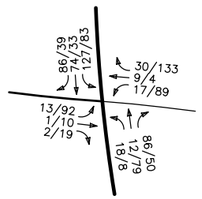
NORTH

NOT TO SCALE

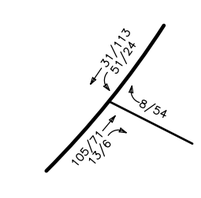
8 COLLEGE AVE/ I-8 EB RAMPS



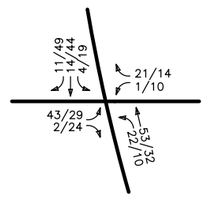
9 COLLEGE AVE/ CANYON CREST DR



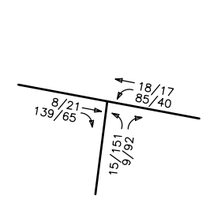
10 COLLEGE AVE/ ZURA WAY



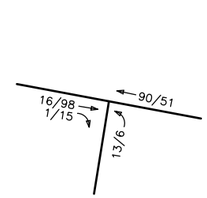
11 COLLEGE AVE/ MONTEZUMA RD



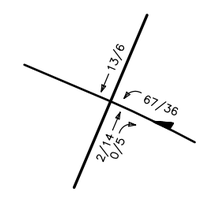
12 ALVARADO CT/ ALVARADO RD



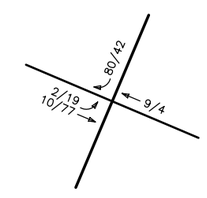
13 RESERVOIR DR/ ALVARADO RD



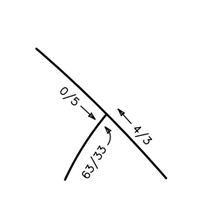
14 LAKE MURRAY BLVD/ WISCONSIN AVE



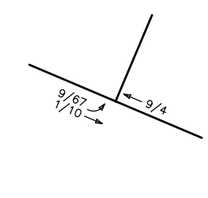
15 70TH ST/ ALVARADO RD



16 I-8 WB RAMPS/ PARKWAY DR



17 I-8 EB RAMPS/ ALVARADO RD



LINSCOTT LAW & GREENSPAN engineers

REV. 5/9/07
LLG1691\May 2007 Study\Fig 8-11

Figure 8-11

Horizon Year Total Project Traffic Volumes AM/PM Peak Hours & ADT

SDSU 2007 CAMPUS MASTER PLAN REVISION

Attachment B

2024 Annual Transportation Survey Report

Finalized: October 3, 2024

Survey Methods and Overview

The 2023-2024 SDSU Travel Survey is conducted by the School of Public Affairs. The survey is split funded (50%/50%) by the Office of Energy and Sustainability (OES) and Parking and Transportation Services (PATS). The survey is conducted in part to comply with the California State University Transportation and Parking Policy. The policy requires SDSU to track progress and submit a report to the Chancellor's Office annually documenting the total cost and benefit to implementing and operating the University's TDM plan. This report must include data to monitor the progress and effectiveness of transportation efforts to manage parking demand and improve active and shared campus commute mode share.

Two versions of the survey were created: one for students (including student employees) and one for staff and faculty. Both surveys were released on April 11, and were left open until the end of May. Survey response rates are shown in table 1.

Table 1: Response Rates

	Sample	Population (2023-2024)	Response Rate	Margin of Error (95% Confidence Level)
Students	2,034	37,539	5.42%	2%
Faculty & Staff	1,181	6,890	17.14%	3%

Several impactful changes were made to the surveys in order to increase response and completion rates. First, we increased the incentives from a chance to win a $20 gift card to a $50 gift card. Additionally, we reduced the total number of questions, as well as the number of questions that required responses. Lastly, we moved questions about satisfaction with parking, willingness to pay for transit, and barriers to taking alternative transportation to an optional

section of the survey. This allowed us to still gather input on proposed parking and transportation policies from respondents who were interested in a longer version of the survey, while allowing for a shorter version for participants that otherwise would have not completed it.

Student Results

Mode Share

Primary Mode Share

We asked students: "What mode of transportation do you primarily use to travel to and from SDSU?" We first looked at the results for all student respondents in order to understand environmental impacts, and then focused on responses only from students who lived further than a quarter mile off-campus.

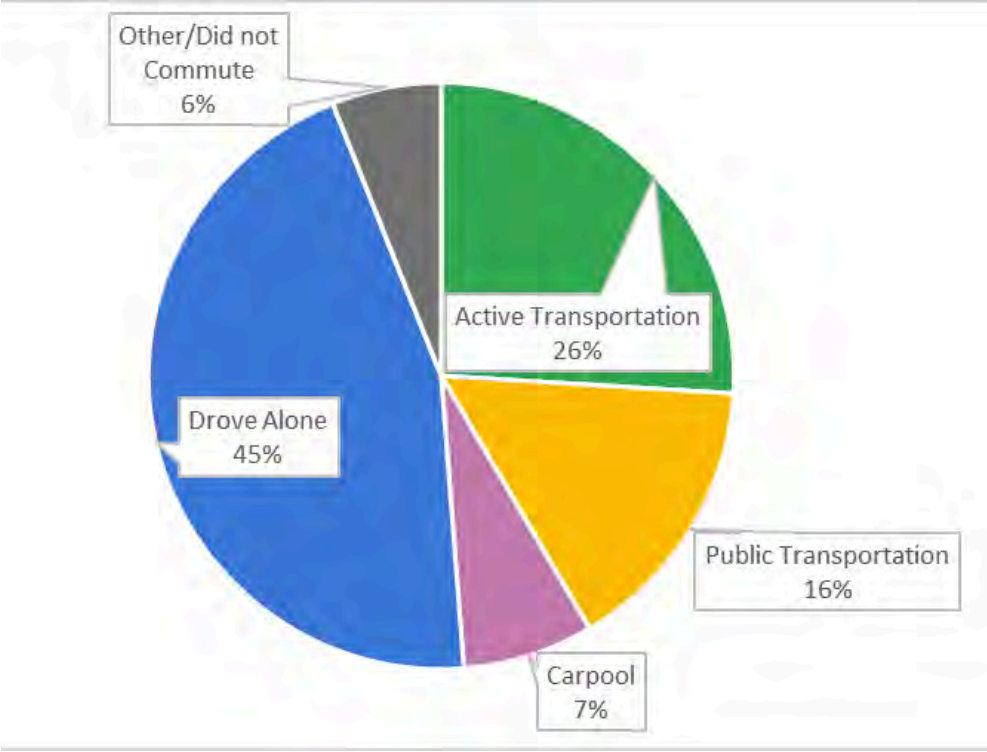


Figure 1: Mode Share for All Students (Spring 2024)

As shown in figure 1, about a quarter of the student population used active transportation to get to classes, a category that includes walking, cycling, and skateboarding. About 45% of respondents drove alone, while about 7% carpooled. About 16% used public transportation. A more detailed breakdown of transportation modes (as well as results from Fall 2023) are available in table 2.

Table 2: 2023-2024 Mode Share for All Students (n=2,034)

Mode Share	Fall 2023	Spring 2024
Bicycle	1%	1%
Bus (MTS)	7%	6%
Carpool / Vanpool (2 or more persons)	7%	7%
Did not commute to SDSU	6%	4%
Drove alone	43%	45%
E-Bike	0%	0%
E-Scooter	0%	0%
Motorcycle / Moped (gas powered)	0%	0%
Other	1%	1%
Rideshare (i.e. Uber / Lyft)	0%	1%
Skateboard	2%	2%
Standard Scooter	0%	0%
Trolley (MTS)	10%	9%
Walked	22%	23%

When we filtered the results to only include students who lived further than a quarter mile off-campus, the percentage of students taking active transportation drops to about 4%, and the percentage of students driving alone jumps to 64% (figure 2). A detailed breakdown of mode share for off-campus students is available in table 3.

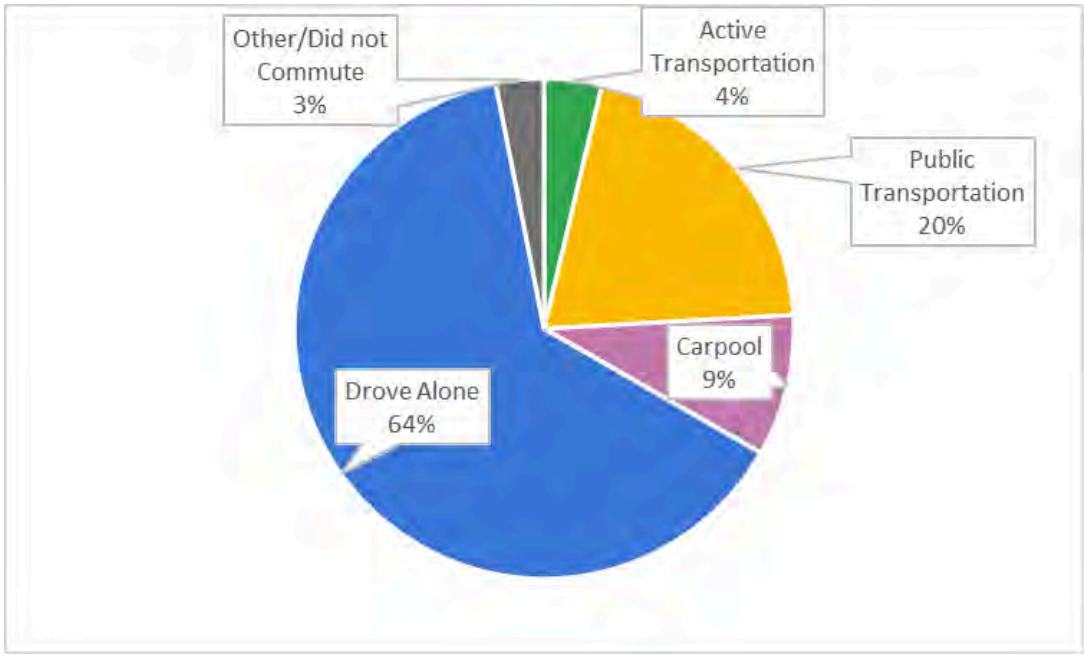


Figure 2: Mode share for Off-Campus Students (>0.25 miles), Spring 2024

Table 3: 2023-2024 Mode Share for Off-Campus Students (>0.25 miles) (n=1,289)

	Fall 2023	Spring 2024
Bicycle	1%	0%
Bus (MTS)	9%	9%
Carpool / Vanpool (2 or more persons)	10%	9%
Did not commute to SDSU	3%	1%
Drove alone	60%	64%
E-Bike	0%	0%
E-Scooter	0%	0%

Motorcycle / Moped (gas powered)	0%	0%
Other	1%	1%
Rideshare (i.e. Uber / Lyft)	1%	1%
Skateboard	0%	0%
Trolley (MTS)	13%	12%
Walked	2%	2%

Additionally, we looked at the mode share for students who lived in campus-owned housing or within a quarter mile of campus, as shown in table 4. While over half of students in this category walked to classes, about 13% drove alone. Even in close proximity to campus, the share of students cycling to campus is very low, at about 1%.

Table 4: Mode share for students living on or within ¼ mile of the main campus (n=745)

Mode Share	Fall 2023	Spring 2024
Bicycle	1%	1%
Bus (MTS)	3%	2%
Carpool / Vanpool (2 or more persons)	3%	4%
Did not commute to SDSU	11%	9%
Drove alone	13%	13%
E-Scooter	0%	0%
Other	1%	2%
Rideshare (i.e. Uber / Lyft)	0%	0%
Skateboard	5%	5%
Standard Scooter	0%	0%
Trolley (MTS)	7%	5%

Walked	57%	58%

Secondary Mode Share

This year, we asked students: "Do you use a secondary type of transportation to commute to campus? (i.e. driving to a transit station or skateboarding from a parking lot)." Of students living further than a quarter mile off-campus, over half (59%) stated that they did not use a secondary type of transportation. As shown in table 5, the most common types of secondary transportation modes amongst this group were walking (8%), carpooling (8%), and driving alone (7%).

Table 5: Secondary mode share (off-campus students, >0.25 miles) (n=1,263)

Mode Share	**Percent**
I do not use a secondary mode of transportation	59%
Walked	8%
Carpool / Vanpool (2 or more persons)	8%
Drove alone	7%
Trolley (MTS)	6%
Bus (MTS)	5%
Rideshare (i.e. Uber / Lyft)	2%
Other	1%
Skateboard	1%
Bicycle	1%
Did not commute to SDSU	0%
E-Scooter	0%
Motorcycle / Moped (gas powered)	0%

E-bike	0%
Standard Scooter	0%

Student Commuting: Distance and Time

Geographic Analysis

In previous surveys, we have asked respondents for their whole home addresses. However, in order to shorten the survey and increase responses, we only asked students to provide the zip code from which they travel to school. We asked all survey respondents, including those living on campus, to provide a response (n=2,034). Nearly a third (28%) of respondents listed that they traveled from the 92115 zip code, which is adjacent to SDSU. The map also shows hotspots in the South Bay and East County (figure 3).

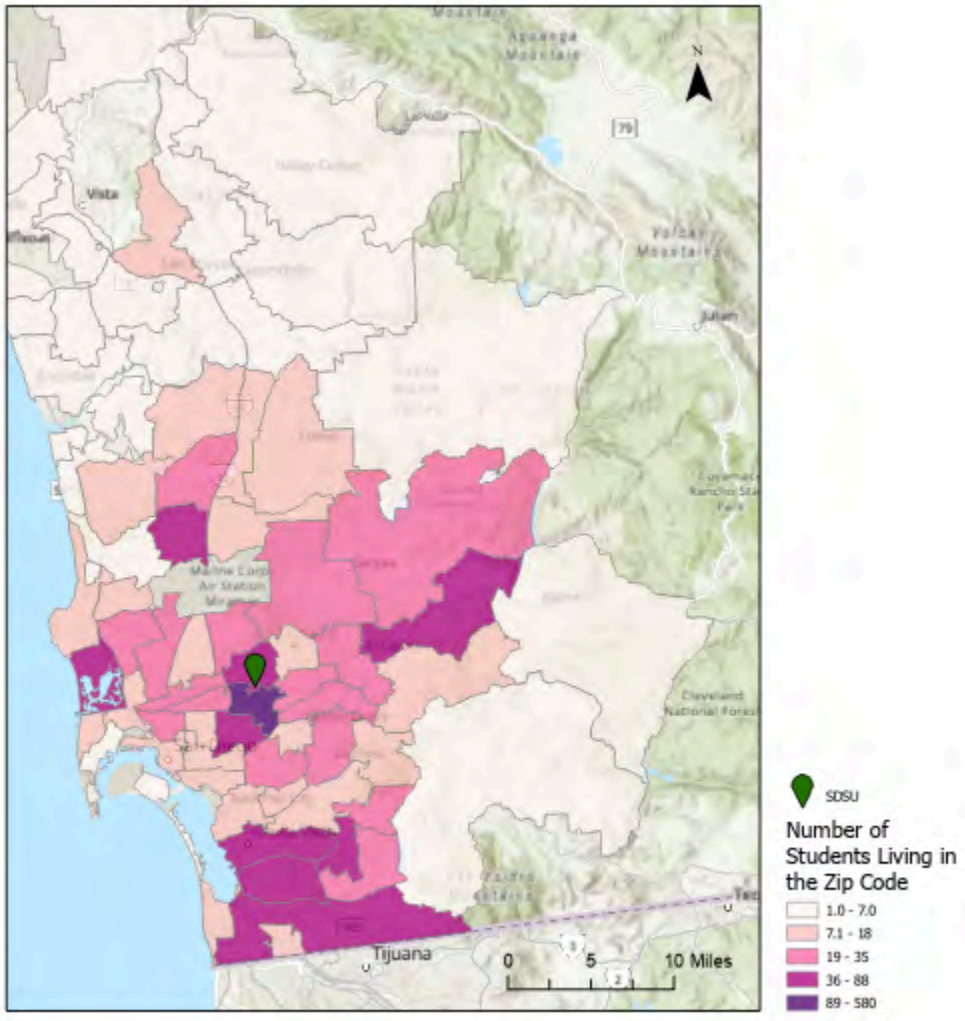


Figure 3: Number of Students Living in Each Zip Code

About 14% of respondents lived in Chula Vista/the South Bay, and 1% said they traveled to SDSU from Mexico.

Average Commute Time by Mode

On average, students living further than a quarter mile off-campus commuted 15.86 miles and 28.85 minutes one way. Table 6 shows a breakdown of average commute times and distances by mode. Students who took the trolley or bus had much longer commute times compared to students who drove alone.

Table 6: Average Commute Time and Distance (one-way) by Mode (Spring 2024) for Off-Campus Students (>0.25 miles)

Travel Modes	Average Distance (in miles)	Average Time (in minutes)
All Modes	15.86	28.85
Bicycle	1.83	10.67
Bus (MTS)	10.50	45.78
Carpool / Vanpool (2 or more persons)	12.35	22.81
Drove alone	14.17	25.32
Trolley (MTS)	19.64	42.23
Walked	1.07	20.34

Parking Permits and Transit Passes

We asked students who lived further than a quarter mile off-campus if they had a parking permit or transit pass. About 60% had a parking permit, while about 17% had a transit pass. This aligns with the percentage of off-campus students who primarily took public transit to campus (20%) and who drove alone to campus (64%). About 21% of respondents did not hold an MTS pass or a permit, indicating that they either used an active mode of transportation, or paid for parking or transit per trip.

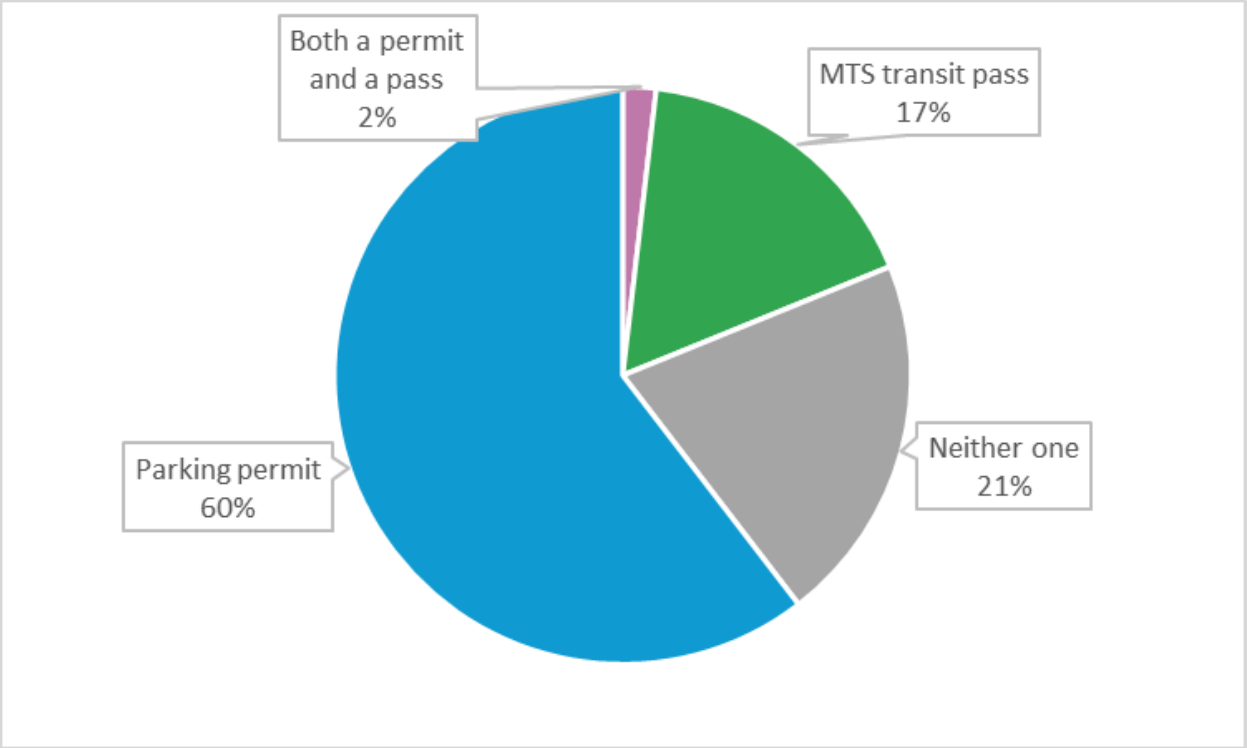


Figure 4: Percentage of students with a transit pass or parking permit (n=1,289)

Parking Pattern and Satisfaction with Parking

In the optional section of the survey, we asked respondents a series of questions to measure opinions about parking on campus. These questions were only asked to students who indicated that they primarily drove alone to campus during the Spring 2024 semester.

Time to Find Parking and Travel to On-Campus Destination

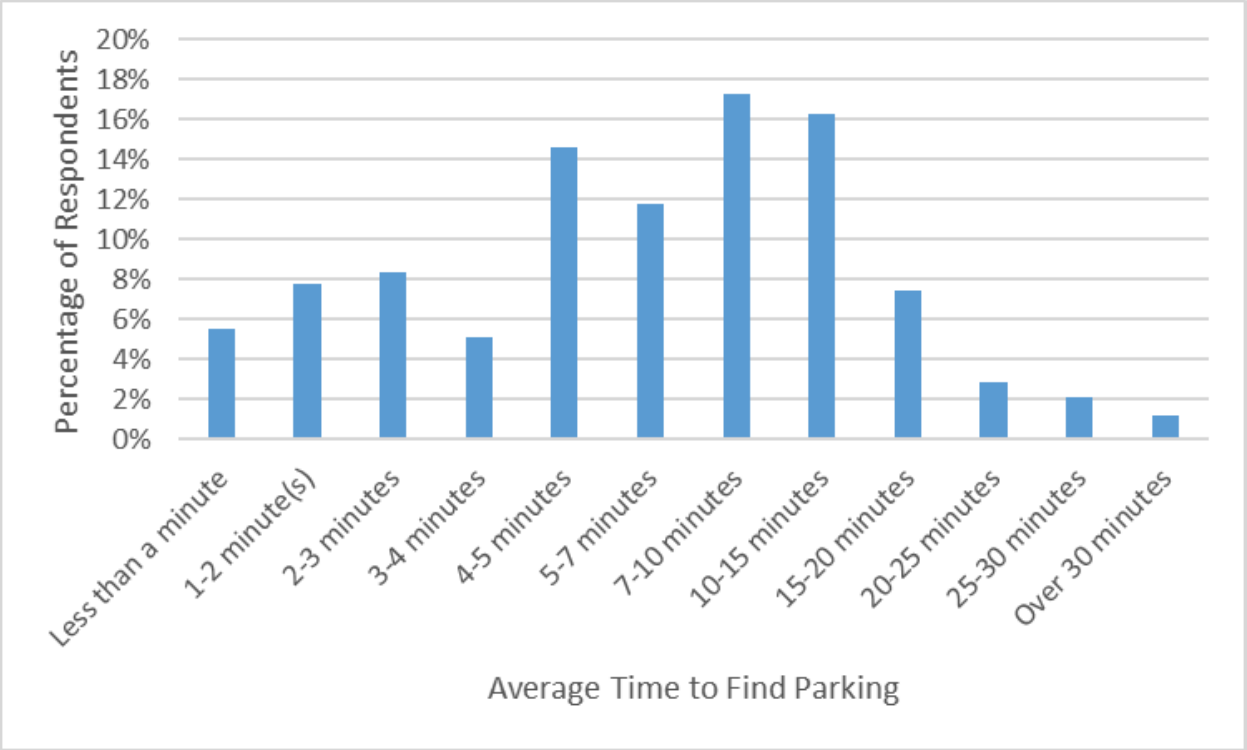


Figure 5: Average time for students to find parking on campus (n=532)

As shown in figure 5, about 41% of students said it took them less than 5 minutes to find parking on average, while about 30% of students said it took them more than 10 minutes.

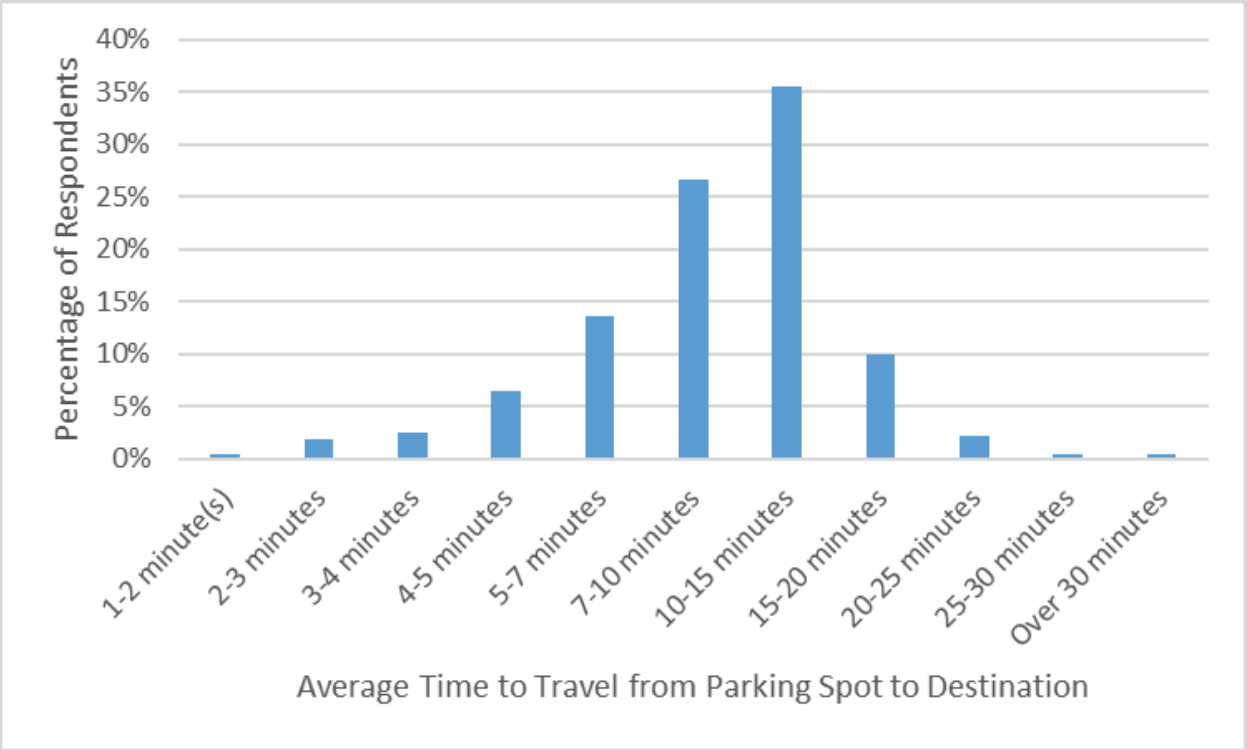


Figure 6: Average time for students to travel from their parking spot to their primary destination on campus (n=532)

Students who drive to campus typically spend more time traveling from their parking spot than they do finding a parking spot (figure 6). Only about 11% of respondents spent less than 5 minutes on average traveling from their parking spot, while about half of respondents spent more than 10 minutes on average traveling from their parking spot.

In order to gain more insight into the availability of parking on campus, we asked students how frequently they have to: 1) Drive around, stop, and wait, 2) Go to more than one parking lot, or 3) Find parking right away. As shown in table 7 and figure 7, we found that about 37% of students indicated that they frequently or always had to drive around, stop, and wait, while trying to park on campus. Only about 13% of students reported that they frequently or always had to go to more than one parking lot to find a spot. Surprisingly, about 40% of students reported that they frequently or always found a spot right away.

Table 7: How often do students struggle to find parking? (n=531)

	Never	Rarely	Sometimes	Frequently	Always
Drive Around, Stop, and Wait	15%	20%	28%	26%	11%
Go to More Than One Parking Lot	26%	31%	30%	11%	2%

Find a Parking Spot Right Away	4%	25%	30%	31%	10%

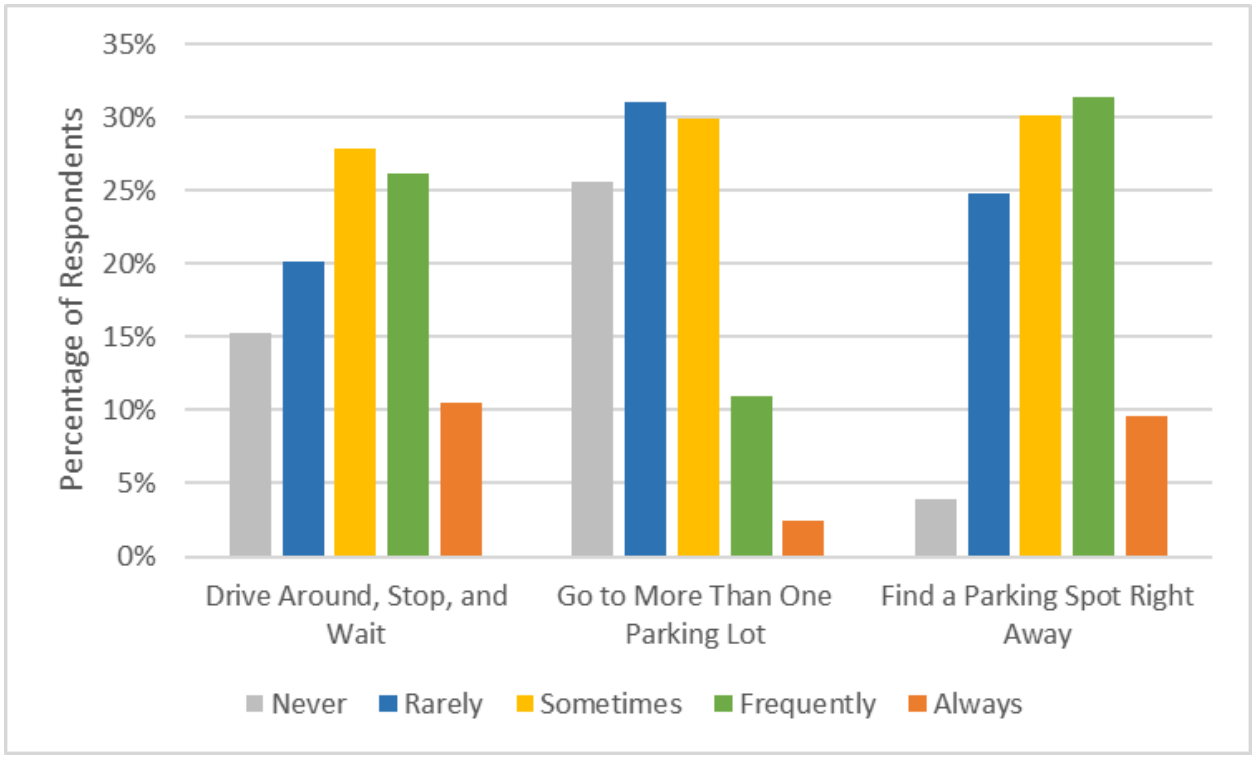


Figure 7: Please indicate how frequently you do the following when trying to find parking

Parking Satisfaction

We asked students, "How do you feel about the current availability of parking on campus?" About 40% of respondents reported that they were very satisfied or somewhat satisfied with the availability of parking on campus (figure 8).

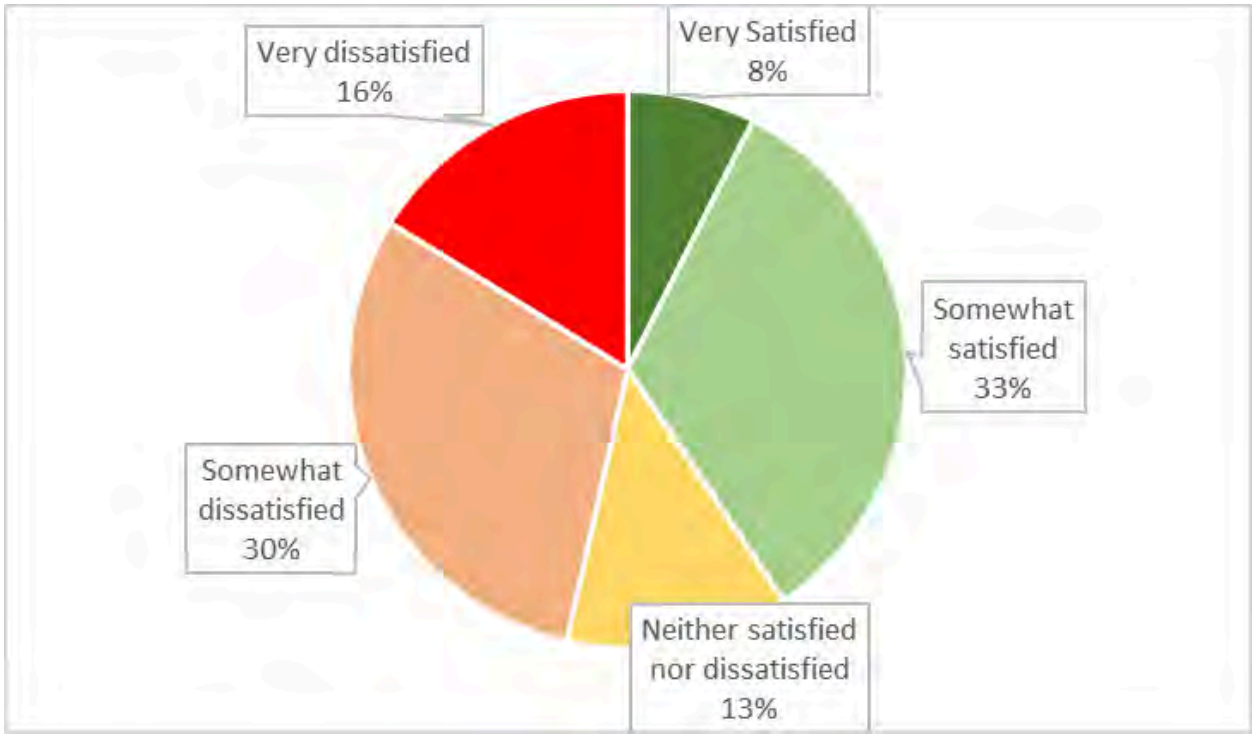


Figure 8: Student satisfaction with parking on campus (n=532)

Willingness to Pay for Transit

We asked students who said they primarily drove alone during the Spring semester: "A student transit pass for MTS services currently costs $164 per semester. What is the MOST you would be willing to pay for a transit pass per semester in order to consider taking transit instead of driving alone to campus?"

Less than 20% of students said they would consider taking public transit if it were free, while about 30% of students said they would not take transit regardless of the cost (figure 9).

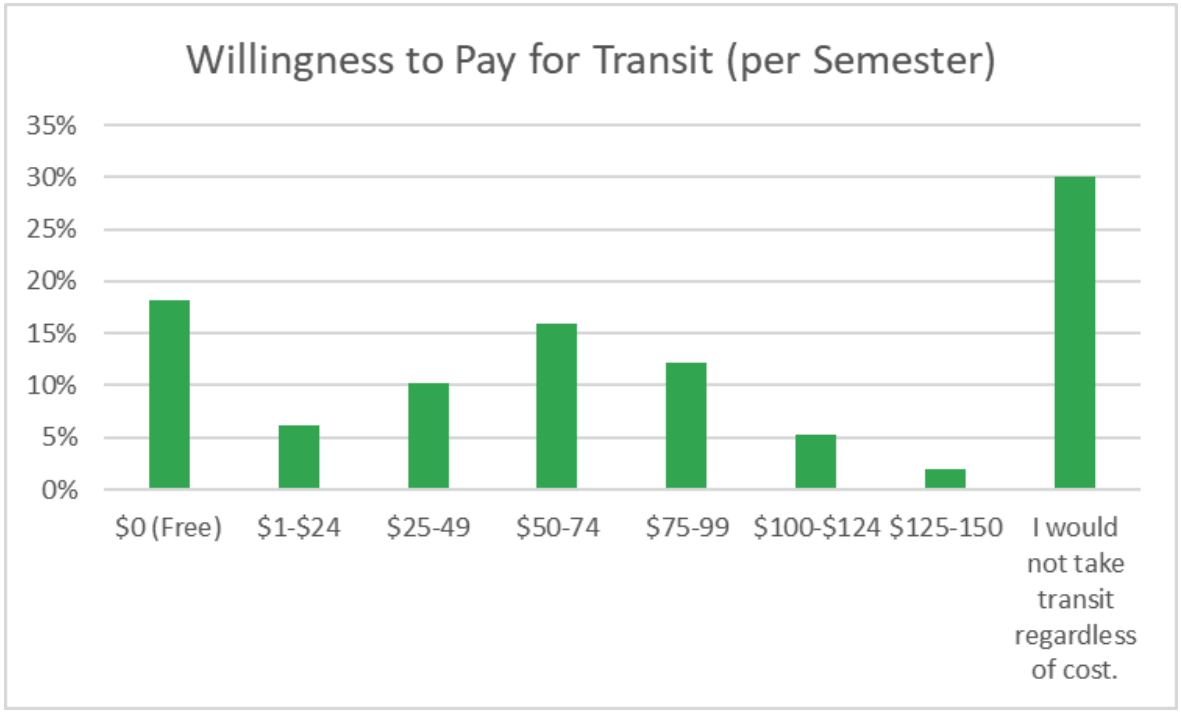


Figure 9: Student Willingness to Pay for Transit per Semester (n=532)

Daily Choice Parking

In the months leading up to the survey, Parking and Transportation was considering implementing a daily choice parking program. This policy allows students the flexibility to drive to classes when needed, without them feeling incentivized to drive every day to make a semester pass worth the cost. Additionally, it also allows students to consider their willingness to pay for parking on a daily basis. For example, if a student has plenty of time to get to classes on a given day and is looking for a cheaper option, they may choose to park in the cheaper lots. When considering lots to use for the reduced daily rate, Parking and Transportation chose parking areas that remained empty, even during peak hours, because they are located further from the center of campus.

One of the questions in the optional section asked students: "Parking and Transportation Services is considering implementing a daily choice parking program, which would allow students to pay for parking per day, with prices varying based on parking lots. If implemented, would you be willing to pay $4.75/day (including transaction fees) to park in Parking Structure 4, Lot 15, and/or Lot 17?"

When we asked this question to all students who took the optional section of the survey (n=943), about 36% said they would be interested in this option. Since the group of respondents includes those who currently live on campus, take public transit, or walk to campus, it does not necessarily represent the population of students likely to use the daily choice program. In order to get a better idea of the popularity of this policy amongst those likely to park on campus, we

filtered the results to include only students who currently drove alone to campus (n=532). Using this filter, about 28% of students were interested in the daily choice program. Based partially on these survey results, Parking and Transportation Services implemented daily choice parking for Fall 2024.

Barriers to Taking Transit

We asked students to list their top three barriers to taking transit to class (n=940). About 62% of respondents checked that transit takes too long, 43% listed safety concerns, and 26% listed that transit is not easily accessible from where they live. Notably, only about 13% of responses listed that they did not take transit because student fare cost was not affordable.

After this question, we asked respondents to describe their safety concerns in more detail (n=353). Some common concerns were people experiencing homelessness (26% of respondents), traveling at night, (15% of respondents), and harassment (10% of respondents). Additionally, about 11% of respondents listed specific concerns about gender-based harassment or violence.

Gender and Attitudes to Public Transit

Two-thirds, or 67% of the student survey respondents were women, whereas women make up approximately 57% of the student body. Our survey results indicate that women were just as likely to take transit as the entire survey sample. However, when asked to list their top three barriers to taking transit, women were more likely to respond with safety concerns (51% of women compared to 43% of the entire student sample).

Housing Priorities

We asked students, "When you were searching for your current housing location, how important were the following factors in making your decision? Please rank from most to least important." The question contained a list of options: 1) Ability to walk or ride a bicycle to SDSU, 2) Ability to ride an MTS bus or trolley to SDSU, 3) Housing affordability, and 4) Availability of parking. As shown in table 8, nearly 80% of respondents listed housing affordability as the most important factor. Only about 15% of students listed the ability to walk, bike, or take transit to SDSU as the most important factor.

Table 8: Most important factors for students while searching for their current housing location (n=884)

Most Important Factor	Percent
Ability to walk or ride a bicycle to SDSU	11%
Ability to ride an MTS bus or trolley to SDSU	5%
Housing affordability	79%

Availability of parking	5%

Additionally, we asked students to rank how they would consider these factors the next time they look for housing. An even greater share of respondents (84%) listed housing affordability as the most important factor (table 9).

Table 9: Most important factors for students while searching for their future housing location (n=892)

Most Important Factor	**Percent**
Ability to walk or ride a bicycle to SDSU	8%
Ability to ride an MTS bus or trolley to SDSU	4%
Housing Affordability	84%
Availability of Parking	3%

Opportunities

Incentives

We asked students, "How could SDSU encourage students to explore alternatives to driving alone?" Of the 757 responses, one of the most common suggestions was to improve incentives to carpooling, by creating a discounted permit or priority parking for carpooling students, or creating more opportunities for students to connect with others looking to carpool. Many respondents also suggested that SDSU offer free or reduced public transit passes in order to incentivize alternative transportation. Other suggestions included developing an outreach campaign to encourage alternative transportation, improving safety around SDSU transit stops, and building more housing near campus.

South Bay Rapid Bus

We asked students who lived in the South Bay if they would consider taking a rapid bus (i.e., high frequency, limited stops) between Chula Vista and SDSU's transit station. Of the 279 responses, about 53% said yes.

Proximity to Transit Stops

We asked students living further than a quarter mile off-campus, "Is there an MTS bus stop or trolley stop within walking distance (half mile) of your home that provides service to SDSU, either directly or via transfer(s)?" As shown in table 10, only about 20% of students said they lived within walking distance of a transit stop with direct service to campus. Notably, about 25% of students said they did not know if they had transit access to campus near their home.

Table 10: Transit accessibility for off-campus students (>0.25 miles) (n=1,289)

Transit Accessibility	Percent
Direct service	20%
I don't know	25%
No service	23%
Service with multiple transfers	19%
Service with one transfer	12%

Awareness of Current Programs

We asked students to describe their awareness of current sustainable transportation programs. As shown in table 11, about 29% had used bus routes that connect to SDSU, while only about 7% had used SDSU's free shuttle.

Table 11: Awareness of current programs (n=2,034)

	Aware and Have Used	Aware, but Haven't Used	Unaware
Student Semester Transit Pass	22%	49%	28%
Bus Routes that Connect to SDSU	29%	53%	18%
Zipcar	15%	41%	44%
Free SDSU Red/Black Shuttle	7%	54%	39%
Bird E-Bike or E-Scooters	14%	68%	19%

Faculty and Staff Results

Mode Share

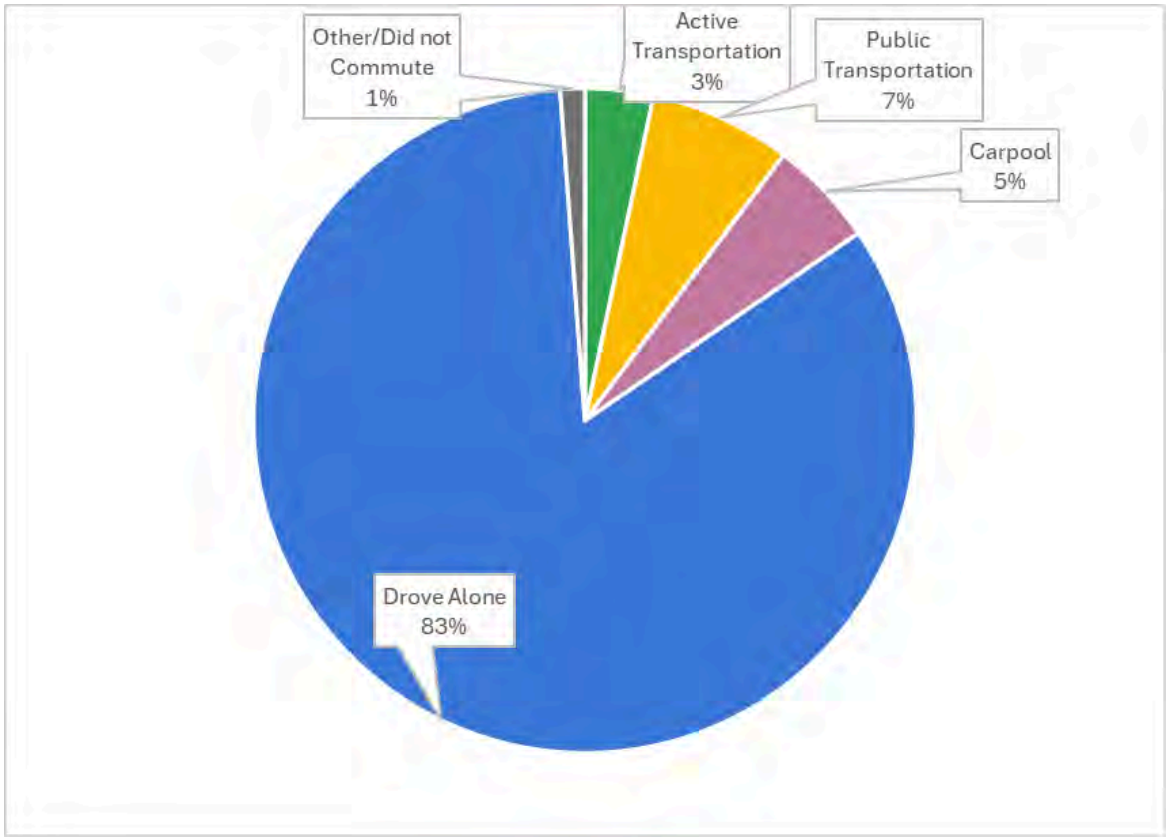


Figure 10: Faculty and Staff Mode Share (Spring 2024)

As shown in figure 10 and table 12, the vast majority (over 80%) of faculty and staff said they drive alone as their primary mode of transportation to work. Only about 3% used active transportation, a much lower number compared to students. About 7% used public transportation, and about 5% carpooled. Table 12 shows a more detailed breakdown of faculty and staff mode share, including results for Fall 2023.

Table 12: 2023-2024 Mode Share for Faculty and Staff (n=1,181)

Mode Share	Fall 2023	Spring 2024
Bicycle	1%	1%
Bus (MTS)	3%	3%
Carpool / Vanpool (2 or more persons)	5%	5%
Did not commute to SDSU	4%	1%

Drove alone	80%	83%
E-Bike	0%	0%
E-Scooter	0%	0%
Motorcycle / Moped (gas powered)	1%	0%
Other	1%	1%
Rideshare (i.e. Uber/Lyft)	0%	0%
Trolley (MTS)	4%	4%
Walked	2%	2%

Secondary Mode Share

As shown in table 13, about 73% of faculty and staff did not use a secondary mode of transportation when commuting to campus. Of those who did use a secondary mode, the most common responses were driving alone (6%), walking (5%), and taking the trolley (5%).

Table 13: Secondary mode share for faculty and staff (n=1,146)

Mode Share	**Percent**
I do not use a secondary mode of transportation	73%
Drove alone	6%
Walked	5%
Trolley (MTS)	5%
Bus (MTS)	4%
Carpool / Vanpool (2 or more persons)	2%
Bicycle	1%
Did not commute to SDSU	1%
E-bike	1%

Rideshare (i.e. Uber / Lyft)	1%
Motorcycle / Moped (gas powered)	1%
Other	0%
Skateboard	0%

Commuting Distance and Time

Geographic Analysis

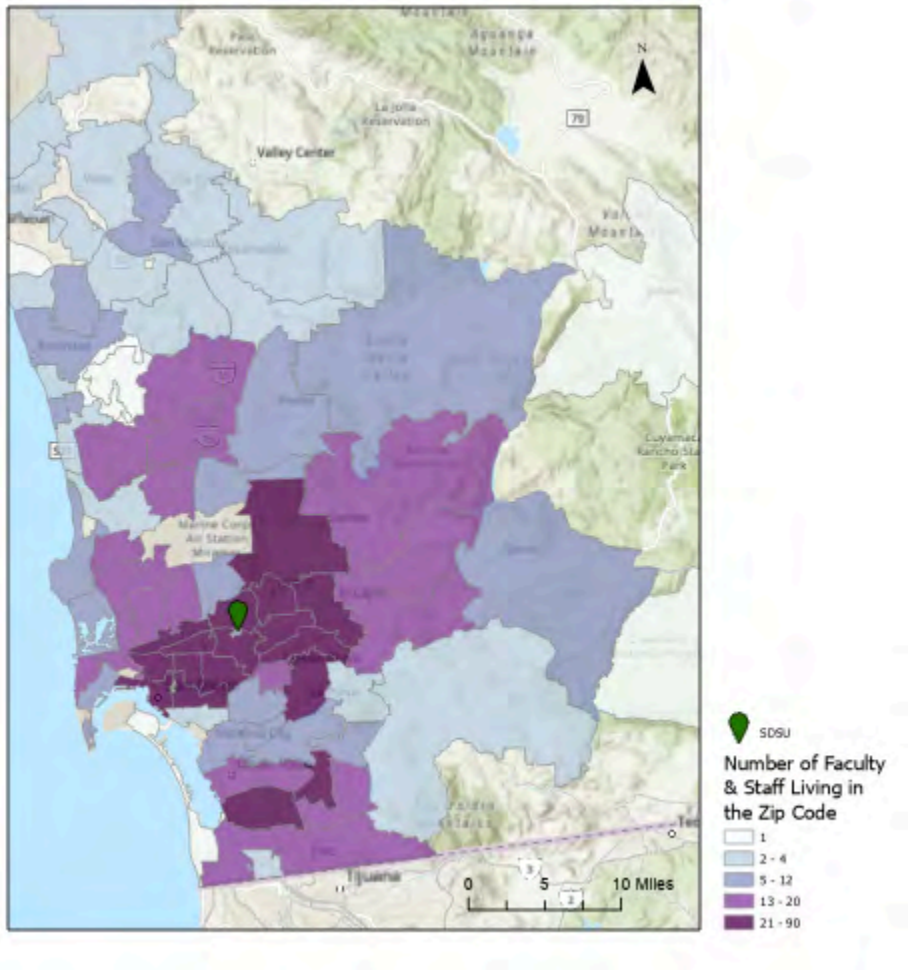


Figure 11: Number of Faculty and Staff Living in Each Zip Code

We asked faculty and staff to list the zip code from which they traveled to SDSU (n=1,181). The map shows hotspots throughout the City of San Diego, as well as East County (La Mesa, Santee, and El Cajon).

Average Commute Time by Mode

On average, faculty and staff spent 12.04 miles and 24.02 minutes commuting to campus one-way. Table 14 shows a breakdown of commuting distance and time by travel mode. Staff worked more days in person per week on average compared to faculty (3.88 compared to 3.25).

Table 14: Average Commute Time by Mode (Spring 2024) for Faculty and Staff (n=1,181)

Travel Mode	Average Distance (in miles)	Average Time (in minutes)
All Modes	12.04	24.02
Bicycle	2.98	16.77
Bus (MTS)	5.22	29.59
Carpool / Vanpool (2 or more persons)	15.28	26.31
Drove alone	12.59	23.46
E-Bike	5.63	23.75
Motorcycle / Moped (gas powered)	8.20	16.80
Other	15.43	42.00
Rideshare (i.e. Uber/Lyft)	7.50	26.60
Trolley (MTS)	10.01	33.60
Walked	1.47	15.55

Parking Permits and Transit Passes

About 78% of faculty and staff respondents had a parking permit, while 6% had an MTS pass. About 6% of respondents stated that they had both a pass and a permit (figure 12). SDSU may change the way this question is framed in the future to gather clearer information about daily, monthly, semester, and/or payroll deducted transit passes.

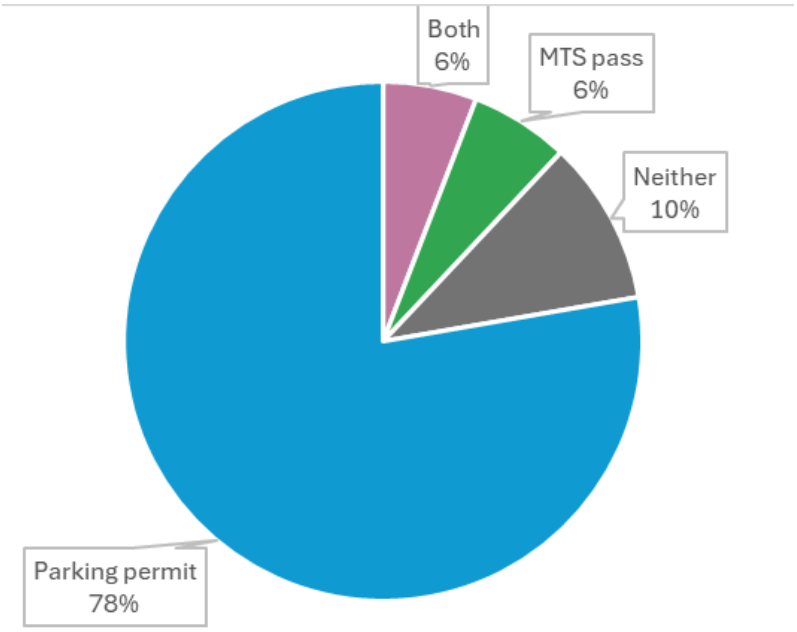


Figure 12: Percentage of faculty and staff with a parking permit or MTS pass (n=1,181)

Parking Pattern and Satisfaction with Parking

Average Time to Find Parking

Over 80% of faculty and staff said that on average, they were able to find parking on campus in under 5 minutes. Only 6% said that it took them longer than 10 minutes on average to find parking (figure 13).

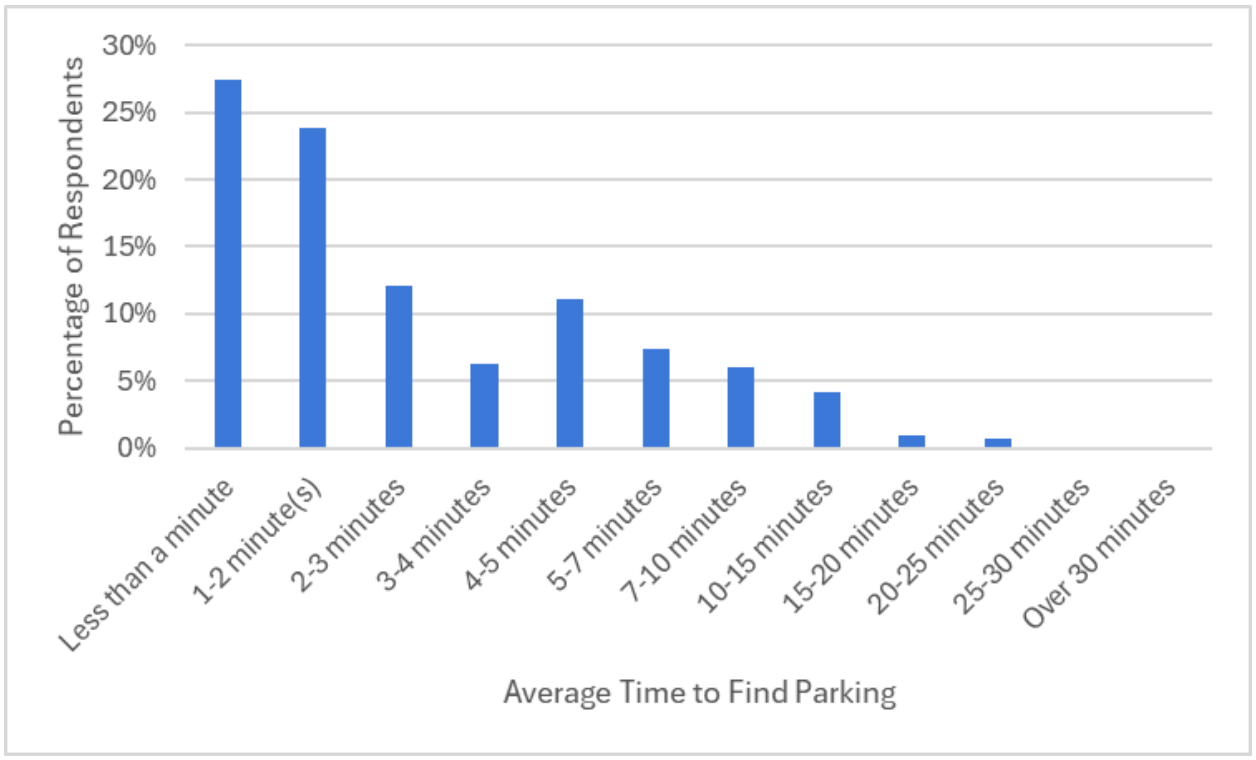


Figure 13: Average time for faculty and staff to find parking on campus (n=785)

About 48% of faculty and staff spent an average of less than 5 minutes traveling from their parking spot to their destination on campus, a much higher percentage than students. Only about 11% spent more than 10 minutes traveling from their parking spot on average (figure 14).

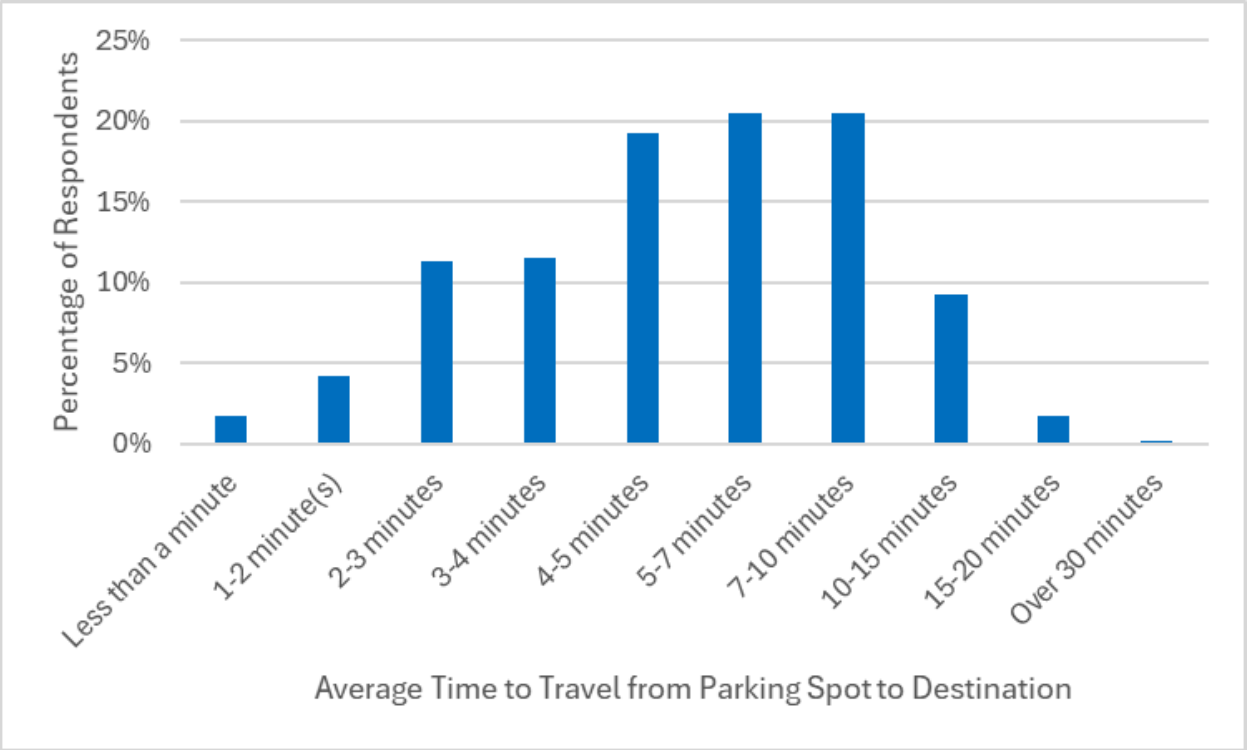


Figure 14: Average time for faculty and staff to travel from their parking spot to their primary destination on campus (n=785)

We also asked faculty and staff how frequently they have to: 1) Drive around, stop, and wait, 2) Go to more than one parking lot, or 3) Find parking right away.

Only about 10% of faculty and staff said that they had to drive around, stop, and wait while looking for parking frequently or always, and about 7% said they frequently or always have to go to more than one parking lot. Over 70% of respondents found a parking spot right away either frequently or always (table 15 and figure 15).

Table 15: How often do faculty and staff struggle to find parking? (n=782)

	Never	Rarely	Sometimes	Frequently	Always
Drive around, stop, and wait	38%	30%	23%	8%	2%
Go to more than one parking lot	47%	29%	18%	6%	1%
Find a parking spot right away	2%	7%	16%	42%	32%

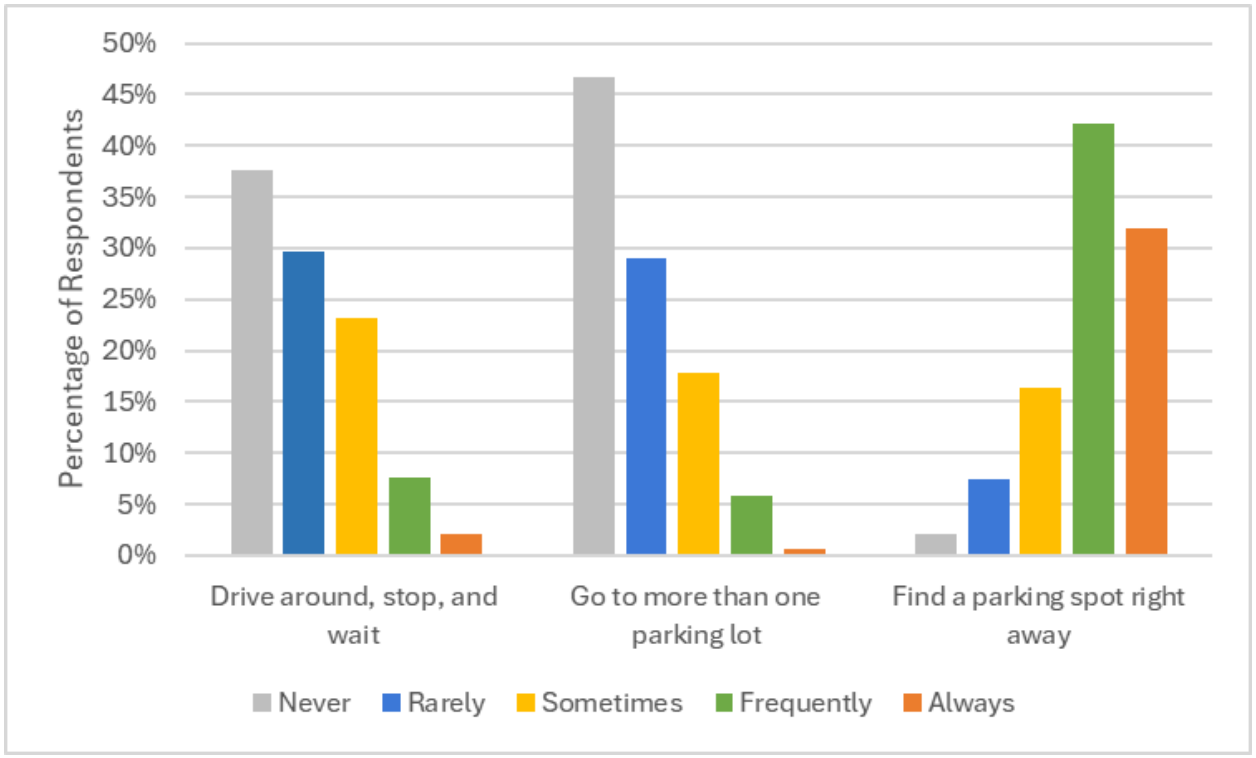


Figure 15: Please indicate how often you do the following while looking for parking

Parking Satisfaction

Over 60% of faculty and staff said they were somewhat satisfied or very satisfied with the availability of parking on campus (figure 16).

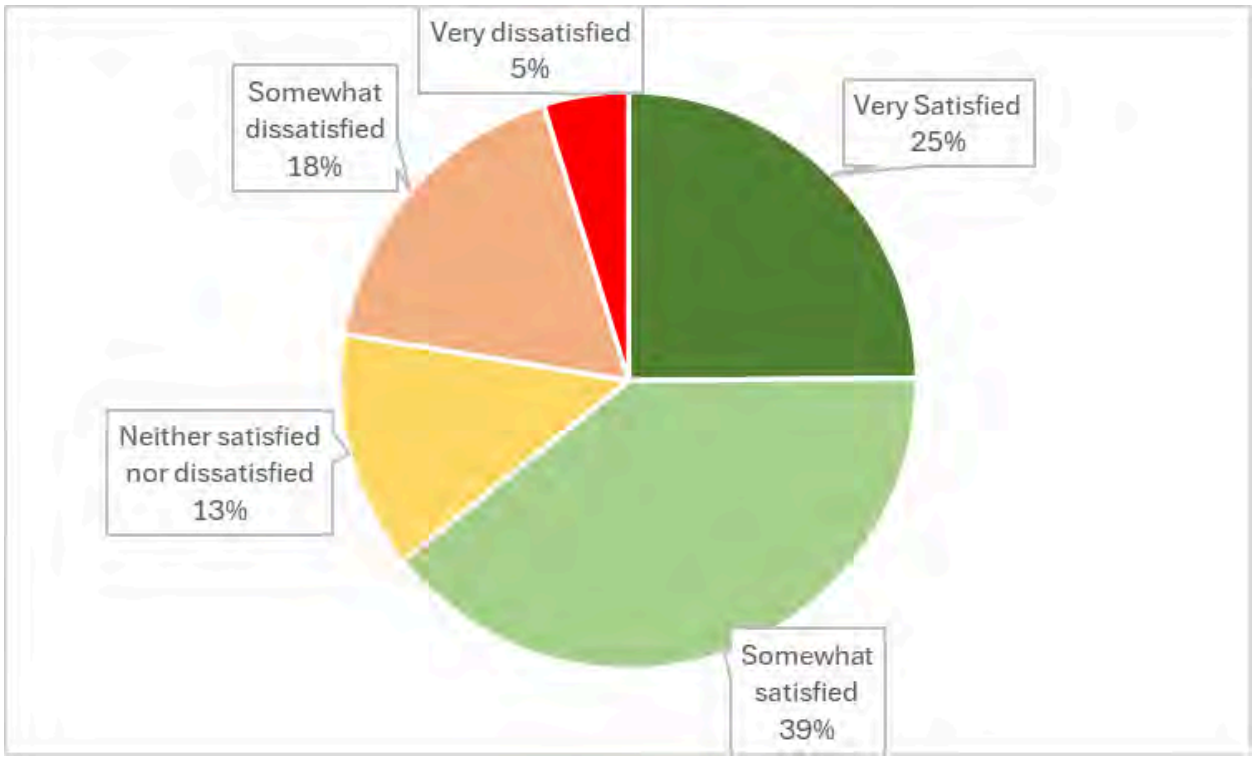


Figure 16: Faculty and staff satisfaction with parking on campus (n=785)

Willingness to Pay for Parking

We asked faculty and staff who stated they primarily drove alone to work during the Spring semester: "A monthly transit pass for faculty/staff costs $72 per month for those who do not have a pre-tax payroll deduction. How much would you be willing to pay for a transit pass per month in order to consider taking transit instead of driving alone to campus?" Surprisingly, about 25% of respondents said they would consider taking transit instead of driving alone if transit was free. However, about 45% said they would not take transit regardless of cost. Smaller percentages of respondents showed an interest in paying a reduced monthly rate for transit (figure 17).

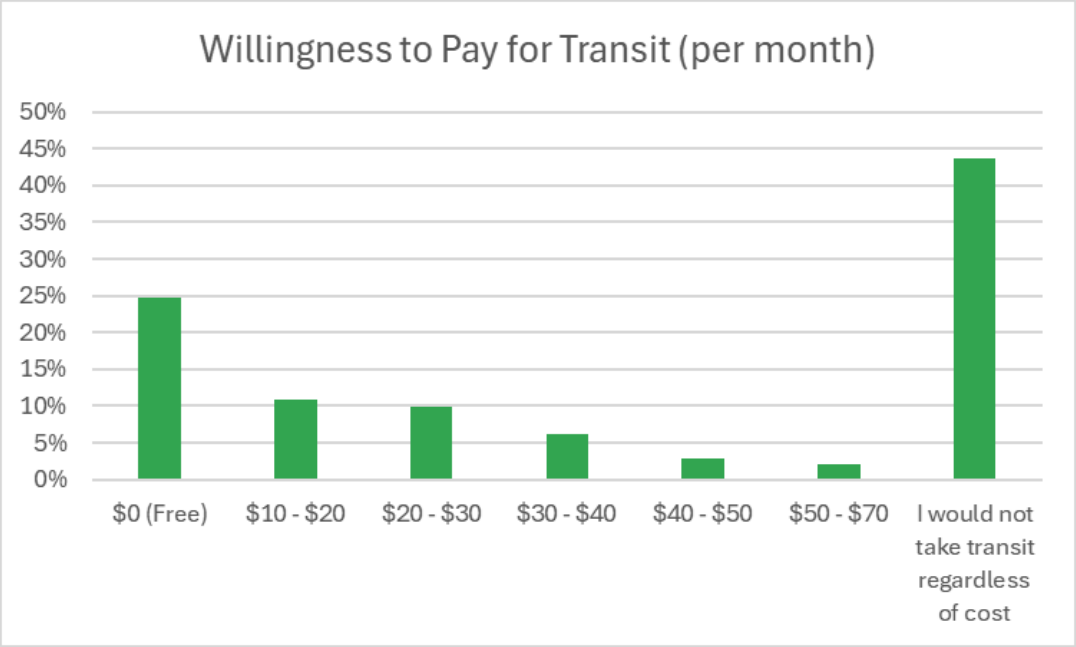


Figure 17: Faculty and Staff Willingness to Pay for Transit per Month (n=785)

Daily Choice Parking

We also polled faculty and staff about their interest in daily choice parking. Instead of proposing discounted parking lots, we asked respondents: "Would you consider paying for parking on a daily basis via a user-friendly mobile phone app instead of a long-term (e.g., monthly/semesterly) permit?" About a third of respondents said they would consider this option, while over half said they would never consider this option. Notably, only 4% said they would prefer paying daily, indicating a lack of interest in this program for faculty and staff (figure 18).

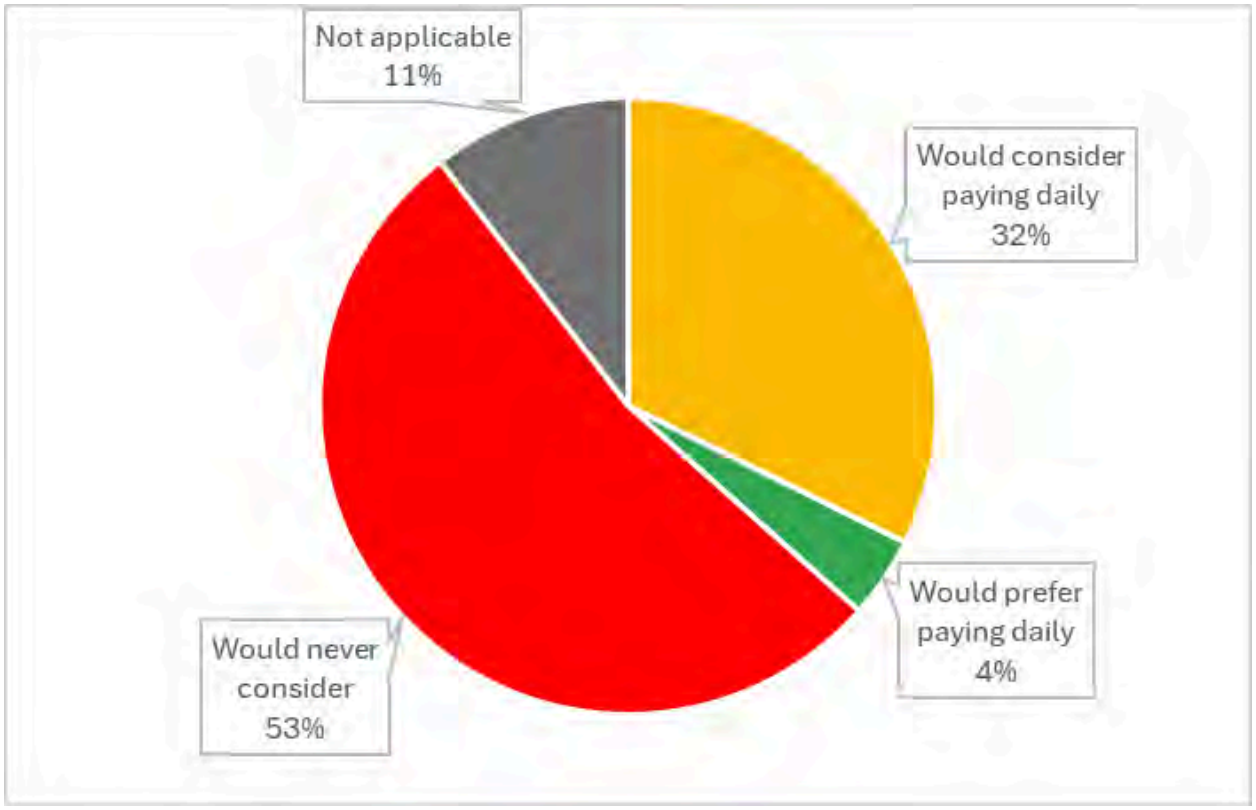


Figure 18: Interest in daily parking amongst faculty and staff (n=938)

Barriers to Taking Transit

We asked faculty and staff to check up to three barriers to taking transit. As shown in table 16, about 72% of respondents checked that it takes too long, and about 36% checked that transit is not accessible from where they live. Other common barriers were safety concerns (28%), fare cost (11%), and lack of awareness of schedules or stops (9%).

Table 16: Barriers to Taking Transit (n=938)

Barriers to Taking Transit	Percent
It takes too long	72%
Transit service is not easily accessible from where I live	36%
I have safety concerns	28%
Fare cost is not affordable	11%
I am unaware of the bus / trolley schedule and / or stops	9%

We received 228 responses to a follow-up question asking faculty and staff to detail their safety concerns. Specific safety concerns of faculty and staff were similar to those of students, with

many responses mentioning people experiencing homelessness (19%) and traveling at night (13%). About 9% listed that they had gender-based safety concerns with taking transit. Women who took the survey were more likely to list safety concerns as a barrier to taking transit (34%) compared to the entire survey population (28%).

Housing Priorities

We asked faculty and staff to rank four factors from most to least important when they were searching for their current housing location.

An overwhelming majority (about 89%) stated that housing affordability was the most important factor (table 17). When asked to consider how they would rank these factors while looking for their next location, housing affordability became even more important, with about 92% of respondents listing it as their most important factor (table 18).

Table 17: Most important factors for faculty and staff while searching for their current housing location (n=870)

Most Important Factor	Percent
Ability to walk or ride a bicycle to SDSU	5%
Ability to ride an MTS bus or trolley to SDSU	3%
Housing affordability	89%
Availability of parking	3%

Table 18: Most important factors for faculty and staff while searching for their future housing location (n=863)

Most Important Factor	Percent
Ability to walk or ride a bicycle to SDSU	4%
Ability to ride an MTS bus or trolley to SDSU	2%
Housing affordability	92%
Availability of parking	2%

Opportunities

Vanpool

Interest in an employer-organized vanpool program was unfortunately low. We asked faculty and staff: “Would you consider riding in or driving a shared van, minivan, or SUV (aka “vanpool”) from your local area for a cost of approximately $150/month to $250/month?” Of the 940 respondents who answered this question, only about 10% said yes.

Proximity to to Transit Stops

We asked faculty and staff, “Is there an MTS bus stop or trolley stop, within walking distance of your home that provides service to SDSU, either directly or via transfer(s)?”

About 23% of faculty and staff stated that they lived within walking distance of a transit stop providing direct service to SDSU, while about 26% said there was a stop within walking distance that provided service with transfers. Nearly one-third (29%) of respondents stated that there was no bus or trolley service from their home to campus (table 19).

Table 19: Transit accessibility for faculty and Staff (n=1,181)

Transit Accessibility	Percent
Direct service	23%
I don't know	23%
No service	29%
Service with multiple transfers	15%
Service with one transfer	11%

Awareness of Current Programs

Of the transportation programs available to SDSU employees, bus routes were the most used (22%). Usage of Zipcar, the SDSU shuttle, and transit passes was very low. Notably, about 43% of respondents said they were unaware of payroll deduction transit passes, providing an opportunity for future outreach (table 20).

Table 20: Awareness of current programs (n=1,181)

	Aware and have used	Aware, but haven't used	Unaware
Bus routes that connect to SDSU	22%	60%	18%
Zipcar	3%	57%	40%
Free SDSU Red/Black shuttle	3%	61%	36%
Payroll deduction transit passes	7%	51%	43%

Incentives

We asked faculty and staff, “How could SDSU encourage faculty and staff to explore alternatives to driving alone?” Of the 709 responses, many of the suggestions were similar to those recorded in the student survey, such as offering free transit, facilitating carpooling groups, and increasing the housing supply near campus. Additionally, about 10% of respondents advocated for the return of hybrid or remote work in order to reduce the environmental impacts of commuting to campus. In a separate question asking about preferred work modes, we found that over half of respondents would prefer a hybrid schedule (figure 19).

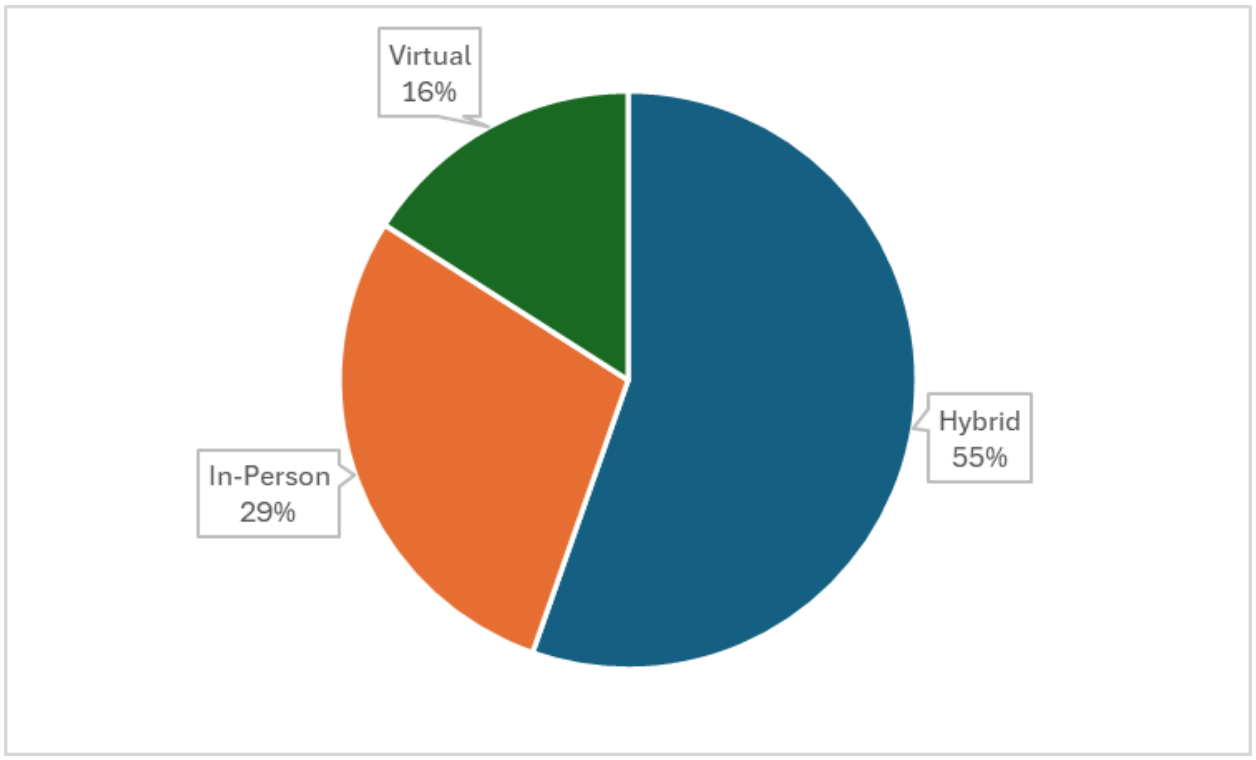


Figure 19: Faculty and Staff Remote Work Preferences

APPENDIX E

CITY OF SAN DIEGO BICYCLE MASTER PLAN, EXCERPTS (DECEMBER 2013)

City of San Diego Bicycle Master Plan

San Diego, California

FINAL – Deceber 2013

PREPARED BY:
Alta Planning + Design
PREPARED FOR:
The City of San Diego

alta
PLANNING + DESIGN

street designs including lane widths, use of diagonal or parallel parking, bicycle corrals, widened sidewalks and linear park promenades.

4.5.6 Clairemont Mesa Community Plan

The Clairemont Mesa Community Plan states that its objective is to create a system of Bike Lanes and paths that link parks, recreation areas, schools, and commercial areas throughout the community. The plan proposes many Bike Paths, lanes, and routes with an emphasis on the development of those facilities south of SR-52 and along Genesee Avenue. Genesee Avenue currently has Bike Lanes along the length of the community with the exception of a small segment of Bike Route in the northern part of the community. The plan also recommends that the San Clemente Canyon Bikeway (I-5 to I-805) run along the northern boundary of Marian Bear Memorial Park to ensure that the bikeway does not interfere with biological resources in the canyon park. The San Clemente Canyon Bikeway has not been built. The plan indicates that bikeway signs should include directional signage to lead bicyclists to their desired destinations and that secure bicycle racks should be placed in visible locations near building entrances, and that employers should provide bicycle lockers for employees who commute by bicycle. Bikeways in this area should be directed to serve future trolley and bus transit stations with bicycle racks and lockers at each location.

4.5.7 College Area Community Plan

At the time this plan was adopted in 1989, proposed bikeway facilities included primarily Bike Lanes and Routes, most of which were planned to follow major corridors in the community. The plan also recommends completion of the following bikeway facilities:

- Bike Lanes on College Avenue
- Bike Lanes on El Cajon Boulevard, east from College Avenue
- Bike Route along Alvarado Road from College Avenue to 70th Street
- Bike Lanes on 70th Street between Alvarado Road and Montezuma Road
- Bike Route on Remington Drive west to Dover Drive
- Bike Route along the Plaza Drive right-of-way between College Avenue and 55th Street
- Bike Route on Monroe Street west of Collwood Boulevard
- Upgrade of the Bike Route on Montezuma Road and Collwood Boulevard to Bike Lanes

Currently, the only existing Bike Lanes are along:

- Montezuma Road from the west to east termini, with a segment of Bike Route between 55th Street and Campanile Drive, as proposed in the 1989 plan
- 70th Street, as proposed in the 1989 plan
- Remington Road/55th Street from Hewlett Drive to Montezuma Road
- Collwood Boulevard from Montezuma Road to Monroe Avenue, where it becomes Bike Route through the community's southern boundary
- Alvarado Road from Campus Drive to the community's western boundary

In addition, the plan recommends that all bike facilities should include approved signage; all new commercial or multi-family developments should provide bicycle-parking facilities; and parking facilities should be provided at the San Diego State University (SDSU) Transit Center. Specific suggestions are made for the SDSU campus to provide more bicycle racks, lockers, and improved signage.

8 Implementation and Funding

This chapter is intended to support the implementation of this Plan's recommendations by providing the following information:

- An overview of bicycle-related expenditures between 2006 and 2012
- Planning level cost estimates for the entire proposed network
- Detailed cost estimates for the high priority projects
- Cost estimates for maintenance and operations
- An overview of funding sources that the City will pursue

8.1 Previous Bicycle-Related Expenditures

The City of San Diego has had several projects funded over the past six years. **Table 8-1** identifies specific projects funded in Fiscal Year 2006 to Fiscal Year 2012, the communities in which they are located, and the amount of the expenditures.

Table 8.1 City of San Diego Bikeways Expenditures FY 2006 to FY 2012

Project	Communities	Amount
54th Street and Euclid Avenue Bike Lanes and Routes	Southeastern San Diego, College Area	$130,000
Balboa Avenue/Tierrasanta Blvd. Bikeway	Clairemont Mesa, Kearny Mesa, Tierrasanta	$250,000
Bayshore Bikeway	Otay Mesa/Nestor	$996,410
Bicycle Loop Detectors	Citywide	$83,500
City Bicycle Master Plan	Citywide	$275,000
Coastal Rail Trail	Torrey Pines, University	$839,950
Congress Street Bicycle Facility	Old San Diego	$50,000
Darkwood Canyon Connector Study for SR-56 Bike Path	Rancho Penasquitos	$41,106
Kearny Villa Road Bike Lane Improvements	Kearny Mesa	$300,000
Kearny Villa Road Bike Path Study	Kearny Mesa	$100,000
Minor Bicycle Facilities	Citywide	$354,500
Mission Trails Regional Park/Mission Bay Bike Path	Mission Valley/Navajo	$201,500
Ocean Beach Bike Path/Hotel Circle North Bikeway Design	Mission Valley, Ocean Beach	$3,058,884
Pacific Highway Bike Route	Midway/Pacific Highway Corridor	$7,594
Park Boulevard Bicycle Facility	Uptown, Greater North Park	$75,000
Poway Road - Class I Bicycle Lane	Sabre Springs	$1,600,000
Rancho Bernardo Bikeway	Rancho Bernardo	$250,000

Project 8 – 54th Street: Montezuma Road to El Cajon Boulevard and Collwood Boulevard: Monroe Avenue to 54th Street

Project Description

This project serves bicycle demands between the College Area, City Heights, and Talmadge by providing Class III bicycle facilities along 54th St. from Montezuma Road to Collwood Blvd, by upgrading the existing Class III bicycle facilities to Class II facilities along 54th St. from Collwood Blvd to El Cajon Blvd, and by upgrading the existing Class III bicycle facilities to Class II facilities along Collwood Blvd from Monroe Ave. to 54th St. This high priority project is over a mile long and connects the College and Mid-City communities to key land uses including San Diego State University. This project provides connections to local bus Routes 1, 11, 15, and 955.

In order to implement this project, it would be necessary to restripe travel lanes on the segment from Collwood Blvd to El Cajon Blvd to provide the necessary space for Class II bike facilities*. There are no anticipated parking impacts associated with this project.

Bicycling issues along this project corridor include three reported bike crashes from 2002-2007, posted traffic speeds of 25 mph and volumes of approximately 3,000 to 3,200 ADTs along 54th Street. However, as 54th merges with Collwood Blvd south to El Cajon Blvd, posted traffic speeds increase to 35 mph and volumes increase to approximately 21,800 to 26,900 ADTs, creating difficult intersections at 54th St with Collwood Blvd and El Cajon Blvd. The gradient along portions of 54th Street is also quite steep for bicycle travel.

This high priority project ranked 8th with an average weighted prioritization score of 31.6 points.

Proposed Improvements

▪ Remove traffic striping along 54th St to accommodate Class II Bike Facility	$2,760
▪ Roadside signage on post	$3,750
▪ Class II paint and traffic stripe	$3,588
▪ Class II & III pavement markings	$7,500
▪ Bicycle Loop Detector	$2,400
▪ Other construction related costs	$26,967

Cost

$46,965

* *No loss of travel lanes.*

APPENDIX F

COLLEGE AREA COMMUNITY PLAN, EXCERPTS (1989)

COLLEGE AREA COMMUNITY PLAN

1989

THE CITY OF SAN DIEGO

EXISTING CONDITIONS: BICYCLES

Bicycles play an important role in the transportation system of this community. Bicycles are inexpensive to operate, require less space to operate and to park than automobiles, and are non-polluting vehicles. Finally, because bicycles provide exercise and recreational benefits, they are an ideal form of transportation.

Bicycle facilities in the community consist of Class II and Class III facilities (see **Figure 16**). The designated bicycle routes (**Figure 17**) follow major streets, but undesignated local streets are also used extensively by bicyclists. The university encourages students to use bicycles and currently provides bicycle parking facilities throughout the campus. However, the university needs to provide more racks and lockers (which can be used for storage of books, jackets, backpacks, etc.) to encourage an increase in bicycle use.

RECOMMENDATIONS: BICYCLES

1. Implement the City wide bicycle program by completing the proposed bicycle facilities shown on **Figure 17**:

    a. Class II lane along College Avenue

    b. Class II lane along El Cajon Boulevard, east from College Avenue

    c. Class III route along Alvarado Road from College Avenue to 70th Street

    d. Class II lane along 70th Street between Alvarado Road and Montezuma Road

    e. Class III route on Remington Drive west to Dover Drive

    f. Class III route along the Plaza Drive right-of-way between College Avenue and 55th Street

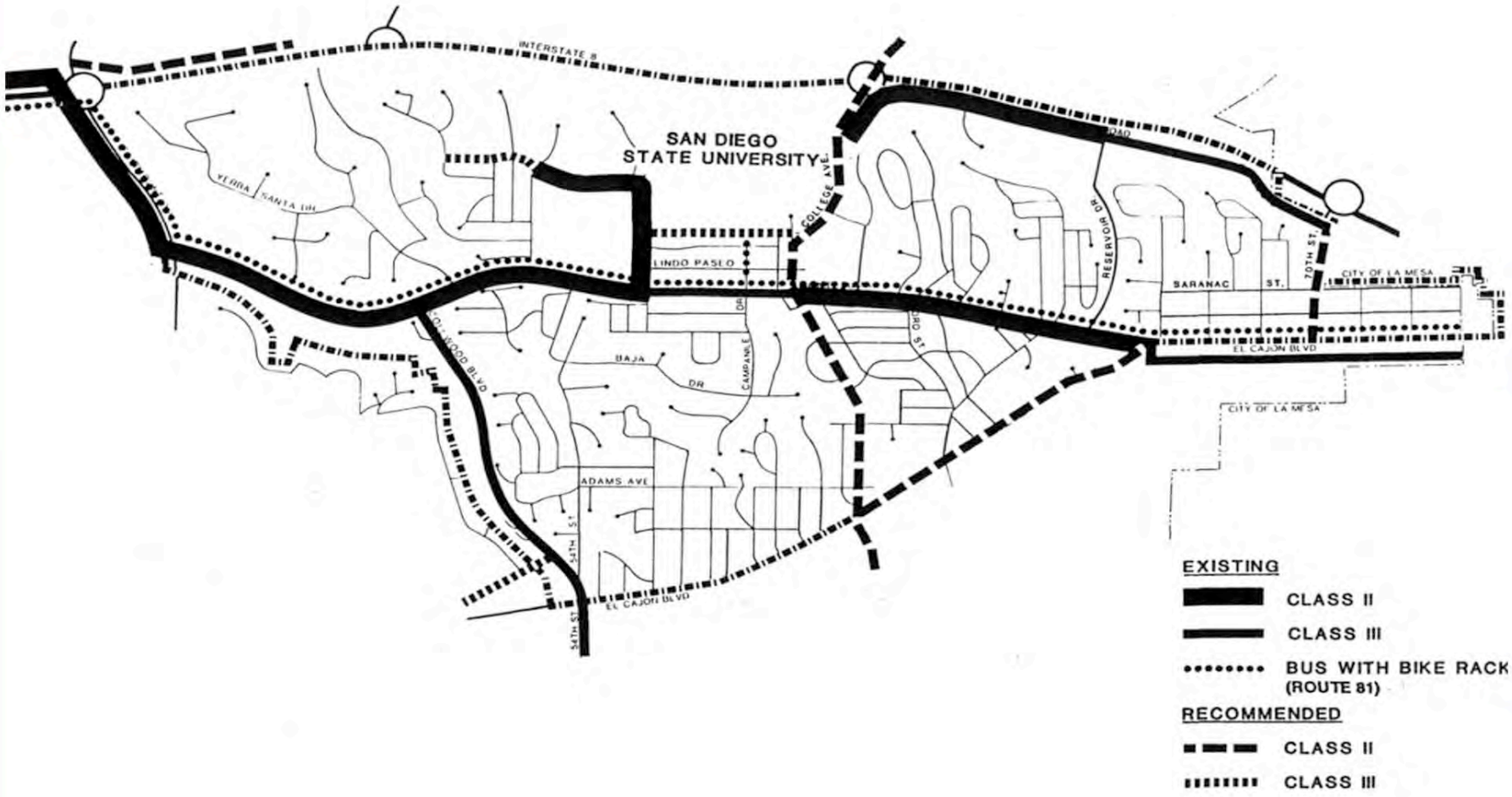
    g. Class III route on Monroe Street, west of Collwood Boulevard

2. Clearly mark all bicycle facilities with signs in conformance with City bicycle facility signs.

3. As part of future street improvements, upgrade Class III routes to Class II lanes on Montezuma Road and Collwood Boulevard. Both streets are major streets and should have restricted right-of-way bike lanes (see **Figure 17**).

4. As part of all new commercial and multifamily residential development projects, require bicycle parking facilities.

5. Provide bicycle parking facilities at the San Diego State University Transit Center.



Bicycle Facilities **17**

College Area Community Plan FIGURE

6 The university should improve bicycle facilities by implementing the following:

   a. Increase the number and location of bicycle racks and lockers.

   b. Clearly mark bicycle routes on the campus and separate bicycle routes from pedestrian routes.

   c. Indicate bicycle parking areas by providing signs at campus entrances directing cyclists to parking areas and by marking parking areas with signs.

EXISTING CONDITIONS: PEDESTRIAN FACILITIES

As in most older urbanized communities in the City, the public sidewalk system has been fully developed with sidewalks along both sides of most streets. This system serves the entire community with the exception of the university which has its own internal pedestrian circulation system. This internal system includes three pedestrian bridges across College Avenue.

Because the community is relatively small, and due to the difficulty of using automobiles for local trips, pedestrian traffic in the community is high. Ease and safety of pedestrian circulation is, therefore, important to the community and an important factor in reducing the use of the automobile.

RECOMMENDATIONS: PEDESTRIAN FACILITIES

1. Complete missing portions of sidewalks shown on **Figure 18**. New sidewalks should be contiguous to the curb and should conform in width to the sidewalks to which they connect.

   a. 63rd Street between El Cajon Boulevard and Catoctin Drive.

   b. Montezuma Road between 54th and Collwood Boulevard.

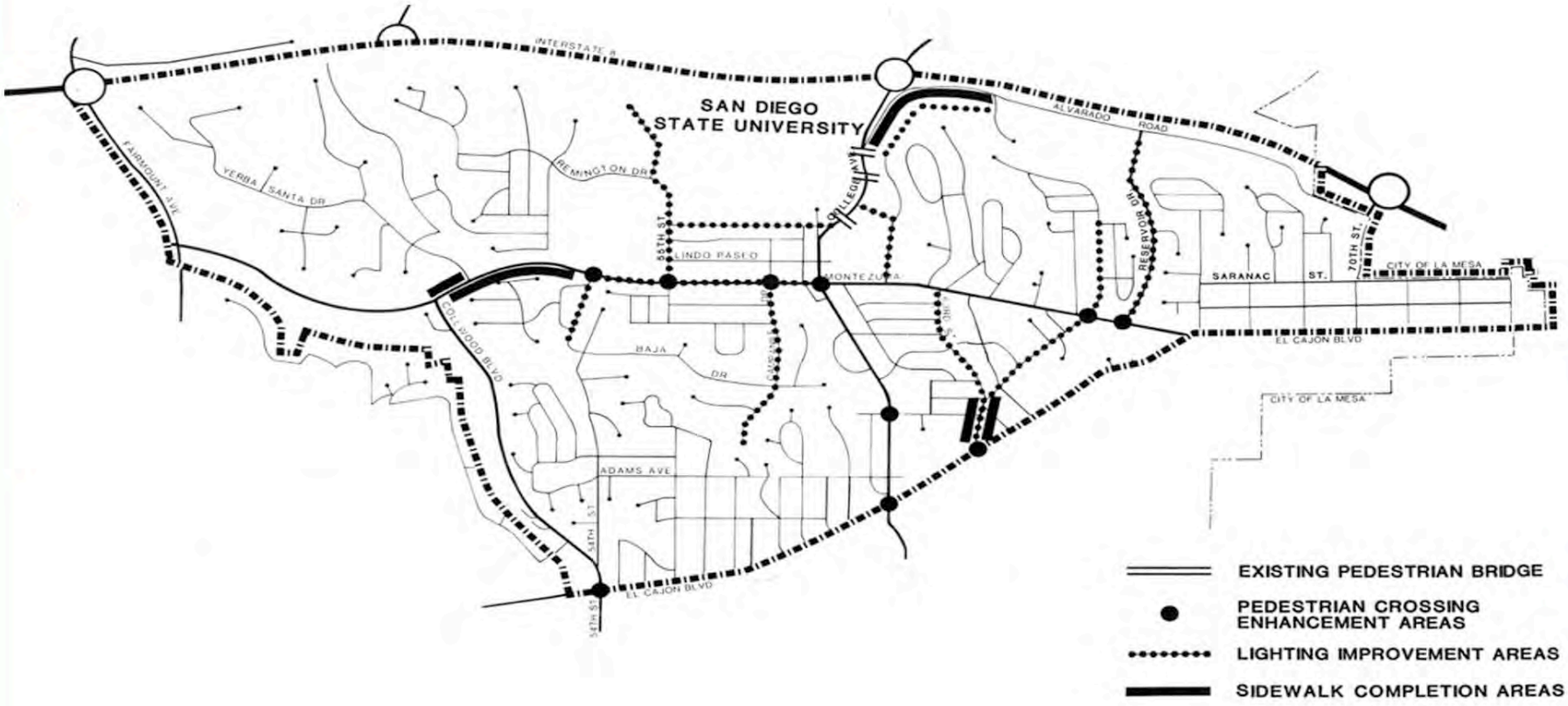
   c. Alvarado Road from College Avenue to Alvarado Court.

2. Analyze the need for enhancement of pedestrian crossing areas at the major intersections shown on **Figure 18**. The Engineering and Development Department, the Planning Department and the community should determine which intersections warrant such improvements according to established City policies, and what improvement would be possible at those intersections.

3. Provide lighting along the heavily used pedestrian routes listed and shown on **Figure 18**. Any lighting levels above those established in Council Policy 600-4 would have to be constructed and maintained by a maintenance district.

   a. 54th Street, south of Montezuma Road.

   b. Montezuma Road, from 54th Street to College Avenue.



Recommended Pedestrian Circulation Improvements

College Area Community Plan

18 FIGURE

c. 55th Street, from Dorothy Drive to the northern terminus of 55th Street.

d. Plaza Drive right-of-way, from 55th Street to College Avenue (university property).

e. Campanile Drive, south of Montezuma Road.

f. East Campus Drive connecting College Avenue and Montezuma Road, northeast of the College Avenue-Montezuma Road intersection (university property).

g. 63rd Street, between Montezuma Road and El Cajon Boulevard.

h. Catoctin Drive, from Alvarado Road to 63rd Street.

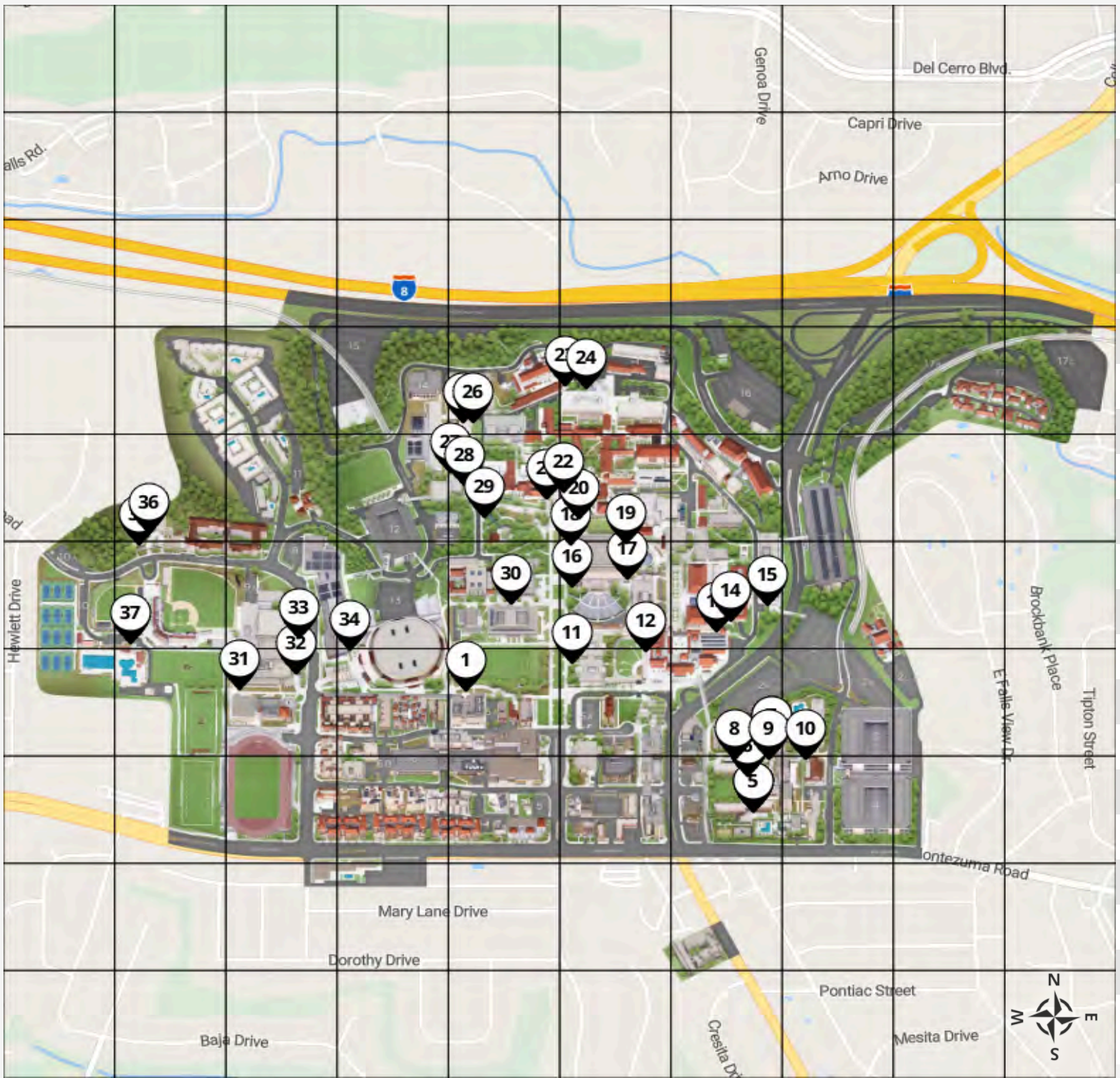
i. Reservoir Drive, north of Montezuma Road.

j. Alvarado Road, from Alvarado Court to College Avenue.

4. Lighting should be provided at all bus stops.

APPENDIX G

SAN DIEGO STATE UNIVERSITY BICYCLE RACKS LOCATION MAP



SDSU San Diego State University

1	E7	Bike Racks
2	G8	Bike Racks
3	G8	Bike Racks
4	G7	Bike Racks
5	G8	Bike Racks
6	G8	Bike Racks
7	G7	Bike Racks
8	G8	Bike Racks
9	G8	Bike Racks
10	H8	Bike Racks
11	F7	Bike Racks
12	F7	Bike Racks
13	G6	Bike Racks
14	G6	Bike Racks
15	G6	Bike Racks
16	F6	Bike Racks
17	F6	Bike Racks
18	F6	Bike Racks
19	F6	Bike Racks
20	F5	Bike Racks
21	E5	Bike Racks

22	F5	Bike Racks
23	F4	Bike Racks
24	F4	Bike Racks
25	E4	Bike Racks
26	E4	Bike Racks
27	E5	Bike Racks
28	E5	Bike Racks
29	E5	Bike Racks
30	E6	Bike Racks
31	C7	Bike Racks
32	C7	Bike Racks
33	C6	Bike Racks
34	D7	Bike Racks
35	B6	Bike Racks
36	B5	Bike Racks
37	B6	Bike Racks

APPENDIX H

CITY OF SAN DIEGO PEDESTRIAN MASTER PLAN (APRIL 2015)

City of San Diego

PEDESTRIAN MASTER PLAN

Phase Four

KTU+A Planning + Landscape Architecture

RBF CONSULTING

College Area Pedestrian Plan

Pedestrian Master Plan – Phase 4

College Area Description

The College Area Community is located in the central part of the City of San Diego, along the southern rim of Mission Valley and approximately eight miles northeast of the downtown area. It is a residential community, which is also home to San Diego State University. The San Diego Trolley passes through the community with two stations: one on campus at SDSU and one opposite Alvarado Hospital on Alvarado Road.

The College Area community is developed predominantly with single-family houses in subdivision patterns reflective of the hills and canyons within the community. When entering the community from the north or west, the streets rise sharply. Commercial development in the community tends to be oriented to the automobile, with parking lots fronting the street and driveways that interrupt sidewalks.

El Cajon Boulevard is a historic commercial district through the College Area community. Fairmount Avenue and Montezuma Road are characterized by canyon walls with native vegetation on both sides of the street. Collwood Boulevard also runs through a canyon with steep hillsides.

Almost all of the neighborhood streets have mature trees planted either in the public right-of-way or on private property adjacent to the sidewalks. Montezuma Road, west of College Avenue, has tall mature palm trees planted along the right-of-way.

Community Outreach

The project was presented to the College Area Community Planning Group in September 2012. At that time, the Focus Area was presented and community members were encouraged to complete Walk Audits and the Online Survey.

A total of 18 surveys were completed online for the College area community. Survey respondents indicated that they mostly walk for recreation or exercise, with fewer than half walking for shopping or errands. Their key concerns were **missing sidewalks**, **wide streets that are difficult to cross**, and **insufficient lighting**. They pointed out issues with walking along and crossing **Montezuma** and **El Cajon Boulevard**, and expressed **safety concerns about crime**.

College Area residents and business owners were also invited to attend two Open House events held in December 2012 to review the recommendations for their community. At each Open House, recommendations for all Phase 4 communities were presented and participants were encouraged to provide input and complete surveys to share their thoughts and ideas on the plan. The survey feedback collected was specific to each community. Open House participants returned a total of 41 survey forms, including 17 for the College community.

Open House surveys for the College Area Community indicated that over half the respondents (9 people) were satisfied with the identified Improvement Areas and the recommended improvements. Respondents made several suggestions for improvements including extending the Improvement Area for Montezuma west to Fairmount. Montezuma Road was mentioned most frequently as a priority, including improvements at the intersection with College and Safe Routes to School improvements around Hardy Elementary School. El Cajon was also a priority for these respondents, with support for further study along this corridor.

Inventory of Missing Sidewalks and Curb Ramps

The City of San Diego and SANDAG provided detailed information regarding missing sidewalks and existing curb ramps. GIS files for existing sidewalks and curb ramps were provided by SANDAG and the City for inclusion in the base mapping efforts. A visual inspection of field conditions was conducted to verify the accuracy of the information provided and to identify the presence of sidewalk obstructions, pedestrian activity and other pedestrian issues in this community. Missing sidewalks and curb ramps are illustrated in **Exhibit C-1**.

Route Types

All roadways within the College Area Community were classified based on pedestrian functionality as defined in the Phase I Framework Document. There are four key route types included in the College Area: District, Corridor, Connector and Neighborhood. **Exhibit C-2** illustrates the Route Type Classifications defined within the College Area Community.

District: A district route includes sidewalks in the more intensive mixed use and concentrated areas of the city.

Corridor: A corridor sidewalk is associated with major arterials and linear corridors with a moderate level of density.

Connector: A connector sidewalk is often along a lower density corridor with few connections to adjacent land uses.

Neighborhood: A neighborhood sidewalk is limited to areas of lower density and single use residential areas.

Focus Areas

Focus Areas narrow down the routes within each community studied in the Master Plan. In most cases routes that are not within the Focus Area are located in low density residential areas, industrial areas, or areas with low demand for pedestrian activity.

The Pedestrian Priority Model (PPM) was used to calculate a priority score for all routes within the College Area Community. Point values associated with each of the five key priority factors, as defined in the Phase I Framework Document, were summed to provide an overall priority score. Once the routes had an associated score, the mean and standard deviation was calculated specific for the College Area Community, which was used to determine the Tier 1 (highest ranking) and Tier 2 (second highest ranking) routes. Tier 1 and Tier 2 routes were included in the Focus Area. Focus areas were refined as a

result of the existing conditions needs assessment and input from the community. **Exhibit C-3** illustrates the College Area Focus Area routes.

Improvement Areas

Overlaying the existing conditions, physical conditions assessment and community input, Improvement Areas were defined within the Focus Area for the College Area Community. Improvement Areas are defined as either intersection improvements or corridor improvements. Intersection improvements focus on a single intersection or a group of intersections within a reasonable proximity of one another. Corridor improvements focus on improvements either along a roadway or through a series of intersections.

For the College Area Community, ten Improvement Areas were defined, which are illustrated in **Exhibit C-4** and summarized in the following table. On the pages following the exhibit and table, recommendations for each Improvement Area are described in detail.

Priority Score

The Improvement Areas and recommended projects within each improvement areas were then evaluated against priority ranking criteria established during Phase I of the Pedestrian Master Plan. Priority scores were based on issues and recommendations associated with walkability, safety, connectivity and accessibility.

Improvement Area Recommendations

Improvement Area	Recommendations	Priority Score
C-1: West El Cajon Boulevard Mobility Study	Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability access to transit, bicycle facilities and vehicular circulation and walkability issues. Implement intersection improvements to address connectivity and walkability issues.	**30**
C-2 East El Cajon Boulevard Mobility Study	Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability, access to transit, bicycle facilities and vehicular circulation. Implement short term intersection improvements to address existing pedestrian issues.	**12**
C-3 69th Street Corridor Improvements	Implement improvements and evaluate the feasibility of implementing improvements that improve pedestrian safety, visibility, and connectivity at identified intersections along 69th Street near El Cajon Boulevard.	**19**
C-4 Hardy Elem. School	Prepare plans and implement intersection improvements that meet current ADA standards in order to improve pedestrian safety and circulation. Update school areas signage to meet current CA-MUTCD standards.	**15**
C-5 Montezuma Place Walkability Enhancements	Implement intersection and sidewalk improvements that complement the long range Redevelopment Plan for the site and address existing walkability issues. Enhancements focus on improving driver awareness and pedestrian safety/visibility.	**13**
C-6 Montezuma Road at College Avenue Intersection Improvements	Implement measures to restrict access to Rockford Drive to improve pedestrian safety along Montezuma Road. Implement pedestrian crossing enhancements at College Avenue due to frequent pedestrian trips.	**18**
C-7 Montezuma Road Feasibility Assessment Multi-Use Trail	Conduct a feasibility study to implement a multi-use trail on the north side of Montezuma Road.	**2**
C-8 70th Street Transit Access Improvements	Improve access to transit and connectivity by completing sidewalk and evaluating for a new traffic signal at Saranac Street.	**11**

Improvement Area	Recommendations	Priority Score
C-9 **Saranac Street Safety Improvements**	Conduct a speed survey to determine existing traffic speed on road. If appropriate, design and implement traffic calming devices designed to maintain the existing 25 mph speed limit.	**9**
C-10 **67th Street Accessibility Improvements**	Complete sidewalks and evaluate feasibility of new marked crosswalk to provide a contiguous ADA compliant connection between residential and commercial uses.	**17**

This page is intentionally blank.

Exhibit C-1: Missing Sidewalk and Curb Ramps

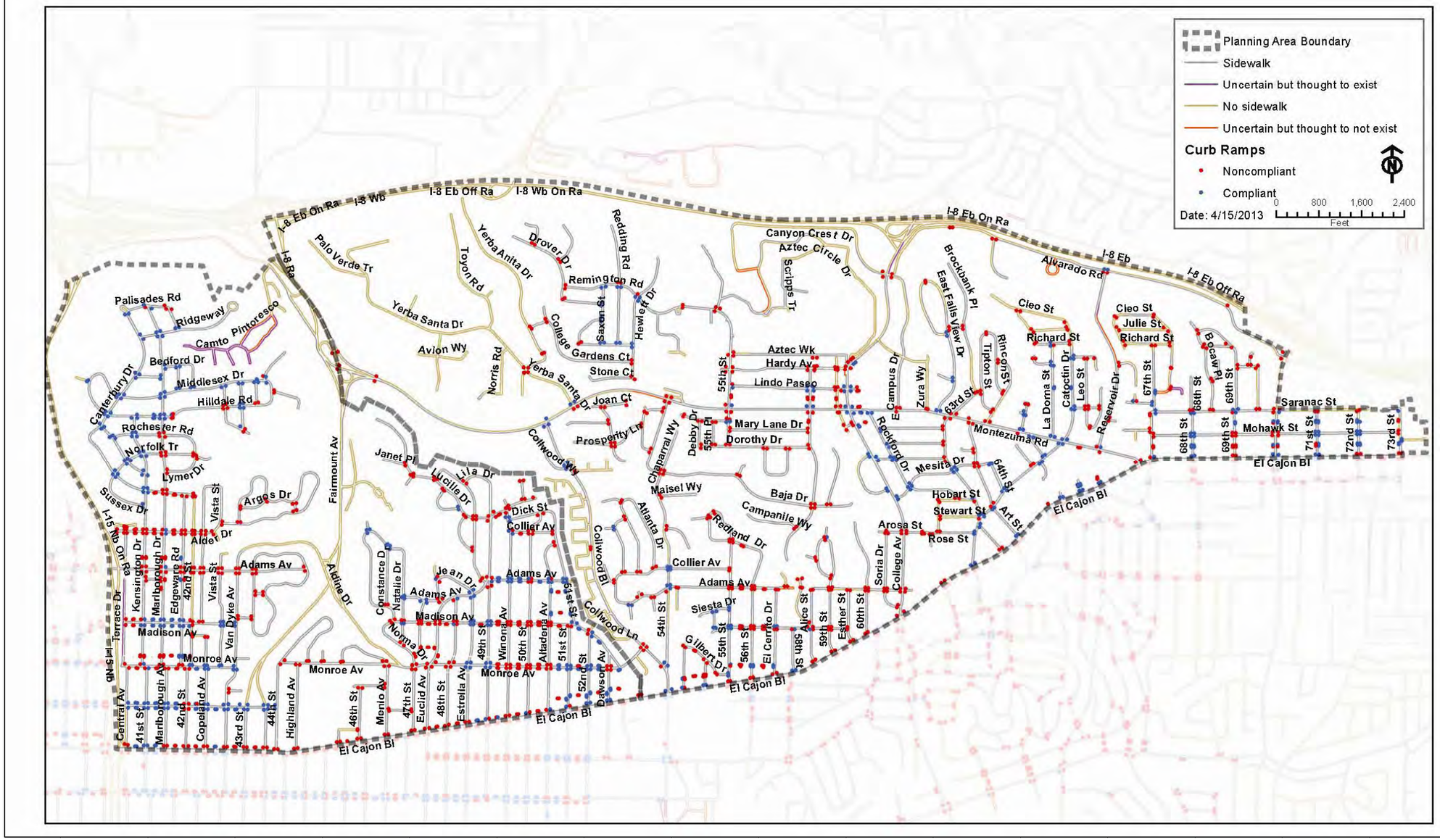


Exhibit C-2: Route Type Classifications

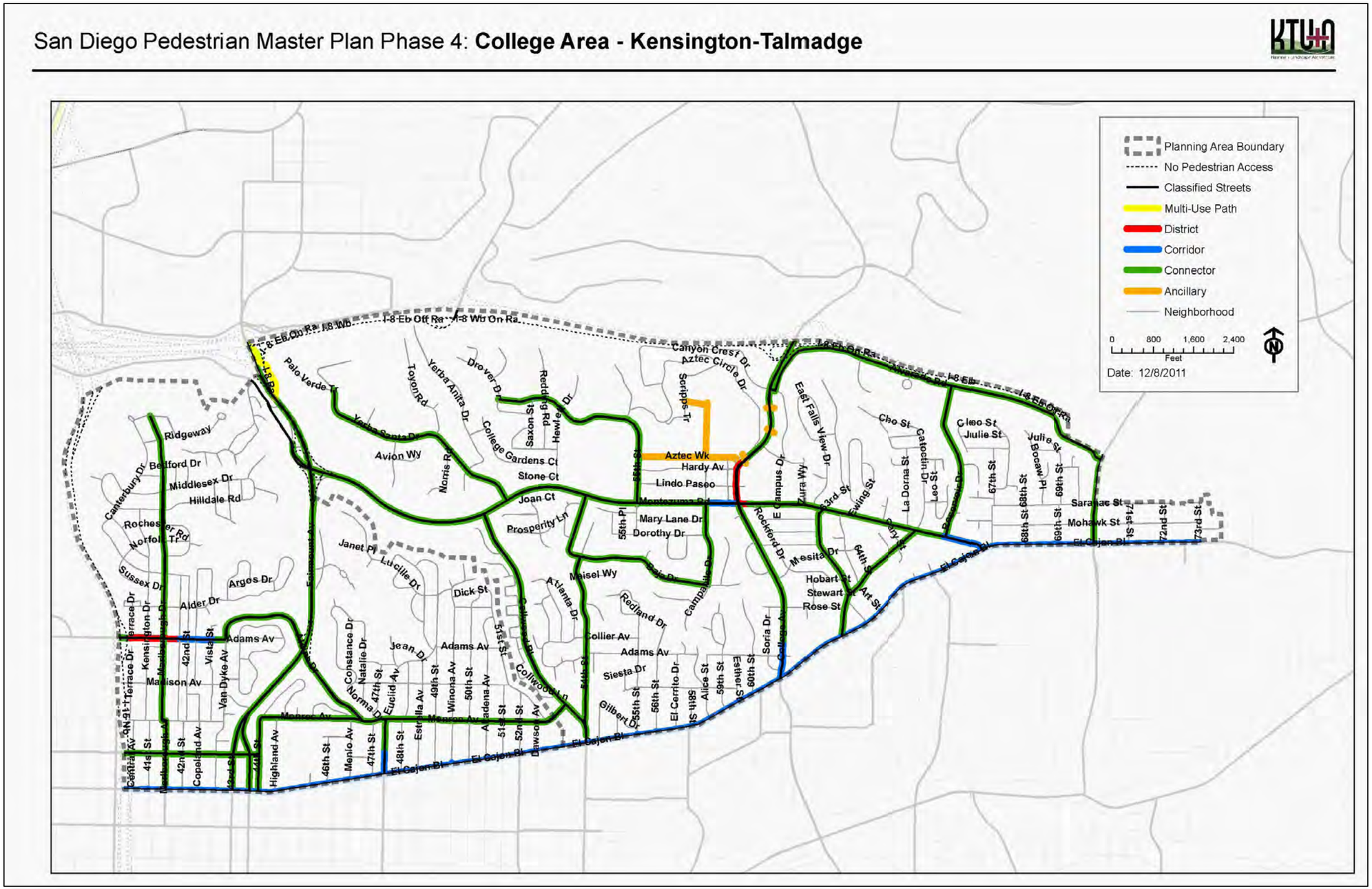
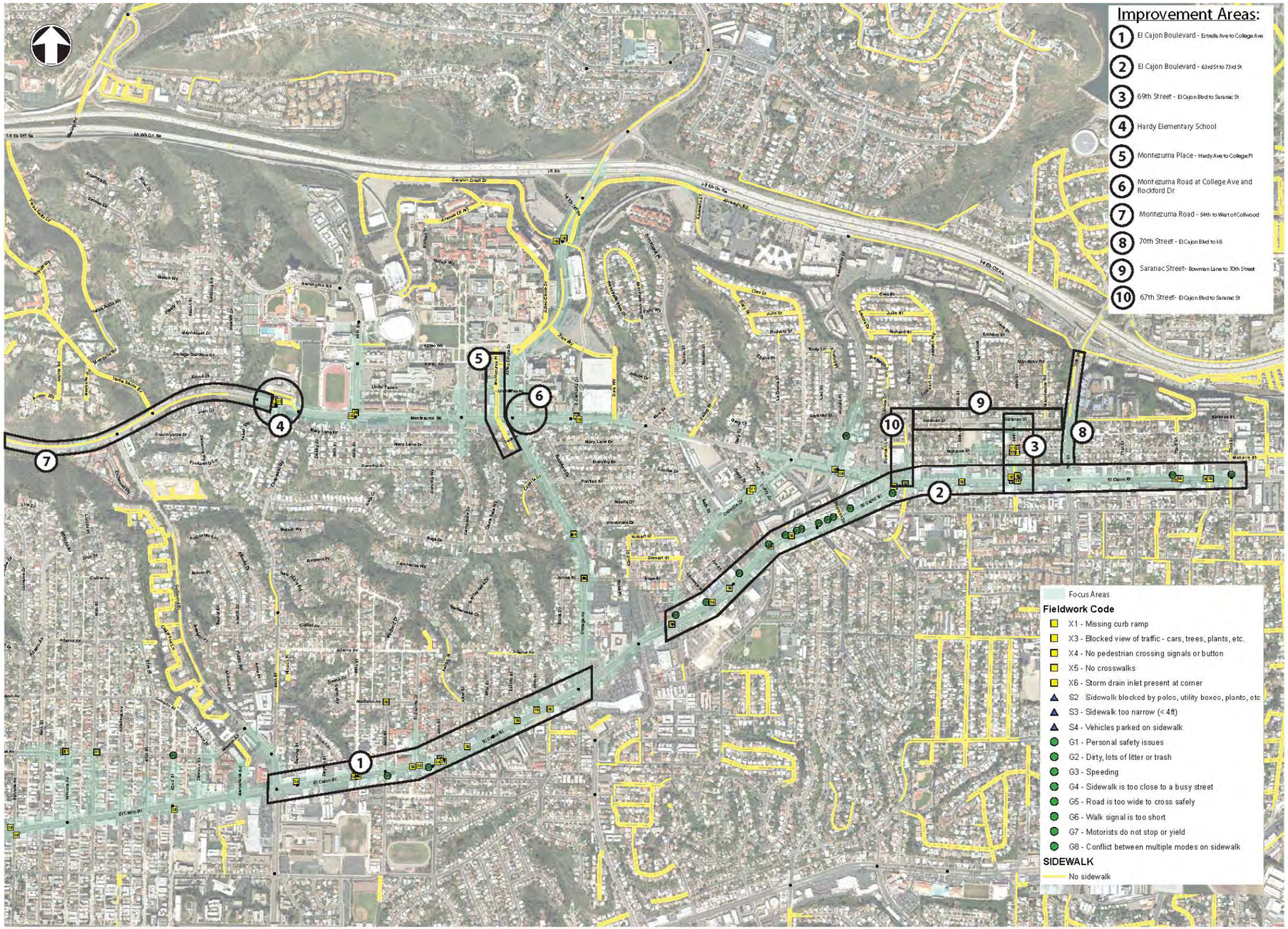
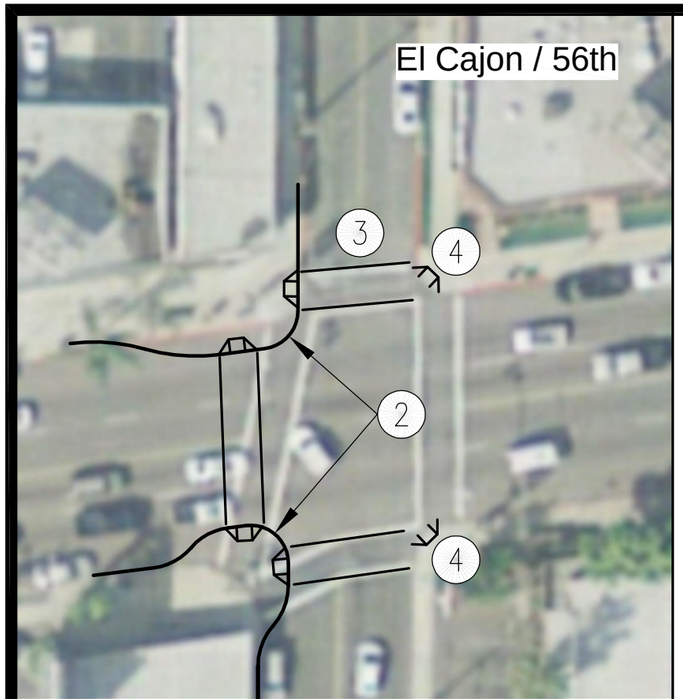


Exhibit C-3: Focus Area

Exhibit C-4: Improvement Areas



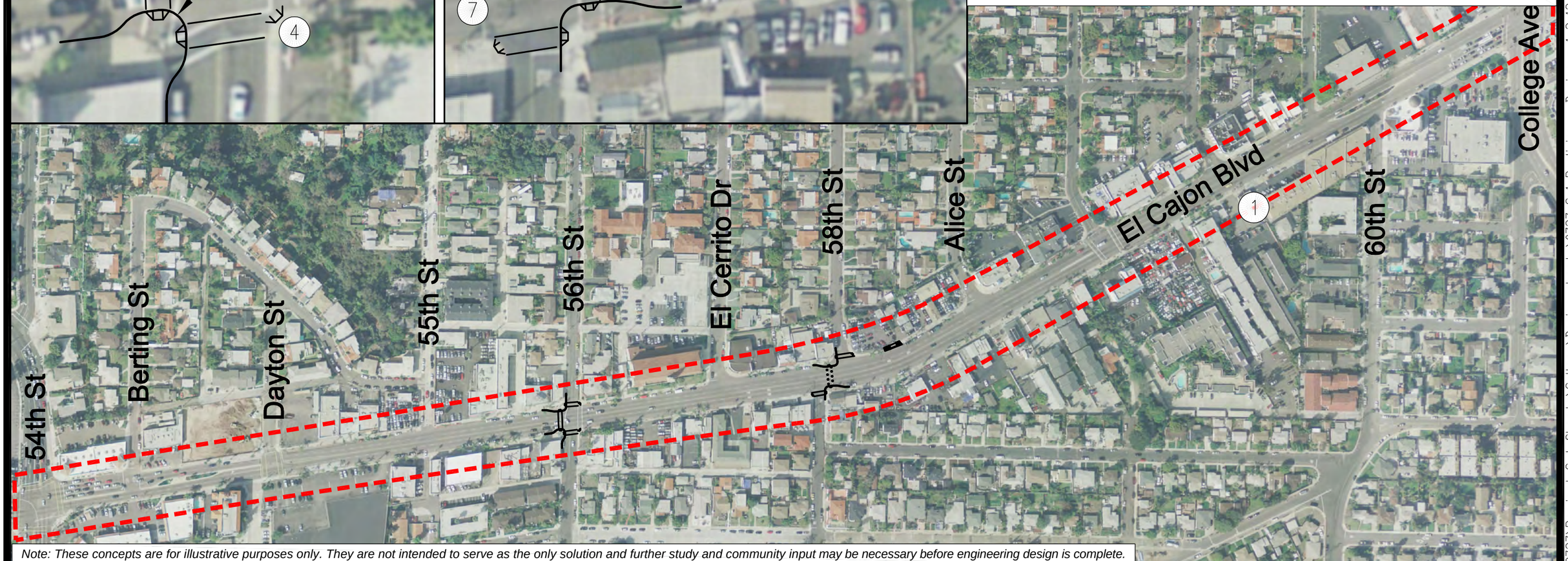


Recommendations: Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability, access to transit, bicycle facilities and vehicular circulation. Implement intersection improvements to address connectivity and walkability issues.

1. Conduct a Corridor Mobility Study to evaluate multimodal improvements
2. Implement curb extensions with ADA curb ramps at 56th St
3. Restripe crosswalks at 56th St
4. Install ADA compliant curb ramps at 56th St
5. Replace existing marked crosswalk with enhanced marked crosswalk at 58th St
6. Implement curb extensions with ADA compliant curb ramps on El Cajon Blvd at 58th St
7. Install ADA compliant curb ramps and marked crosswalks on 58th St
8. Complete sidewalk and implement ADA driveway on El Cajon Blvd

(See Table C-1 for more detailed descriptions)

NOT TO SCALE

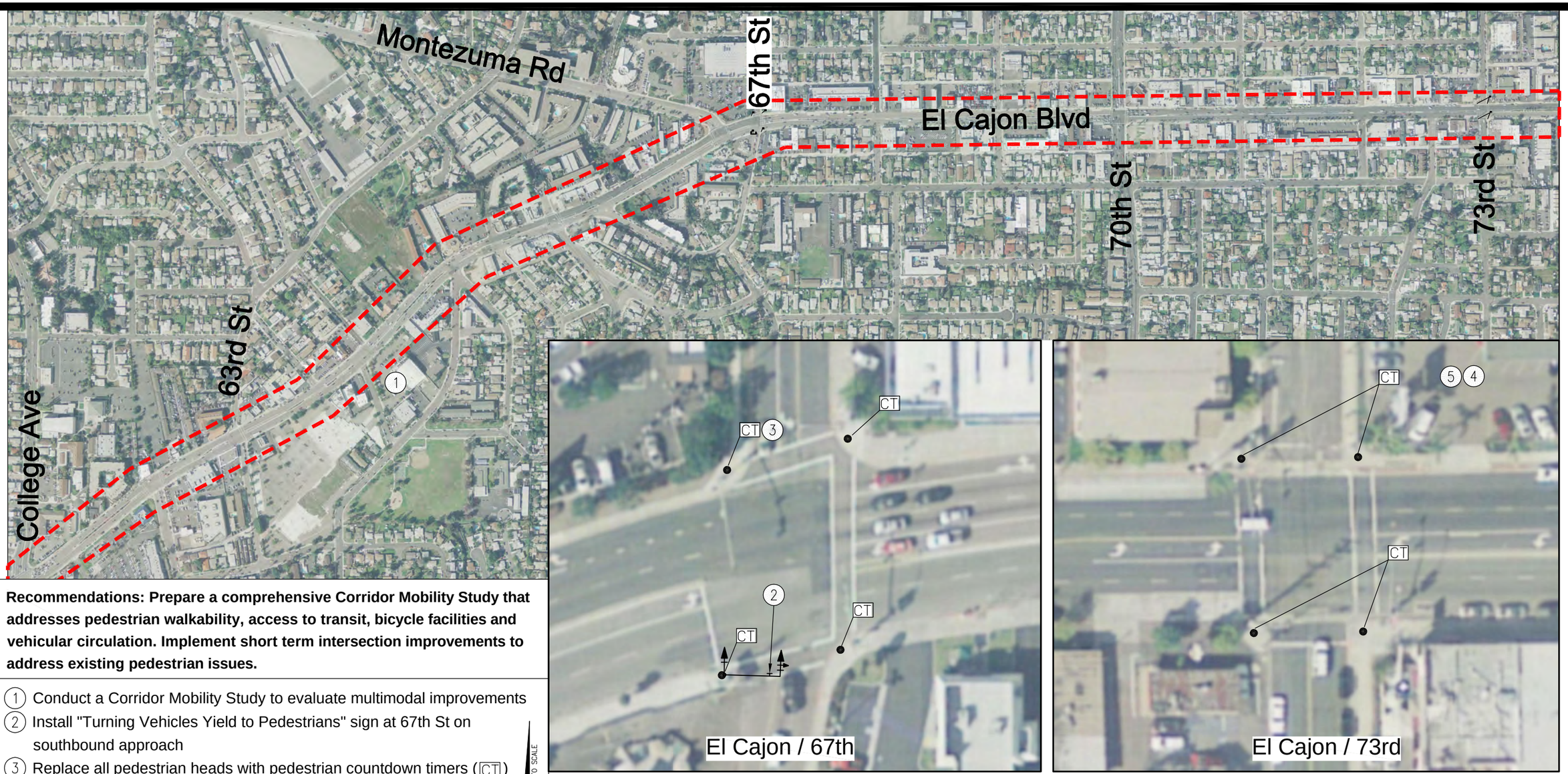


Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-1

West El Cajon Boulevard Mobility Study

Pedestrian Master Plan - Phase 4



El Cajon / 67th

El Cajon / 73rd

Recommendations: Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability, access to transit, bicycle facilities and vehicular circulation. Implement short term intersection improvements to address existing pedestrian issues.

1. Conduct a Corridor Mobility Study to evaluate multimodal improvements
2. Install "Turning Vehicles Yield to Pedestrians" sign at 67th St on southbound approach
3. Replace all pedestrian heads with pedestrian countdown timers (CT) at 67th St
4. Modify signal timing to add lead pedestrian interval at 73rd St
5. Replace all pedestrian heads with pedestrian countdown timers (CT) at 73rd St

(See Table C-2 for more detailed descriptions)

NOT TO SCALE

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-2

East El Cajon Boulevard Mobility Study

Pedestrian Master Plan - Phase 4

Recommendations: Implement improvements and evaluate the feasibility of implementing improvements that improve pedestrian safety, visibility, and connectivity at identified intersections along 69th Street near El Cajon Boulevard.

1. Evaluate feasibility of installing an enhanced marked crosswalk and ADA compliant curb ramps on west leg across El Cajon Blvd
2. Implement curb extensions on El Cajon Blvd
3. Extend raised median along El Cajon Boulevard to prohibit northbound and southbound left turns
4. Install additional street lights on El Cajon Boulevard at 69th St
5. Install marked crosswalks and ADA ramps at 69th St
6. Install "No Pedestrian Crossing" signs at 69th St
7. Implement sidewalk on 69th with ADA ramps at alley
8. Repaint all faded school pavement markings on 69th St
9. Replace marked school crosswalk with raised school crosswalk at Mohawk and 69th
10. Implement curb extensions on all corners of intersection with ADA compliant ramps at Mohawk and 69th St

(See Table C-3 for more detailed descriptions)

NOT TO SCALE

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-3

69th Street Corridor Improvements

Pedestrian Master Plan - Phase 4

Recommendations: Prepare plans and implement intersection improvements that meet current ADA standards in order to improve pedestrian safety and circulation. Update school area signage to meet current CA MUTCD standards.

1. Restripe marked crosswalks with retroreflective paint
2. Replace pedestrian heads with countdown timers (CT)
3. Install ADA compliant curb ramps
4. Update or relocate light pole on Montezuma Road
5. Restripe crosswalk across school driveway and install ADA compliant curb ramps
6. Update School Speed Limit Assembly C (CA) signage and pavement markings east and west of intersection

(See Table C-4 for more detailed descriptions)

NOT TO SCALE

Montezuma Rd

54th St

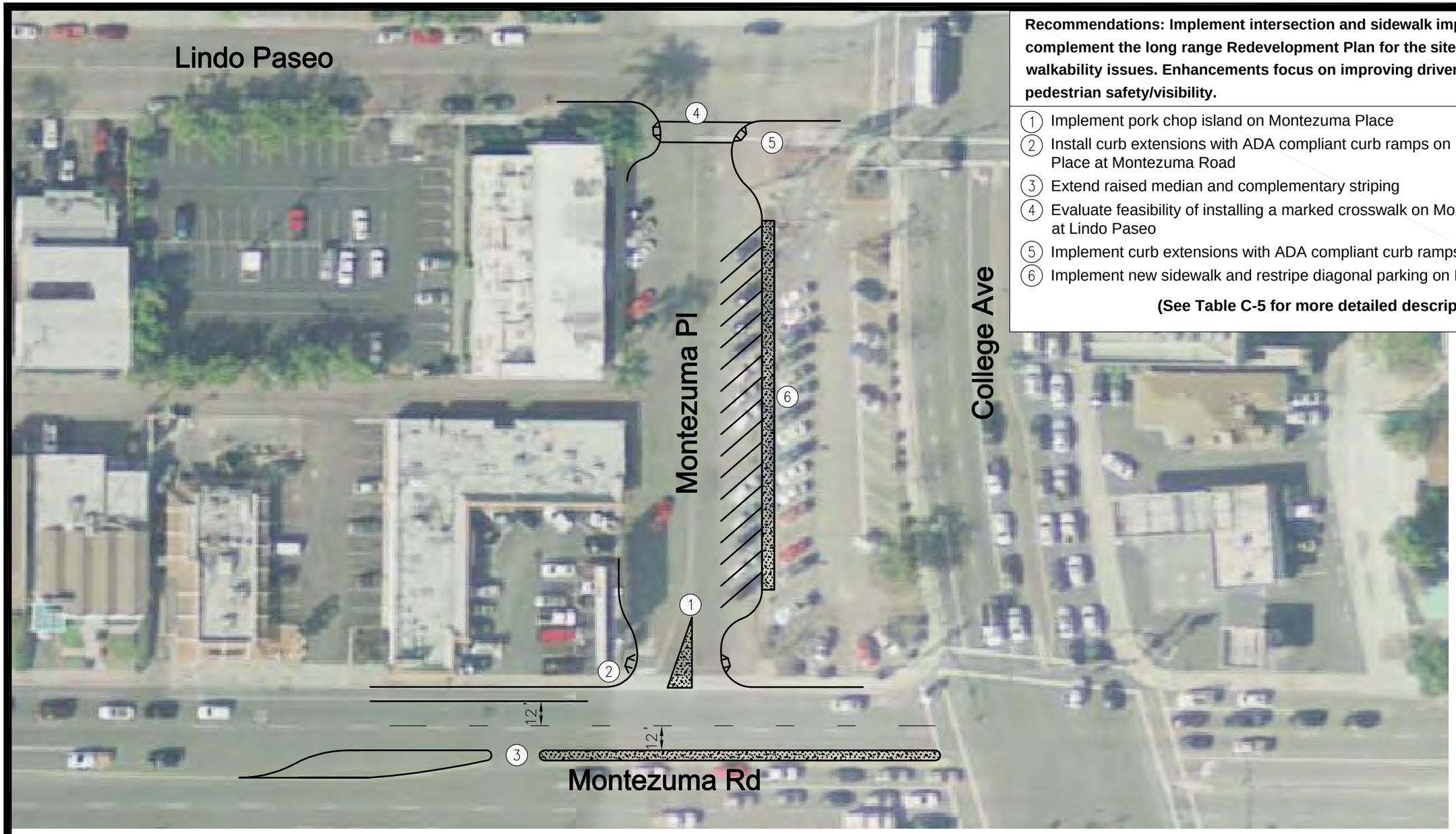
Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-4

Safe Routes to School Improvements at Hardy Elementary School

Pedestrian Master Plan - Phase 4

H:\PDATA\55100737\Project Cut Sheets\College\Design sheets\0737-C-4 Preliminary Design - 1-10-13.dwg 08/13/13 - 10:10am KRDWLEY



Recommendations: Implement intersection and sidewalk improvements that complement the long range Redevelopment Plan for the site and address existing walkability issues. Enhancements focus on improving driver awareness and pedestrian safety/visibility.

1. Implement pork chop island on Montezuma Place
2. Install curb extensions with ADA compliant curb ramps on Montezuma Place at Montezuma Road
3. Extend raised median and complementary striping
4. Evaluate feasibility of installing a marked crosswalk on Montezuma Place at Lindo Paseo
5. Implement curb extensions with ADA compliant curb ramps at Lindo Paseo
6. Implement new sidewalk and restripe diagonal parking on Montezuma Place

NOT TO SCALE

(See Table C-5 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-5

Montezuma Place Walkability Enhancements

Pedestrian Master Plan - Phase 4

Recommendations: Implement measures to restrict access to Rockford Drive to improve pedestrian safety along Montezuma Road. Implement pedestrian crossing enhancements at College Avenue due to frequent pedestrian trips.

1. Replace existing pedestrian heads with countdown timers (CT) at College Ave
2. Extend raised median on Montezuma Road
3. Install "No Pedestrian Crossing" signs on median
4. Reimplement corner at Rockford Dr and install ADA compliant curb ramps

(See Table C-6 for more detailed descriptions)

NOT TO SCALE

Montezuma Road

College Ave

Rockford Dr

CT

STOP

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-6

Montezuma Road at College Avenue Intersection Improvements

Pedestrian Master Plan - Phase 4

H:\PDATA\55100737\Project Cut Sheets\College\Design sheets\0737-C-6 Preliminary Design - 1-10-13.dwg 08/13/13 - 12:02pm KRDWLEY

Recommendations: Conduct a feasibility study to construct a multi-use trail on the north side of Montezuma Road.

1. Conduct a feasibility assessment and preliminary design for multi-use trail.

(See Table C-7 for more detailed descriptions)

NOT TO SCALE

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-7

Montezuma Road Multi-use Trail Feasibility Assessment

Pedestrian Master Plan - Phase 4

H:\PDATA\55100737\Project Cut Sheets\College\Design sheets\0737-C-7 Preliminary Design.dwg 06/27/13 - 12:20pm krowley

Recommendations: Improve access to transit and connectivity by completing sidewalks and evaluating for a new traffic signal at Saranac Street.

1. Conduct a feasibility study to evaluate right-of-way issues associated with completing sidewalks on 70th St
2. Evaluate for installation of traffic signal
3. Implement new sidewalk on Alvarado Road

(See Table C-8 for more detailed descriptions)

NOT TO SCALE

70th St

Alvarado Rd

Saranac St

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-8

70th Street Transit Access Improvements

Pedestrian Master Plan - Phase 4

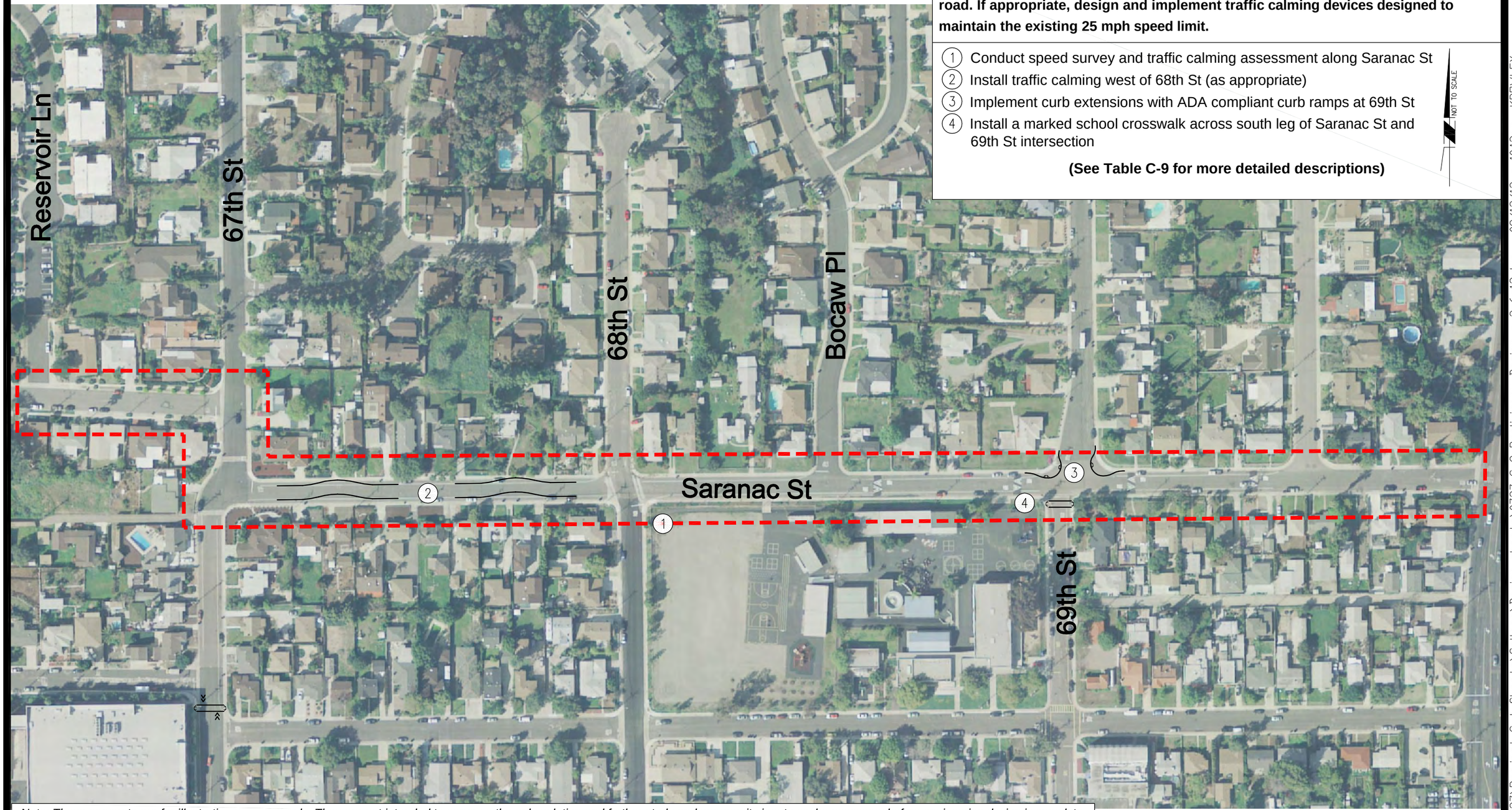
H:\PDATA\55100737\Project Cut Sheets\College\Design sheets\0737-C-8 Preliminary Design - 1-10-13.dwg 08/13/13 - 10:13am KRDWLEY

Recommendations: Conduct a speed survey to determine existing traffic speed on road. If appropriate, design and implement traffic calming devices designed to maintain the existing 25 mph speed limit.

1. Conduct speed survey and traffic calming assessment along Saranac St
2. Install traffic calming west of 68th St (as appropriate)
3. Implement curb extensions with ADA compliant curb ramps at 69th St
4. Install a marked school crosswalk across south leg of Saranac St and 69th St intersection

(See Table C-9 for more detailed descriptions)

NOT TO SCALE



Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-9

Saranac Street Safety Improvements

Pedestrian Master Plan - Phase 4

H:\PDATA\55100737\Project Cut Sheets\College\Design sheets\0737-C-9 Preliminary Design - 3-6-13.dwg 08/13/13 - 10:13am KRDWLEY

Recommendations: Complete sidewalks and evaluate feasibility of new marked crosswalk to provide a contiguous ADA compliant connection between residential and commercial uses.

1. Implement missing sidewalk south of Mohawk Street with ADA compliant curb ramps
2. Implement missing sidewalk north of Mohawk on west side of 67th with ADA compliant curb ramps
3. Evaluate the feasibility of installing a raised enhanced crosswalk on 67th St between offset legs of Mohawk St with ADA compliant curb ramps

NOT TO SCALE

(See Table C-10 for more detailed descriptions)

Note: These concepts are for illustrative purposes only. They are not intended to serve as the only solution and further study and community input may be necessary before engineering design is complete.

IMPROVEMENT AREA C-10

67th Street Accessibility Improvements

Pedestrian Master Plan - Phase 4

H:\PDATA\55100737\Project Cut Sheets\College\Design sheets\0737-C-10 Preliminary Design - 3-6-13.dwg 08/13/13 - 10:14am KRDWLEY

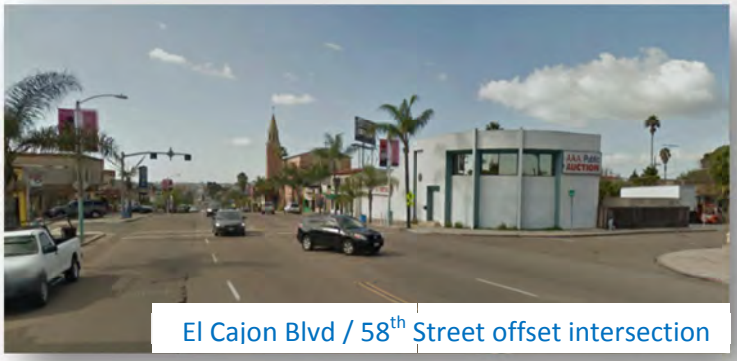
Improvement Area C-1:

West El Cajon Boulevard Corridor Mobility Study (54th Street to College Avenue)

Purpose & Need:

El Cajon Boulevard has a posted speed limit of 35 mph and carries between 25,000 and 30,000 vehicles per day. There is also a 25 mph school zone near 54th Street for Horace Mann Middle School. Although sidewalks are provided on both sides of the street, the environment is not welcoming to pedestrian activity. Sidewalks are adjacent to the high speed road and parked cars often block view of pedestrians waiting to cross El Cajon Boulevard. Short street blocks, high density land use and frequent transit stops support pedestrian activity in this area. Transit Routes 1 and 15 serve this corridor with 15-minute headways on the weekdays and 20 to 30 minute headways on the weekends. A Corridor Mobility Study should be conducted to address key pedestrian issues including reducing pedestrian crossing distances, improving pedestrian visibility at intersections, and improving access to transit. In advance of the Corridor Mobility Study, specific intersection improvements should be implemented at 56th Street and 58th Street to address existing pedestrian issues.

El Cajon Blvd / 56th Street



El Cajon Blvd / 58th Street offset intersection

Recommendations:

Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability access to transit, bicycle facilities and vehicular circulation. In advance of the Corridor Mobility Study, specific intersection improvements should be implemented to address existing connectivity and walkability issues. The table below provides potential improvements that should be considered.

Table C-1: West El Cajon Boulevard Corridor Mobility Study (54th Street to College Avenue)

Location	Description	Goal [1]	Objective	Est. Cost
El Cajon Boulevard from 54th St to College	1) Conduct a Corridor Mobility Study to evaluate multimodal improvements along El Cajon Boulevard.	S, C, W, A	Identify comprehensive mobility solutions.	$350,000
Intersection Improvements:				
El Cajon Blvd and 56th Street	2) Implement curb extensions with ADA compliant curb ramps on northwest corner and southwest corner.	A, W	Decrease crossing distance and improve pedestrian visibility	$30,000
	3) Restripe crosswalks on south, east, and west legs of intersection to align with new curb extensions.	C, W	Straighten the crosswalks to make a more direct path	$1,500
	4) Install ADA compliant curb ramps on northeast and southeast corners.	A	Improve accessibility at intersection	$12,000
El Cajon Blvd and 58th Street	5) Replace existing marked crosswalk with enhanced marked crosswalk. Include highly reflective paint and in-pavement flashers.	S	Improve pedestrian visibility at this uncontrolled marked crosswalk	$15,000
	6) Implement curb extensions with ADA compliant curb ramps at each end of existing marked crosswalk.	W, S, A	Reduce crossing distance and improve visibility of pedestrians	$42,000
	7) Install ADA compliant curb ramps and marked crosswalks across north and south legs of 58th.	A, W	Define pedestrian path of travel along El Cajon Blvd and improve ADA access	$12,750
	8) Complete sidewalk east of 58th St on El Cajon and implement ADA compliant driveway.	A	Improve ADA access along El Cajon Blvd	$45,000
TOTAL ESTIMATED COST				**$508,250**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area C-2:

East El Cajon Boulevard Corridor Mobility Study (College Ave to City Limits)

Purpose & Need:

The eastern corridor study for El Cajon Boulevard includes an area that is less dense than the western corridor, with longer street blocks and closer proximity to the SDSU campus. Activity centers along the corridor include The College Center Shopping Center, College Heights Library, various auto repair shops and car dealerships, and various strip malls. The posted speed limit through this area is 35 mph with average daily traffic ranging from 20,000 to 28,000 vehicles per day. Sidewalks are provided but walkability is still uninviting with long street blocks, no marked crosswalks outside of signalized intersections and a lack of a clear path of travel around SDSU. MTS Route 1 serves this corridor with 15 minute headways on the weekdays and 30 minute headways on the weekends. MTS Route 14 serves this corridor with one hour headways on the weekdays only. Both land use and transit activity support the need for pedestrian enhancement. A five year accident history shows that a total of 11 pedestrian-involved accidents have been reported along this corridor. Key pedestrian issues include frequency of marked crossings and vehicle-pedestrian conflicts at intersections. A Corridor Mobility Study is recommended to address corridor-wide improvements for all modes. However, intersection improvements at 67th Street and 73rd Street would address immediate safety concerns where multiple pedestrian-involved accidents have been reported in the past 5 years.

El Cajon Blvd / 67th Street

El Cajon Blvd / 73rd Street

Recommendations:

Prepare a comprehensive Corridor Mobility Study that addresses pedestrian walkability, access to transit, bicycle facilities and vehicular circulation. In addition, short term improvements should be implemented at the intersection of El Cajon Boulevard / 67th Street and El Cajon Boulevard / 73rd Street to address existing pedestrian issues. The table below provides potential improvements that should be considered.

Table C-2: East El Cajon Boulevard Corridor Mobility Study (College Ave to City Limits)

Location	Description	Goal [1]	Objective	Est. Cost
El Cajon Boulevard from College to Eastern City Limits	1) Conduct a Corridor Mobility Study to evaluate multimodal improvements along El Cajon Boulevard.	A, C, S, W	Identify comprehensive mobility solutions	$350,000
Short term focused improvements:				
El Cajon Blvd / 67th Street	2) Install "Turning Vehicles Yield to Pedestrians"(R10-15) on southbound approach.	S	Increase vehicle awareness of pedestrians	$250
	3) Replace all pedestrian heads with pedestrian countdown timers.	S, A	Reduce potential for pedestrians to cross at end of phase	$21,000
El Cajon Blvd / 73rd Street	4) Modify signal timing to add lead pedestrian interval.	S	Allow pedestrians to cross before vehicle indication turns green to minimize pedestrian-vehicle conflicts	$1,000
	5) Replace all pedestrian heads with pedestrian countdown timers.	S, W	Reduce potential for pedestrians to cross at end of phase	$21,000
TOTAL ESTIMATED COST				**$393,250**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area C-3:

69th Street Intersection Improvements (El Cajon Boulevard to Saranac Street)

Purpose & Need:

69th Street runs north-south and provides access to Harriet Tubman Village Charter School, residential neighborhoods, and commercial centers on El Cajon Boulevard. One block south of the school 69th Street intersects with El Cajon Blvd, a four-lane high-volume road with on-street parking on both sides, no marked crosswalks and poor visibility. There is no sidewalk provided on the west side of 69th Street just north of El Cajon Boulevard, and several curb ramps are missing or non-compliant along the corridor. This project would improve pedestrian safety, improve visibility and connectivity at the intersections.

Mohawk Street / 69th Street – school crossing

69th St north of El Cajon Blvd – no sidewalk on west side

Recommendations:

Prepare plans and implement intersection and corridor improvements in order to improve pedestrian safety, visibility, and connectivity at identified intersections. The table below provides potential improvements that should be considered.

Table C-3: 69th Street Intersection Improvements (El Cajon Boulevard to Saranac Street)

Location	Description	Goal [1]	Objective	Est. Cost
El Cajon Boulevard at 69th Street	1) Evaluate the feasibility of installing an enhanced marked crosswalk and ADA compliant curb ramps	S, A	Improve visibility of pedestrians crossing El Cajon Boulevard	$17,500
	2) Implement curb extensions on south leg of El Cajon Boulevard if marked crosswalk is installed.	S, W	Improve visibility of pedestrians and reduce crossing distance	$48,000
	3) Extend raised median along El Cajon Boulevard to prohibit northbound and southbound left turns, if marked crosswalk is installed. Provide gap in median for pedestrians.	A, S, W	Provide refuge island for pedestrians and reduce crossing distance; prohibit NB left turns to reduce pedestrian-vehicle conflicts at proposed crosswalk	$15,000
	4) Install additional street lights at intersection.	S	Improve visibility of pedestrians	$6,000
	5) Install marked crosswalks across north and south legs at 69th Street. Install ADA compliant curb ramp to align with crosswalks.	W, S, C	Provide ADA compliant crossings and establish path of travel through the intersection	$12,750
	6) Install "No Pedestrian Crossing" sign on east leg if marked crosswalk is installed on west leg.	S	Channelize pedestrians to new marked crosswalk	$500
69th Street north of El Cajon Blvd	7) Implement sidewalk on west side of street from El Cajon Boulevard to existing sidewalk at alley. Provide ADA compliant curb ramps at alley.	A	Provide ADA compliant walkway on west side of 69th Street	$37,500
	8) Repaint all faded school crossing pavement markings along 69th Street.	S	Improve driver awareness in school zone	$1,000
69th Street / Mohawk Street	9) Replace existing marked school crosswalk on north side of intersection with a raised school crosswalk.	A	Reduce speeds and improve driver awareness in school zone	$18,000
	10) Implement curb extensions on all corners of the intersection with ADA compliant ramps to align with the crosswalks.	S	Improve visibility around parked cars and reduce vehicular speeds	$72,000
TOTAL ESTIMATED COST				**$228,250**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area C-4:

Safe Routes to School Improvements at Hardy Elementary School (Montezuma Road at 54th Street)

Purpose & Need:

Montezuma Road at 54th Street, a busy intersection with high traffic speeds, serves as the main entrance to Hardy Elementary School. Although there are crosswalks provided on three legs, there are no curb ramps on the north leg and non-compliant ramps on the east and south legs. The crosswalk paint is faded and the unprotected left turn for the southbound vehicles creates potential pedestrian-vehicle conflicts in the western crosswalk. The sidewalk along the north side of Montezuma Road is obstructed by a light pole with an above ground foundation with little clearance for pedestrians. This project would update signage, curb ramps, and crosswalks to improve pedestrian safety in the area. Sidewalk widening and intersection improvements are also suggested to improve pedestrian circulation.

Montezuma / 54th Street – entrance to school

Obstructed sidewalk and lack of proper curb ramps

Recommendations:

Prepare plans and implement intersection improvements that meet current ADA standards in order to improve pedestrian safety and circulation. Update school areas signage to meet current CA-MUTCD standards. The table below provides potential improvements that should be considered.

Advance school signage – not compliant with 2010 MUTCD

Table C-4: Safe Routes to School Improvements at Hardy Elementary (Montezuma Road at 54th Street)

Location	Description	Goal [1]	Objective	Est. Cost
Montezuma / 54th Street	1) Restripe marked crosswalks with retro-reflective paint.	S	Improve visibility of pedestrians	$1,500
	2) Replace all pedestrian heads with countdown timers.	S	Prevent pedestrians from crossing at end of phase	$18,000
	3) Install ADA compliant curb ramps at crosswalks.	A	Provide access at curb for all users	$12,000
Montezuma Road	4) Update light pole to underground foundation or relocate to back of sidewalk.	A, W	Eliminate obstruction on sidewalk	$6,000
	5) Restripe crosswalk across school driveway and install ADA compliant curb ramps.	C	Provide clear connection from intersection to school entrance walkway	$7,500
	6) Update School Speed Limit Assembly C (CA) signage with fluorescent yellow green sign and install school pavement markings.	S	Meet current CA-MUTCD standards and improve visibility of pedestrians	$700
TOTAL ESTIMATED COST				**$45,700**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area C-5:

Montezuma Place Walkability Enhancements (Montezuma Road to Lindo Paseo)

Purpose & Need:

Montezuma Place connects Montezuma Road and Lindo Paseo, an active part of the SDSU campus with the Greek student housing, retail uses, SDSU Transit Center, and SDSU campus. This street is parallel to College Avenue and is an access road through a large parking lot. Despite being perceived as safer than College Avenue due to lower traffic volumes, there is no clear path of travel along Montezuma Place into SDSU. No sidewalks are provided on Montezuma Place and the diagonal parking makes pedestrian visibility very poor. Improvements at this location address near term safety solutions for pedestrians.

Montezuma Place / Lindo Paseo – wide intersection

Montezuma Rd / Montezuma Place vehicles do not yield to pedestrians

Although the site is currently used as parking, the College Community Redevelopment Project sites a mix of uses for this site including very high density residential, retail and office. The redevelopment project also includes pedestrian plazas and walkways that appear to be in line with existing infrastructure. Due to changes in redevelopment, funding for the project is uncertain and a implemention date is undetermined. Recommendations listed above for this location do not conflict with, but complement the long range plan for this site.

Recommendations:

Implement intersection and sidewalk improvements that complement the long range Redevelopment Plan for the site to address existing walkability issues. Enhancements focus on improving driver awareness and pedestrian safety/visibility. The table below provides potential improvements that should be considered at this location.

Montezuma Place – no clear path for pedestrians

Table C-5: Montezuma Place Walkability Enhancements (Montezuma Road to Lindo Paseo)

Location	Description	Goal [1]	Objective	Est. Cost
Montezuma Road at Montezuma Place	1) Implement a pork chop island on north leg of intersection to enforce right turn only.	S	Reinforce restricted turning movements for vehicles to right in right out only	$24,750
	2) Install curb extensions on the north leg of intersection (on Montezuma Place), including ADA compliant curb ramps.	S, W	Provide buffer between parked cars and pedestrians crossing the driveway	$36,000
	3) Extend raised median west on Montezuma Road and complete complementary left-turn striping to west. Restripe travel lanes if necessary to maintain 12-foot lanes.	S, W	Create right turn only in/out of Montezuma Place to decrease ped/vehicle conflicts	$27,200
Montezuma Place at Lindo Paseo	4) Evaluate feasibility of installing a marked crosswalk on south leg.	C	Create clear path of travel for pedestrians	$2,500
	5) Implement curb extensions across the south leg of intersection (on Montezuma Place), including ADA compliant curb ramps.	C, S, W	Decrease the crossing distance for pedestrians and increase visibility	$36,000
Montezuma Place	6) Implement sidewalk on east side in front of diagonal parked cars and restripe existing parking.	S, W	Create clear path for pedestrians outside of vehicular parking area	$18,425
TOTAL ESTIMATED COST				**$144,925**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area C-6:

Montezuma Road at College Avenue and at Rockford Drive Intersection Improvements

Purpose & Need:

Montezuma Road is a wide, high-volume street that hosts an abundance of student life including Greek housing, the Chabad House (part of the Jewish Student Life of San Diego), residence halls, and apartment complexes. Many of these housing units are on opposing sides of the street and results in jaywalking. One pedestrian fatality was recorded in the past five years on this corridor to the east of Rockford Drive on Montezuma Road. Pedestrian trips are also frequent to and from the Aztec Student Union on the SDSU campus, which is located a few blocks north of Montezuma Road on College Avenue. The intersection of Montezuma Road / College Avenue and Montezuma Road / Rockford Drive is a hub for pedestrian activity and provides access to the college campus as well as many eateries. This project proposes recommendations to improve pedestrian safety at the intersections.

Montezuma Rd at Rockford Dr

Montezuma Rd at College Avenue

Recommendations:

Implement measures to restrict access to Rockford Drive to improve pedestrian safety along Montezuma Road. Implement pedestrian crossing enhancements at College Avenue due to frequent pedestrian trips. The table below summarizes the potential improvements.

Table C-6: Montezuma Road at College Avenue and at Rockford Drive Intersection Improvements

Location	Description	Goal [1]	Objective	Est. Cost
Montezuma Road at College Avenue	1) Replace existing pedestrian heads with countdown timers.	S, W	Decrease potential for pedestrians to start walking at the end of pedestrian phase	$24,000
Montezuma Road at Rockford Drive	2) Extend raised median to the east, past Rockford Drive.	S	Restrict left turns in and out of Rockford Drive to improve safety at intersection	$22,500
	3) Install "No Pedestrian Crossing" signs on median at Rockford Drive.	S	Direct pedestrians to cross Montezuma Road at College Avenue	$500
	4) Reimplement southwest corner and install ADA compliant curb ramps.	S, W	Reduce crossing distance and reduce vehicular turning speed	$21,000
TOTAL ESTIMATED COST				**$68,000**

[1] A = Accessibility S = Safety C = Connectivity W = Walkability

Improvement Area C-7:

Montezuma Road Multi-use Trail Feasibility Assessment (West of Collwood Boulevard to 54th Street)

Purpose & Need:

This segment of Montezuma Road connects the College Area community to the communities of Kensington and Talmadge as well as Grantville. The community has initiated a plan to add a multi-use path along the north side of Montezuma Road to improve pedestrian and bicycle connectivity. The segment currently has sidewalk on the south side and bicycle lanes on both sides. This project would assess the feasibility of installing a multi-use trail on the north side of the street.

Westbound on Montezuma Road

Recommendations:

Pedestrian and bicycle connectivity would be improved by implementing a multi-use path along Montezuma Road. Feasibility assessment is recommended to evaluate the potential impacts, costs, and constraints associated with the proposed plan of installing a multi-use trail.

Share The Road sign on Montezuma Road before Fairmount

Table C-7: Montezuma Rd Multi-Use Trail Feasibility Assessment (W. of Collwood Blvd to 54th St)

Location	Description	Goal [1]	Objective	Est. Cost
Montezuma Road West of Collwood Blvd. to 54th Street)	Conduct a feasibility assessment and preliminary design for multi-use trail.	C, W	Improve connectivity and recreational amenities in the community	$350,000
TOTAL ESTIMATED COST				**$350,000**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

Improvement Area C-8:

70th Street Transit Access Improvements

Purpose & Need:

70th Street connects the College Area neighborhoods to the Trolley station located west of 70th Street on Alvarado Road. There are missing or incomplete sidewalks along 70th Street between El Cajon Boulevard and Alvarado Road. Crossing 70th Street is challenging due to speed of traffic, lack of gaps, and topography. This project would assess the feasibility of completing the sidewalks and improving the visibility of pedestrians at the intersection of 70th Street / Saranac Street. Improved street lights, curb extensions, and other pedestrian features are needed to improve overall walkability.

Recommendations:

Improve access to transit and connectivity by completing sidewalk and evaluating additional improvements for pedestrian visibility. The table below provides potential improvements in this improvement area.

West side of 70th Street

70th Street south of Alvarado Road

Table C-8: 70th Street Transit Access Improvements

Location	Description	Goal [1]	Objective	Est. Cost
70th Street	1) Conduct a feasibility study to evaluate ROW issue associated with completing missing sidewalks.	A, C	Improve connectivity and access to transit	$50,000
70th Street / Saranac Street	2) Evaluate for the installation of a traffic signal.	A, S	Improve circulation of pedestrians crossing to transit stop with a pedestrian phase at signal	$5,000
Alvarado Road	3) Implement new sidewalk on Alvarado Road west of 70th Street.	C, W	Provide connected pedestrian path of travel	$630,000
TOTAL ESTIMATED COST				**$685,000**

[1] A = Accessibility; C = Connectivity; S = Safety; W = Walkability

Improvement Area C-9:

Saranac Street Safety Improvements (Reservoir Lane to 70th Street)

Purpose & Need:

This section of Saranac Street runs through a residential area with fronting homes and provides access to Harriet Tubman Village Charter School. Residents expressed concern about the lack of street lights, high traffic speeds, and pedestrian safety. Currently vehicles have an uncontrolled path of travel east to west with no stop signs or signals along Saranac Street from 67th Street to 70th Street. Speed humps have been installed on Saranac Street to help reduce traffic speeds. A speed survey should be conducted to determine the existing traffic speed on the road and a traffic calming plan should be developed to reduce speeds to 25 mph.

Saranac Street / 67th Street

Saranac Street / 69th Street

Recommendations:

Conduct a speed survey to determine existing traffic speed on road. A traffic calming plan should be designed to reduce traffic speeds to 25 mph. Since speed humps have been installed, it is anticipated that horizontal deflection may be needed to further reduce travel speeds. The table below provides potential improvements for this improvement area.

Table C-9: Saranac Street Safety Improvements (Reservoir Lane to 70th Street)

Location	Description	Goal (1)	Objective	Est. Cost
Saranac Street (Reservoir Lane to 70th Street)	1) Conduct speed survey and traffic calming assessment.	S	Identify traffic calming tools to maintain 25 mph speed	$20,000
	2) Install traffic calming as identified in traffic calming assessment west of 68th Street.	S	Maintain consistent 25 mph travel speed in Saranac Street	$40,000
Saranac Street / 69th Street	3) Implement curb extensions with ADA compliant curb ramps.	S, W	Reduce vehicle turning speeds and reduce pedestrian crossing distance at skewed intersection	$36,000
Saranac Street	4) Install a marked school crosswalk across south leg.	C	Improve school walkability and safety	$750
TOTAL ESTIMATED COST				**$96,750**

(1) A = Accessibility S = Safety
C = Connectivity W = Walkability

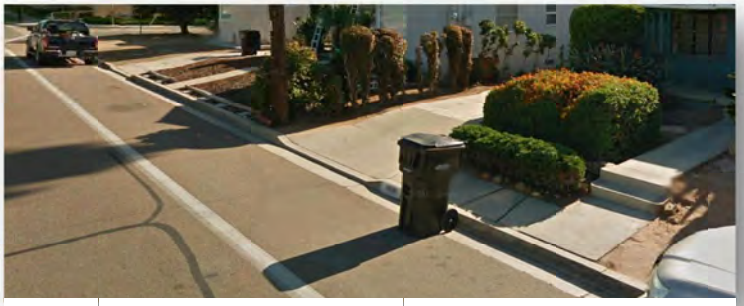
Improvement Area C-10:

67th Street Safety and Connectivity Improvements (El Cajon Boulevard to Mohawk Street)

Purpose & Need:

This segment of 67th Street connects the residential area to surrounding commercial uses. Residents expressed concern existing sidewalk conditions such as gaps in the sidewalk which result in non ADA compliant conditions, as well as missing curb ramps along routes between residential and commercial areas. In order to improve pedestrian safety and connectivity, feasibility of implementing a raised marked crosswalk on the north leg of 67th Street / Mohawk Street intersection should be evaluated. The gap in the sidewalk on the east side of 67th Street should be implemented to provide a continuous path of travel.

67th Street / Mohawk



67th Street south of Saranac Street

Recommended Improvements:

Complete sidewalks and evaluate feasibility of new marked crosswalk to provide a contiguous ADA compliant connection between residential and commercial uses. The table below provides potential improvements that should be considered.

Table C-10: 67th Street Safety and Connectivity Improvements (El Cajon Boulevard to Mohawk Street)

Location	Description	Goal [1]	Objective	Est. Cost
67th Street (El Cajon Boulevard to Saranac Street)	1) Implement missing sidewalk south of Mohawk Street with ADA compliant curb ramps.	A,C	Provide ADA compliant walkway on east side of 67th Street	$37,500
	2) Missing southwest north of Mohawk St. on west side of 67th St to Saranac St. with ADA compliant curb ramps	A	Provide ADA compliant walkway	$34,500
67th Street / Mohawk Street	3) Evaluate the feasibility of installing a raised enhanced crosswalk on Mohawk St. with ADA compliant curb ramps.	A, S	Improve pedestrian visibility, accessibility, and safety	$8,500
TOTAL ESTIMATED COST				**$80,500**

[1] A = Accessibility S = Safety
C = Connectivity W = Walkability

APPENDIX I

SAN DIEGO STATE UNIVERSITY CAMPUS MAP, INCLUDING CAMPUS SHUTTLE DROP-OFF/PICK-UP LOCATIONS

SDSU

San Diego State University

MISSION VALLEY FWY

CANYON CREST DR

COLLEGE AVE

ZACATEPEC
MIXQUIC
HUAXTEPEC
TOLTEC
ZAPOTEC
TARASTEC
METEPEC
CENTRAL RECEIVING
LOGISTICAL SERVICES
REC. FIELD 103
INTERNATIONAL AFFAIRS COMPLEX
PASSPORT OFFICE
CHAPULTEPEC HALL
HUAXYACAC
ARTS & LETTERS
AL 201
ART NORTH
ART SOUTH
SDSU ART GALLERY
DONALD P. SHILEY BIOSCIENCE CENTER
FACILITIES SERVICES
LIFE SCIENCES NORTH
ENGINEERING
BLDG. A
SDSU GARAGE
VILLA ALVARADO
CHARLES HOSTLER HALL
AZTEC SHOPS TERRACE
STORM HALL
STORM HALL WEST
PROFESSIONAL STUDIES & FINE ARTS
HARDY TOWER
LIFE SCIENCES SOUTH
ENGINEERING & INTERDISCIPLINARY SCIENCES
GEOLOGY MATHEMATICS COMPUTER SCIENCE
CHEMICAL SCIENCES LABORATORY
NASATIR HALL
PHYSICAL SCIENCES
BERNSTEIN THEATRE
HEPNER HALL
PHYSICS ASTRONOMY
PHYSICS
GMCS 338
ELLEN OCHOA PAVILION
COMMUNICATION
FACULTY STAFF CLUB
ATKINSON HALL
ADMINISTRATION
CHARLES B. BELL JR. PAVILION
NE 60
NORTH EDUCATION
SDSU BOOKSTORE
CHILL PLANT
SCRIPPS COTTAGE
MALCOLM A. LOVE LIBRARY
UNIVERSITY LIBRARY
EDUCATION
LAMDEN HALL
DRAMATIC ARTS
EXERCISE & NUTRITIONAL SCIENCES
STUDENT SERVICES WEST
STUDENT SERVICES EAST
MAIN STAGE
SMITH RECITAL HALL
MANCHESTER HALL
PROSPECTIVE STUDENT CENTER
CAL COAST CREDIT UNION OPEN AIR THEATRE
PREBYS STAGE
MUSIC
ADAMS HUMANITIES
DONALD P. SHILEY AZTEC STUDENT UNION
children's center
AZTEC SOFTBALL FIELD
Charlie Smith Field TONY GWYNN STADIUM
UNIVERSITY POLICE
KEY ISSUE
AZTEC COURT AT PETERSON GYM
AZTEC RECREATION CENTER
VIEJAS arena
AZTEC TENNIS CENTER
AZTEC AQUAPLEX
FOWLER ATHLETICS CENTER
ENS 700
PG 620
PG 610
PG 600
SPORTS DECK
PG 660
JEFF JACOBS JAM CENTER
SDSU Alumni
PARMA PAYNE GOODALL ALUMNI CENTER
FRATERNITY ROW
PIEDRA DEL SOL
CALPULLI CENTER
PIERCE GREEK LIFE CENTER
EXTENDED STUDIES CENTER
GATEWAY CENTER
THE GRANADA
kpbs
SPEECH, LANGUAGE & HEARING SCIENCES
SOUTH CAMPUS PLAZA I
SDSU TRANSIT CENTER
CUICACALLI HALL
TAGUBA HALL
TEPEYAC HALL
OLMECA HALL
ZURA HALL
TULA COMMUNITY CENTER
BLACK RESOURCE CENTER
THE PRIDE CENTER
WOMEN'S RESOURCE CENTER
SOUTH CAMPUS PLAZA II
PARKING & TRANSPORTATION
COLLEGE SQUARE
MAYA HALL
TENOCHCA RESIDENCE HALL
VIVA
UNIVERSITY TOWERS
10A
10
9A
8
7
6B
6A
6
5A
5
4A
4
3
2C
2B
2A
2
1
17C
17
17B
17A
16
15
14
13
12
11

INFORMATION
PAY BY PHONE PARKING
PAY STATION PARKING
MTS TRANSIT CENTER
RED & BLACK SAFE RIDE
RIDE SHARING
FOOD | AZTEC MARKET
ATM

SDSU INFO (619) 594-5200

PARKING SERVICES 594-6671

UNIVERSITY POLICE 594-1991

SDSU is a SMOKE-FREE CAMPUS
smokefree.sdsu.edu

GET THE *FULL CAMPUS MAP* ON YOUR PHONE

SCAN QR CODE OR GO TO
sdsu.edu/map

SCAN QR CODE FOR DISABLED CAMPUS ACCESS INFO

APPENDIX J
METROPOLITAN TRANSIT SYSTEM TROLLEY AND BUS SCHEDULE

Effective September 29, 2024

FARE INFORMATION / *Información de tarifas*

sdmts.com/fares

PRONTO

Easy transit fare. Get a card or download the app.

¡Tarifa de transporte fácil! Obtén una tarjeta o descarga la aplicación.

RidePRONTO.com • 619-595-5636

Fares *Tarifas*	Adult *Adulto*	Senior/Disabled/ Medicare/Youth* *Personas Mayores/con Discapacidades/Medicare/Jóvenes**
ONE-WAY FARES *Tarifas Sencillas*	$2.50	$1.25
EARNED DAY PASS *Pase del Día Ganado*	$6.00	$3.00
MONTH PASS *Pase mensual*	$72.00	$23.00
Child (5 and under) / *Niño (5 años o menos)*: **FREE** / *GRATIS*		

*Proof of eligibility required. Senior Eligibility: Age 65+.
*Se requiere verificación de elegibilidad. Elegibilidad para Personas Mayores: Edad 65+.

SECURITY / *Seguridad*

Officers are available 24 hours, every day.

Oficiales están disponibles las 24 horas, todos los días.

Call or Text
Llamadas o Texto
619-595-4960

DIRECTORY / *Directorio*

sdmts.com

MTS Security *MTS Seguridad*	619-595-4960
MTS Information & Trip Planning *MTS Información y planeo de viaje*	619-233-3004
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	619-557-4555
Lost and Found *Objetos extraviados*	619-233-3004
Transit Store 12th & Imperial Transit Center M–F / *L-V* 8am–5pm	619-234-1060
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	619-234-5005 888-722-4889

All Trolleys are equipped with ramps. Seats closest to the doors are reserved for senior and disabled riders.

Todos los Trolleys cuentan con rampas para sillas de ruedas. Los asientos más cercanos a las puertas están reservados por gentileza para pasajeros mayores o discapacitados.

Alternative formats available upon request. Call: (619) 557-4555.
Formato alternativo disponible al preguntar. Llamar: (619) 557-4555.

Trolley

UC San Diego Blue Line
San Ysidro ↔ America Plaza ↔ UTC

Orange Line
El Cajon ↔ Courthouse (Downtown)

Green Line
El Cajon ↔ 12th & Imperial (Downtown)

Copper Line
Santee ↔ El Cajon

Silver Line
Downtown San Diego Loop

09/24

MTS

EARNING DAY AND MONTH PASSES / *Ganancia de pases de día y mes*

Load money into your PRONTO account to earn Day Passes and Month Passes. Tap your PRONTO card ($2) or scan your PRONTO mobile app (free) to ride.

- One-ways with PRONTO receive free transfers for two hours. No free transfers for cash.
- Day Passes not sold in advance. Earned with PRONTO.
- A month pass can be purchased in advanced or earned with PRONTO. Good from first day to last day of the month.

Carga dinero a tu cuenta de PRONTO para ganar Pases del Día y Pases Mensuales. *Toca tu tarjeta PRONTO ($2) o escanea tu aplicación móvil PRONTO (gratis) para viajar.*

- *Los viajes de ida con PRONTO reciben transbordes gratuitos por dos horas. No se permiten transbordes gratuitos con pagos en efectivo.*
- *Los pases diarios no se venden por adelantado. Se obtienen con PRONTO.*
- *El Pase Mensual se puede comprar por adelantado o se obtiene mientras viaja con PRONTO. Válido desde el primer día hasta el último día del mes.*

CONTACTLESS PAYMENT / *Pago sin contacto*

VISA · Mastercard · Discover · Apple Pay · Google Pay · Samsung Pay

Tap a credit/debit card or contactless mobile wallet or wearable device at any PRONTO validator.

A one-way adult fare ($2.50) will be deducted, and is valid for two hours. Riders will be charged a one-way fare each time they tap outside a two-hour window (not valid for best fare capabilities).

Toque una tarjeta de crédito o débito, una billetera móvil o un dispositivo portátil en cualquier validador PRONTO.

Se deducirá una tarifa de adulto de ida ($2.50) válida por dos horas. A los pasajeros se les cobrará una tarifa de ida cada vez que toquen una tarjeta después del período de dos horas (no contribuye hacia la adquisición de una major tarifa).

PROMOTIONS & DISCOUNTS / *Promociones y descuentos*

Family Weekends: Two children (12 and under) ride free Saturdays and Sundays with a fare-paying adult (18 or older).

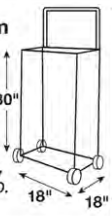
Holiday Friends Ride Free: On New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day, two people may ride any MTS bus or Trolley with one fare or pass.

Fines de semana para la familia: *Dos menores (de hasta 12 años) viajan gratis los sábados y domingos con sólo abonar la tarifa de un adulto (de 18 años o más).*

Los días festivos, los amigos viajan gratis: *En New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, y día de Navidad, dos personas pueden viajar en cualquier ruta de autobús o Trolley de MTS con un pase o pasaje.*

CART POLICY / *Política de carritos*

Smaller than 30" high, 18" wide, 18" deep.
Menos de 30" de alto, 18" de ancho, 18" de grueso.



Limit of carry-on items that can be loaded in a single trip.
Límite de artículos a bordo que pueden cargarse en un solo viaje.

Load does not exceed capacity.
Carga no sobrepasa de capacidad.

Do not block aisle.
No bloquear el pasillo.

No bags of cans or leaking items.
No se permitan bolsas con latas o artículos que derramen líquido.

ANIMALS / *Animales*

A trained service animal may accompany a rider with disabilities. Non-service animals must be in enclosed carriers and transported by passengers without the assistance of drivers or operators.

Se permite que un animal de servicio entrenado acompañe a un pasajero discapacitado. Los pasajeros deben transportar los animales que no sean de servicio en una jaula cerrada, sin ayuda de los conductores ni de los choferes.

BIKES / *Bicicletas*

On Trolleys with stairs, board at rear doors of each car. Board low-floor cars at any door. Stay with bike to keep it secure One bike is allowed per car during weekday rush hours, two bikes per car Aat all other times. MTS is not responsible for loss or damage to bicycles.

En los Trolleys con escaleras, aborde en las puertas traseras. Aborde los Trolleys de piso bajo en cualquiera puerta. Por seguridad, manténgase junto a la bicicleta En las horas pico durante la semana, sólo se admite una bicicleta por unidad. En otros tiempos, se admiten dos bicicletas. MTS no es responsable por el extravío o daño de bicicletas.

TROLLEY SYSTEM / *Sistema de Trolley*

LEGEND

- Connecting Bus Routes — *Conexión de rutas de autobús*
- Rapid — Connecting *Rapid* Routes — *Conexión de rutas de Rapid*
- Amtrak and COASTER
- Service to Airport — *Transferencia al Aeropuerto*
- P — Parking (Free) — *Estacionamiento (Gratis)*
- $P — Pay Parking — *Estacionamiento de cuota*

DOWNTOWN DETAIL / *Detalle del centro*

Think **FAST** Fun And Safe Transit

sdmts.com/Think-FAST

Safety at the Station

- **Stay Behind the Line** — *Mantente Detrás de la Línea*
- **No Jumping or Climbing between Trolleys** — *No Brincar o Escalar entre Trolleys*
- **Stay Alert for Vehicles** — *Mantente Alerta para los Vehículos*
- **Keep Off Tracks** — *Mantente Fuera de las Vías*
- **Don't Chase a Moving Vehicle** — *No Persigas un Vehículo en Movimiento*
- **Walk, Don't Ride** — *Bájate y Camina*
- **Use Crosswalks** — *Usa los Cruces*

Safety on Board

- **Always Hold On** — *Agárrate Siempre*
- **Remain Seated** — *Permanece en tu Asiento*
- **Keep Aisles Clear** — *Mantén Despejados los Pasillos*
- **Don't Block Doors** — *Mantén las puertas despejadas*
- **Pull Carts Behind You** — *Jala tu Carrito Detrás de Ti*
- **Watch Your Step** — *Cuida Donde Pisas*
- **Stay Awake** — *No te Duermas*

UC San Diego Blue Line

Monday through Friday / *lunes a viernes*

SAN YSIDRO ➡ AMERICA PLAZA ➡ UTC

San Ysidro	Iris Avenue	H Street	8th Street	12th & Imperial	City College	America Plaza	Santa Fe Depot	Old Town	Balboa Avenue	UCSD Central Campus	UTC
–	–	–	–	4:23a	4:28a	4:34a	4:37a	4:46a	4:55a	5:06a	5:12a
–	–	–	–	4:38	4:43	4:49	4:52	5:01	5:10	5:21	5:27
4:19a	4:26a	4:35a	4:43a	4:53	4:58	5:04	5:07	5:16	5:25	5:36	5:42
4:28	4:35	4:44	4:52	5:02	5:07	5:13	–	–	–	–	–
4:34	4:41	4:50	4:58	5:08	5:13	5:19	5:22	5:31	5:40	5:51	5:57
4:43	4:50	4:59	5:07	5:17	5:22	5:28	–	–	–	–	–
4:49	4:56	5:05	5:13	5:23	5:28	5:34	5:37	5:46	5:55	6:06	6:12
AND THEN EVERY 6/9 & 15 MINUTES AT: / *Y LUEGO CADA 6/9 & 15 MINUTOS A LA:*											
:58	:05	:14	:22	:32	:37	:43	–	–	–	–	–
:04	:11	:20	:28	:38	:43	:49	:52	:01	:10	:21	:27
:13	:20	:29	:37	:47	:52	:58	–	–	–	–	–
:19	:26	:35	:43	:53	:58	:04	:07	:16	:25	:36	:42
:28	:35	:44	:52	:02	:07	:13	–	–	–	–	–
:34	:41	:50	:58	:08	:13	:19	:22	:31	:40	:51	:57
:43	:50	:59	:07	:17	:22	:28	–	–	–	–	–
:49	:56	:05	:13	:23	:28	:34	:37	:46	:55	:06	:12
UNTIL: / *HASTA:*											
7:58p	8:05p	8:14p	8:22p	8:32p	8:37p	8:43p	–	–	–	–	–
8:04	8:11	8:20	8:28	8:38	8:43	8:49	8:52p	9:01p	9:10p	9:21p	9:27p
8:13	8:20	8:29	8:37	8:47	8:52	8:58	–	–	–	–	–
8:19	8:26	8:35	8:43	8:53	8:58	9:04	9:07	9:16	9:25	9:36	9:42
8:34	8:41	8:50	8:58	9:08	9:13	9:19	9:22	9:31	9:40	9:51	9:57
8:49	8:56	9:05	9:13	9:23	9:28	9:34	–	–	–	–	–
9:04	9:11	9:20	9:28	9:38	9:43	9:49	9:52	10:01	10:10	10:21	10:27
9:19	9:26	9:35	9:43	9:53	9:58	10:04	–	–	–	–	–
9:34	9:41	9:50	9:58	10:08	10:13	10:19	10:22	10:31	10:40	10:51	10:57
9:49	9:56	10:05	10:13	10:23	10:28	10:34	–	–	–	–	–
10:04	10:11	10:20	10:28	10:38	10:43	10:49	10:52	11:01	11:10	11:21	11:27
10:19	10:26	10:35	10:43	10:53	10:58	11:04	–	–	–	–	–
10:34	10:41	10:50	10:58	11:08	11:13	11:19	11:22	11:31	11:40	11:51	11:57
10:49	10:56	11:05	11:13	11:23	11:28	11:34	–	–	–	–	–
11:04	11:11	11:20	11:28	11:38	11:43	11:49	–	–	–	–	–
11:19	11:26	11:35	11:43	11:53	11:58	12:04a	–	–	–	–	–
11:34	11:41	11:50	11:58	12:08a	12:13a	12:19	–	–	–	–	–
11:49	11:56	12:05a	12:13a	12:23	12:28	12:34	–	–	–	–	–
12:04a	12:11a	12:20	12:28	12:38	12:43	12:49	–	–	–	–	–
12:19	12:26	12:35	12:43	12:53	12:58	1:04	–	–	–	–	–
12:49	12:56	1:05	1:13	1:23	1:28	1:34	–	–	–	–	–

UTC ➡ AMERICA PLAZA ➡ SAN YSIDRO

UTC	UCSD Central Campus	Balboa Avenue	Old Town	Santa Fe Depot	America Plaza	City College	12th & Imperial	8th Street	H Street	Iris Avenue	San Ysidro
–	–	–	–	–	–	–	–	B 4:24a	4:32a	4:41a	4:48a
–	–	–	–	–	–	–	–	B 4:31	4:39	4:48	4:55
–	–	–	–	–	–	–	–	B 4:39	4:47	4:56	5:03
–	–	–	–	–	–	–	–	B 4:46	4:54	5:03	5:10
–	–	–	–	–	–	–	–	B 4:54	5:02	5:11	5:18
–	–	–	–	–	–	–	–	B 5:01	5:09	5:18	5:25
–	–	–	–	–	4:48a	4:54a	5:00a	5:09	5:17	5:26	5:33
–	–	–	–	–	–	–	–	B 5:16	5:24	5:33	5:40
–	–	–	–	–	5:03	5:09	5:15	5:24	5:32	5:41	5:48
–	–	–	–	–	–	–	–	B 5:31	5:39	5:48	5:55
–	–	–	–	–	5:18	5:24	5:30	5:39	5:47	5:56	6:03
–	–	5:04a	5:13a	5:22a	5:25	5:31	5:37	5:46	5:54	6:03	6:10
–	–	–	–	–	5:33	5:39	5:45	5:54	6:02	6:11	6:18
5:03a	5:09a	5:19	5:28	5:37	5:40	5:46	5:52	6:01	6:09	6:18	6:25
–	–	–	–	–	5:48	5:54	6:00	6:09	6:17	6:26	6:33
–	–	5:34	5:43	5:52	5:55	6:01	6:07	6:16	6:24	6:33	6:40
–	–	–	–	–	6:03	6:09	6:15	6:24	6:32	6:41	6:48
5:33	5:39	5:49	5:58	6:07	6:10	6:16	6:22	6:31	6:39	6:48	6:55
–	–	–	–	–	6:18	6:24	6:30	6:39	6:47	6:56	7:03
5:48	5:54	6:04	6:13	6:22	6:25	6:31	6:37	6:46	6:54	7:03	7:10
–	–	–	–	–	6:33	6:39	6:45	6:54	7:02	7:11	7:18
6:03	6:09	6:19	6:28	6:37	6:40	6:46	6:52	7:01	7:09	7:18	7:25
AND THEN EVERY 7/8 & 15 MINUTES AT: / Y LUEGO CADA 7/8 & 15 MINUTOS A LAS:											
–	–	–	–	–	:48	:54	:00	:09	:17	:26	:33
:18	:24	:34	:43	:52	:55	:01	:07	:16	:24	:33	:40
–	–	–	–	–	:03	:09	:15	:24	:32	:41	:48
:33	:39	:49	:58	:07	:10	:16	:22	:31	:39	:48	:55
–	–	–	–	–	:18	:24	:30	:39	:47	:56	:03
:48	:54	:04	:13	:22	:25	:31	:37	:46	:54	:03	:10
–	–	–	–	–	:33	:39	:45	:54	:02	:11	:18
:03	:09	:19	:28	:37	:40	:46	:52	:01	:09	:18	:25
UNTIL: / *HASTA:*											
7:18p	7:24p	7:34p	7:43p	7:52p	7:55p	8:01p	8:07p	8:16p	8:24p	8:33p	8:40p
7:33	7:39	7:49	7:58	8:07	8:10	8:16	8:22	8:31	8:39	8:48	8:55
7:48	7:54	8:04	8:13	8:22	8:25	8:31	8:37	8:46	8:54	9:03	9:10
8:03	8:09	8:19	8:28	8:37	8:40	8:46	8:52	9:01	9:09	9:18	9:25
8:18	8:24	8:34	8:43	8:52	8:55	9:01	9:07	9:16	9:24	9:33	9:40
8:33	8:39	8:49	8:58	9:07	9:10	9:16	9:22	9:31	9:39	9:48	9:55
8:48	8:54	9:04	9:13	9:22	9:25	9:31	9:37	9:46	9:54	10:03	10:10
9:03	9:09	9:19	9:28	9:37	9:40	9:46	9:52	10:01	10:09	10:18	10:25
9:18	9:24	9:34	9:43	9:52	9:55	10:01	10:07	10:16	10:24	10:33	10:40
9:33	9:39	9:49	9:58	10:07	10:10	10:16	10:22	10:31	10:39	10:48	10:55
9:48	9:54	10:04	10:13	10:22	10:25	10:31	10:37	10:46	10:54	11:03	11:10
10:03	10:09	10:19	10:28	10:37	10:40	10:46	10:52	11:01	11:09	11:18	11:25
10:18	10:24	10:34	10:43	10:52	10:55	11:01	11:07	11:16	11:24	11:33	11:40
–	–	–	–	–	11:10	11:16	11:22	11:31	11:39	11:48	11:55
10:48	10:54	11:04	11:13	11:22	11:25	11:31	11:37	11:46	11:54	12:03a	12:10a
11:18	11:24	11:34	11:43	11:52	11:55	12:01a	12:07a	12:16a	12:24a	12:33	12:40
11:48	11:54	12:04a	12:13a	12:22a	12:25a	12:31	12:37	–	–	–	–
12:18a	12:24a	12:34	12:43	12:52	12:55	1:01	1:07	–	–	–	–

Saturday & Sunday / *sábado & domingo*

SAN YSIDRO ➡ AMERICA PLAZA ➡ UTC

San Ysidro	Iris Avenue	H Street	8th Street	12th & Imperial	City College	America Plaza	Santa Fe Depot	Old Town	Balboa Avenue	UCSD Central Campus	UTC
–	–	–	–	–	–	–	4:52a	5:01a	5:10a	5:21a	5:27a
–	–	–	–	4:53a	4:58a	5:04a	5:07	5:16	5:25	5:36	5:42
4:34a	4:41a	4:50a	4:58a	5:08	5:13	5:19	5:22	5:31	5:40	5:51	5:57
4:49	4:56	5:05	5:13	5:23	5:28	5:34	5:37	5:46	5:55	6:06	6:12
AND THEN EVERY 15 MINUTES AT: / *Y LUEGO CADA 15 MINUTOS A LA:*											
:04	:11	:20	:28	:38	:43	:49	:52	:01	:10	:21	:27
:19	:26	:35	:43	:53	:58	:04	:07	:16	:25	:36	:42
:34	:41	:50	:58	:08	:13	:19	:22	:31	:40	:51	:57
:49	:56	:05	:13	:23	:28	:34	:37	:46	:55	:06	:12
UNTIL: / *HASTA:*											
7:04p	7:11p	7:20p	7:28p	7:38p	7:43p	7:49p	7:52p	8:01p	8:10p	8:21p	8:27p
7:19	7:26	7:35	7:43	7:53	7:58	8:04	8:07	8:16	8:25	8:36	8:42
7:34	7:41	7:50	7:58	8:08	8:13	8:19	8:22	8:31	8:40	8:51	8:57
7:49	7:56	8:05	8:13	8:23	8:28	8:34	–	–	–	–	–
8:04	8:11	8:20	8:28	8:38	8:43	8:49	8:52	9:01	9:10	9:21	9:27
8:19	8:26	8:35	8:43	8:53	8:58	9:04	–	–	–	–	–
8:34	8:41	8:50	8:58	9:08	9:13	9:19	9:22	9:31	9:40	9:51	9:57
8:49	8:56	9:05	9:13	9:23	9:28	9:34	–	–	–	–	–
9:04	9:11	9:20	9:28	9:38	9:43	9:49	9:52	10:01	10:10	10:21	10:27
9:19	9:26	9:35	9:43	9:53	9:58	10:04	–	–	–	–	–
9:34	9:41	9:50	9:58	10:08	10:13	10:19	10:22	10:31	10:40	10:51	10:57
9:49	9:56	10:05	10:13	10:23	10:28	10:34	–	–	–	–	–
10:04	10:11	10:20	10:28	10:38	10:43	10:49	10:52	11:01	11:10	11:21	11:27
10:19	10:26	10:35	10:43	10:53	10:58	11:04	–	–	–	–	–
10:34	10:41	10:50	10:58	11:08	11:13	11:19	11:22	11:31	11:40	11:51	11:57
10:49	10:56	11:05	11:13	11:23	11:28	11:34	–	–	–	–	–
11:04	11:11	11:20	11:28	11:38	11:43	11:49	–	–	–	–	–
11:19	11:26	11:35	11:43	11:53	11:58	12:04a	–	–	–	–	–
11:34	11:41	11:50	11:58	12:08a	12:13a	12:19	–	–	–	–	–
11:49	11:56	12:05a	12:13a	12:23	12:28	12:34	–	–	–	–	–
12:04a	12:11a	12:20	12:28	12:38	12:43	12:49	–	–	–	–	–
12:19	12:26	12:35	12:43	12:53	12:58	1:04	–	–	–	–	–
12:49	12:56	1:05	1:13	1:23	1:28	1:34	–	–	–	–	–

UTC ➡ AMERICA PLAZA ➡ SAN YSIDRO

UTC	UCSD Central Campus	Balboa Avenue	Old Town	Santa Fe Depot	America Plaza	City College	12th & Imperial	8th Street	H Street	Iris Avenue	San Ysidro
–	–	–	–	–	–	–	–	B 4:31a	4:39a	4:48a	4:55a
–	–	–	–	–	–	–	–	B 4:46	4:54	5:03	5:10
–	–	–	–	–	–	–	–	B 5:01	5:09	5:18	5:25
–	–	–	–	–	4:55a	5:01a	5:07a	5:16	5:24	5:33	5:40
–	–	–	–	–	5:10	5:16	5:22	5:31	5:39	5:48	5:55
–	–	–	–	–	5:25	5:31	5:37	5:46	5:54	6:03	6:10
5:03a	5:09a	5:19a	5:28a	5:37a	5:40	5:46	5:52	6:01	6:09	6:18	6:25
–	–	5:34	5:43	5:52	5:55	6:01	6:07	6:16	6:24	6:33	6:40
5:33	5:39	5:49	5:58	6:07	6:10	6:16	6:22	6:31	6:39	6:48	6:55
–	–	6:04	6:13	6:22	6:25	6:31	6:37	6:46	6:54	7:03	7:10
6:03	6:09	6:19	6:28	6:37	6:40	6:46	6:52	7:01	7:09	7:18	7:25
AND THEN EVERY 15 MINUTES AT: / Y LUEGO CADA 15 MINUTOS A LAS:											
:18	:24	:34	:43	:52	:55	:01	:07	:16	:24	:33	:40
:33	:39	:49	:58	:07	:10	:16	:22	:31	:39	:48	:55
:48	:54	:04	:13	:22	:25	:31	:37	:46	:54	:03	:10
:03	:09	:19	:28	:37	:40	:46	:52	:01	:09	:18	:25
UNTIL: / *HASTA:*											
9:18p	9:24p	9:34p	9:43p	9:52p	9:55p	10:01p	10:07p	10:16p	10:24p	10:33p	10:40p
–	–	–	–	–	10:10	10:16	10:22	10:31	10:39	10:48	10:55
9:48	9:54	10:04	10:13	10:22	10:25	10:31	10:37	10:46	10:54	11:03	11:10
–	–	–	–	–	10:40	10:46	10:52	11:01	11:09	11:18	11:25
10:18	10:24	10:34	10:43	10:52	10:55	11:01	11:07	11:16	11:24	11:33	11:40
–	–	–	–	–	11:10	11:16	11:22	11:31	11:39	11:48	11:55
10:48	10:54	11:04	11:13	11:22	11:25	11:31	11:37	11:46	11:54	12:03a	12:10a
11:18	11:24	11:34	11:43	11:52	11:55	12:01a	12:07a	12:16a	12:24a	12:33	12:40
11:48	11:54	12:04a	12:13a	12:22a	12:25a	12:31	12:37	–	–	–	–
12:18a	12:24a	12:34	12:43	12:52	12:55	1:01	1:07	–	–	–	–

B = Trip begins at Barrio Logan Station six minutes earlier than time shown. / *Viaje comienza en la estación de Barrio Logan seis minutos antes del tiempo indicado.*

Orange Line

Monday through Friday / *lunes a viernes*

EL CAJON ➡ DOWNTOWN

El Cajon	Grossmont	Spring Street	Euclid Avenue	12th & Imperial	City College	Courthouse
4:33a	4:39a	4:45a	4:58a	5:12a	5:17a	5:23a
4:48	4:54	5:00	5:13	5:27	5:32	5:38
5:03	5:09	5:15	5:28	5:42	5:47	5:53
5:18	5:24	5:30	5:43	5:57	6:02	6:08
5:33	5:39	5:45	5:58	6:12	6:17	6:23
5:48	5:54	6:00	6:13	6:27	6:32	6:38
6:03	6:09	6:15	6:28	6:42	6:47	6:53
AND THEN EVERY 15 MINUTES AT: / *Y LUEGO CADA 15 MINUTOS A LA:*						
:18	:24	:30	:43	:57	:02	:08
:33	:39	:45	:58	:12	:17	:23
:48	:54	:00	:13	:27	:32	:38
:03	:09	:15	:28	:42	:47	:53
UNTIL: / *HASTA:*						
8:18p	8:24p	8:30p	8:43p	8:57p	9:02p	9:08p
8:48	8:54	9:00	9:13	9:27	9:32	9:38
9:18	9:24	9:30	9:43	9:57	10:02	10:08
9:48	9:54	10:00	10:13	10:27	10:32	10:38
10:18	10:24	10:30	10:43	10:57	11:02	11:08
10:48	10:54	11:00	11:13	11:27	11:32	11:38
11:18	11:24	11:30	11:43	11:57	D 12:02a	–
11:48	11:54	12:00a	12:13a	12:27a	D 12:32	–
12:18a	12:24a	12:30	12:43	12:57	D 1:02	–

DOWNTOWN ➡ EL CAJON

Courthouse	City College	12th & Imperial	Euclid Avenue	Spring Street	Grossmont	El Cajon
–	–	–	F 4:54a	5:08a	5:14a	5:21a
–	–	–	F 5:09	5:23	5:29	5:36
–	E 5:05a	5:11a	5:24	5:38	5:44	5:51
–	E 5:20	5:26	5:39	5:53	5:59	6:06
5:30a	5:35	5:41	5:54	6:08	6:14	6:21
5:45	5:50	5:56	6:09	6:23	6:29	6:36
6:00	6:05	6:11	6:24	6:38	6:44	6:51
AND THEN EVERY 15 MINUTES AT: / *Y LUEGO CADA 15 MINUTOS A LA:*						
:15	:20	:26	:39	:53	:59	:06
:30	:35	:41	:54	:08	:14	:21
:45	:50	:56	:09	:23	:29	:36
:00	:05	:11	:24	:38	:44	:51
UNTIL: / *HASTA:*						
7:15p	7:20p	7:26p	7:39p	7:53p	7:59p	8:06p
7:30	7:35	7:41	7:54	8:08	8:14	8:21
7:45	7:50	7:56	8:09	8:23	8:29	8:36
8:15	8:20	8:26	8:39	8:53	8:59	9:06
8:45	8:50	8:56	9:09	9:23	9:29	9:36
9:15	9:20	9:26	9:39	9:53	9:59	10:06
9:45	9:50	9:56	10:09	10:23	10:29	10:36
10:15	10:20	10:26	10:39	10:53	10:59	11:06
10:45	10:50	10:56	11:09	11:23	11:29	11:36
11:15	11:20	11:26	11:39	11:53	11:59	12:06a
11:45	11:50	11:56	12:09a	12:23a	12:29a	12:36

Saturday & Sunday / *sábado & domingo*

EL CAJON ➡ DOWNTOWN

El Cajon	Grossmont	Spring Street	Euclid Avenue	12th & Imperial	City College	Courthouse
5:18a	5:24a	5:30a	5:43a	5:57a	6:02a	6:08a
5:48	5:54	6:00	6:13	6:27	6:32	6:38
6:18	6:24	6:30	6:43	6:57	7:02	7:08
6:48	6:54	7:00	7:13	7:27	7:32	7:38
7:18	7:24	7:30	7:43	7:57	8:02	8:08
7:48	7:54	8:00	8:13	8:27	8:32	8:38
8:03	8:09	8:15	8:28	8:42	8:47	8:53
AND THEN EVERY 15 MINUTES AT: / *Y LUEGO CADA 15 MINUTOS A LA:*						
:18	:24	:30	:43	:57	:02	:08
:33	:39	:45	:58	:12	:17	:23
:48	:54	:00	:13	:27	:32	:38
:03	:09	:15	:28	:42	:47	:53
UNTIL: / *HASTA:*						
7:18p	7:24p	7:30p	7:43p	7:57p	8:02p	8:08p
7:48	7:54	8:00	8:13	8:27	8:32	8:38
8:18	8:24	8:30	8:43	8:57	9:02	9:08
8:48	8:54	9:00	9:13	9:27	9:32	9:38
9:18	9:24	9:30	9:43	9:57	10:02	10:08
9:48	9:54	10:00	10:13	10:27	10:32	10:38
10:18	10:24	10:30	10:43	10:57	11:02	11:08
10:48	10:54	11:00	11:13	11:27	11:32	11:38
11:18	11:24	11:30	11:43	11:57	D 12:02a	–
11:48	11:54	12:00a	12:13a	12:27a	D 12:32	–
12:18a	12:24a	12:30	12:43	12:57	D 1:02	–

DOWNTOWN ➡ EL CAJON

Courthouse	City College	12th & Imperial	Euclid Avenue	Spring Street	Grossmont	El Cajon
–	–	–	F 5:09a	5:23a	5:29a	5:36a
5:15a	5:20a	5:26a	5:39	5:53	5:59	6:06
5:45	5:50	5:56	6:09	6:23	6:29	6:36
6:15	6:20	6:26	6:39	6:53	6:59	7:06
6:45	6:50	6:56	7:09	7:23	7:29	7:36
–	–	–	F 7:24	7:38	7:44	7:51
7:15	7:20	7:26	7:39	7:53	7:59	8:06
AND THEN EVERY 15 MINUTES AT: / *Y LUEGO CADA 15 MINUTOS A LA:*						
:30	:35	:41	:54	:08	:14	:21
:45	:50	:56	:09	:23	:29	:36
:00	:05	:11	:24	:38	:44	:51
:15	:20	:26	:39	:53	:59	:06
UNTIL: / *HASTA:*						
6:30p	6:35p	6:41p	6:54p	7:08p	7:14p	7:21p
6:45	6:50	6:56	7:09	7:23	7:29	7:36
7:15	7:20	7:26	7:39	7:53	7:59	8:06
7:45	7:50	7:56	8:09	8:23	8:29	8:36
8:15	8:20	8:26	8:39	8:53	8:59	9:06
8:45	8:50	8:56	9:09	9:23	9:29	9:36
9:15	9:20	9:26	9:39	9:53	9:59	10:06
9:45	9:50	9:56	10:09	10:23	10:29	10:36
10:15	10:20	10:26	10:39	10:53	10:59	11:06
10:45	10:50	10:56	11:09	11:23	11:29	11:36
11:15	11:20	11:26	11:39	11:53	11:59	12:06a
11:45	11:50	11:56	12:09a	12:23a	12:29a	12:36

D = Trip ends at America Plaza six minutes later than time show. / *Este viaje termina seis minutos después del tiempo indicado en la estacion de America Plaza.*

E = Trip begins at Civic Center Station four minutes earlier than time show. / *Este viaje comienza cuatro minutos antes del tiempo indicado en la estacion de Civic Center.*

F = Trip begins at 25th & Commercial Station ten minutes earlier than time show. / *Este viaje comienza diez minutos antes del tiempo indicado en la estacion de 25th & Commercial.*

Copper Line

Monday through Friday / *lunes a viernes*

SANTEE ➡ EL CAJON

Santee	El Cajon
4:57a	5:09a
5:12	5:24
5:27	5:39
5:42	5:54
AND THEN EVERY 15 MINUTES AT: / Y LUEGO CADA 15 MINUTOS A LA:	
:57	:09
:12	:24
:27	:39
:42	:54
UNTIL: / *HASTA:*	
8:57p	9:09p
9:12	9:24
9:42	9:54
10:12	10:24
10:42	10:54
11:12	11:24

EL CAJON ➡ SANTEE

El Cajon	Santee
5:10a	5:21a
5:25	5:36
5:40	5:51
5:55	6:06
AND THEN EVERY 15 MINUTES AT: / Y LUEGO CADA 15 MINUTOS A LA:	
:10	:21
:25	:36
:40	:51
:55	:06
UNTIL: / *HASTA:*	
9:10p	9:21p
9:40	9:51
10:10	10:21
10:40	10:51
11:10	11:21

Saturday & Sunday / *sábado & domingo*

SANTEE ➡ EL CAJON

Santee	El Cajon
5:12a	5:24a
5:42	5:54
6:12	6:24
6:42	6:54
7:12	7:24
7:42	7:54
AND THEN EVERY 15 MINUTES AT: / Y LUEGO CADA 15 MINUTOS A LA:	
:57	:09
:12	:24
:27	:39
:42	:54
UNTIL: / *HASTA:*	
8:57p	9:09p
9:12	9:24
9:42	9:54
10:12	10:24
10:42	10:54
11:12	11:24

EL CAJON ➡ SANTEE

El Cajon	Santee
5:40a	5:51a
6:10	6:21
6:40	6:51
7:10	7:21
7:40	7:51
7:55	8:06
AND THEN EVERY 15 MINUTES AT: / Y LUEGO CADA 15 MINUTOS A LA:	
:10	:21
:25	:36
:40	:51
:55	:06
UNTIL: / *HASTA:*	
9:10p	9:21p
9:40	9:51
10:10	10:21
10:40	10:51
11:10	11:21

Green Line

Monday through Friday / *lunes a viernes*

EL CAJON ➡ DOWNTOWN

El Cajon	Grossmont	SDSU	Stadium	Fashion Valley	Old Town	Santa Fe Depot	12th & Imperial
–	–	–	4:37a	4:46a	4:52a	5:01a	5:08a
–	–	–	4:52	5:01	5:07	5:16	5:23
4:44a	4:50a	4:59a	5:07	5:16	5:22	5:31	5:38
4:59	5:05	5:14	5:22	5:31	5:37	5:46	5:53
5:14	5:20	5:29	5:37	5:46	5:52	6:01	6:08
5:29	5:35	5:44	5:52	6:01	6:07	6:16	6:23
5:44	5:50	5:59	6:07	6:16	6:22	6:31	6:38
AND THEN EVERY 15 MINUTES AT: / *Y LUEGO CADA 15 MINUTOS A LA:*							
:59	:05	:14	:22	:31	:37	:46	:53
:14	:20	:29	:37	:46	:52	:01	:08
:29	:35	:44	:52	:01	:07	:16	:23
:44	:50	:59	:07	:16	:22	:31	:38
UNTIL: / *HASTA:*							
7:59p	8:05p	8:14p	8:22p	8:31p	8:37p	8:46p	8:53p
8:14	8:20	8:29	8:37	8:46	8:52	9:01	9:08
8:29	8:35	8:44	8:52	9:01	9:07	9:16	9:23
8:59	9:05	9:14	9:22	9:31	9:37	9:46	9:53
9:29	9:35	9:44	9:52	10:01	10:07	10:16	10:23
9:59	10:05	10:14	10:22	10:31	10:37	10:46	10:53
10:29	10:35	10:44	10:52	11:01	11:07	11:16	11:23
10:59	11:05	11:14	11:22	11:31	11:37	11:46	11:53
11:29	11:35	11:44	11:52	12:01a	12:07a	12:16a	12:23a
11:59	12:05a	12:14a	12:22a	12:31	12:37	12:46	12:53

DOWNTOWN ➡ EL CAJON

12th & Imperial	Santa Fe Depot	Old Town	Fashion Valley	Stadium	SDSU	Grossmont	El Cajon
–	H 4:28a	4:37a	4:43a	4:52a	5:00a	5:09a	5:16a
–	H 4:43	4:52	4:58	5:07	5:15	5:24	5:31
4:51a	4:58	5:07	5:13	5:22	5:30	5:39	5:46
5:06	5:13	5:22	5:28	5:37	5:45	5:54	6:01
5:21	5:28	5:37	5:43	5:52	6:00	6:09	6:16
AND THEN EVERY 15 MINUTES AT: / *Y LUEGO CADA 15 MINUTOS A LA:*							
:36	:43	:52	:58	:07	:15	:24	:31
:51	:58	:07	:13	:22	:30	:39	:46
:06	:13	:22	:28	:37	:45	:54	:01
:21	:28	:37	:43	:52	:00	:09	:16
UNTIL: / *HASTA:*							
7:36p	7:43p	7:52p	7:58p	8:07p	8:15p	8:24p	8:31p
7:51	7:58	8:07	8:13	8:22	8:30	8:39	8:46
8:06	8:13	8:22	8:28	8:37	8:45	8:54	9:01
8:36	8:43	8:52	8:58	9:07	9:15	9:24	9:31
9:06	9:13	9:22	9:28	9:37	9:45	9:54	10:01
9:36	9:43	9:52	9:58	10:07	10:15	10:24	10:31
10:06	10:13	10:22	10:28	10:37	10:45	10:54	11:01
10:36	10:43	10:52	10:58	11:07	11:15	11:24	11:31
11:06	11:13	11:22	11:28	11:37	11:45	11:54	12:01a
11:36	11:43	11:52	11:58	12:07a	12:15a	12:24a	12:31

Saturday & Sunday / *sábado & domingo*

EL CAJON ➡ DOWNTOWN

El Cajon	Grossmont	SDSU	Stadium	Fashion Valley	Old Town	Santa Fe Depot	12th & Imperial
–	–	–	4:52a	5:01a	5:07a	5:16a	5:23a
4:59a	5:05a	5:14a	5:22	5:31	5:37	5:46	5:53
5:29	5:35	5:44	5:52	6:01	6:07	6:16	6:23
5:59	6:05	6:14	6:22	6:31	6:37	6:46	6:53
–	–	–	6:37	6:46	6:52	7:01	7:08
6:29	6:35	6:44	6:52	7:01	7:07	7:16	7:23
–	–	–	7:07	7:16	7:22	7:31	7:38
6:59	7:05	7:14	7:22	7:31	7:37	7:46	7:53
–	–	–	7:37	7:46	7:52	8:01	8:08
7:29	7:35	7:44	7:52	8:01	8:07	8:16	8:23
–	–	–	8:07	8:16	8:22	8:31	8:38
7:59	8:05	8:14	8:22	8:31	8:37	8:46	8:53
AND THEN EVERY 15 MINUTES AT: / *Y LUEGO CADA 15 MINUTOS A LA:*							
:14	:20	:29	:37	:46	:52	:01	:08
:29	:35	:44	:52	:01	:07	:16	:23
:44	:50	:59	:07	:16	:22	:31	:38
:59	:05	:14	:22	:31	:37	:46	:53
UNTIL: / *HASTA:*							
7:14p	7:20p	7:29p	7:37p	7:46p	7:52p	8:01p	8:08p
7:29	7:35	7:44	7:52	8:01	8:07	8:16	8:23
7:59	8:05	8:14	8:22	8:31	8:37	8:46	8:53
8:29	8:35	8:44	8:52	9:01	9:07	9:16	9:23
8:59	9:05	9:14	9:22	9:31	9:37	9:46	9:53
9:29	9:35	9:44	9:52	10:01	10:07	10:16	10:23
9:59	10:05	10:14	10:22	10:31	10:37	10:46	10:53
10:29	10:35	10:44	10:52	11:01	11:07	11:16	11:23
10:59	11:05	11:14	11:22	11:31	11:37	11:46	11:53
11:29	11:35	11:44	11:52	12:01a	12:07a	12:16a	12:23a
11:59	12:05a	12:14a	12:22a	12:31	12:37	12:46	12:53

DOWNTOWN ➡ EL CAJON

12th & Imperial	Santa Fe Depot	Old Town	Fashion Valley	Stadium	SDSU	Grossmont	El Cajon
–	H 4:43a	4:52a	4:58a	5:07a	5:15a	5:24a	5:31a
5:06a	5:13	5:22	5:28	5:37	5:45	5:54	6:01
5:36	5:43	5:52	5:58	6:07	6:15	6:24	6:31
5:51	5:58	6:07	6:13	6:22	–	–	–
6:06	6:13	6:22	6:28	6:37	6:45	6:54	7:01
6:21	6:28	6:37	6:43	6:52	–	–	–
6:36	6:43	6:52	6:58	7:07	7:15	7:24	7:31
6:51	6:58	7:07	7:13	7:22	–	–	–
7:06	7:13	7:22	7:28	7:37	7:45	7:54	8:01
AND THEN EVERY 15 MINUTES AT: / *Y LUEGO CADA 15 MINUTOS A LA:*							
:21	:28	:37	:43	:52	:00	:09	:16
:36	:43	:52	:58	:07	:15	:24	:31
:51	:58	:07	:13	:22	:30	:39	:46
:06	:13	:22	:28	:37	:45	:54	:01
UNTIL: / *HASTA:*							
6:21p	6:28p	6:37p	6:43p	6:52p	7:00p	7:09p	7:16p
6:36	6:43	6:52	6:58	7:07	7:15	7:24	7:31
6:51	6:58	7:07	7:13	7:22	7:30	7:39	7:46
7:06	7:13	7:22	7:28	7:37	7:45	7:54	8:01
7:36	7:43	7:52	7:58	8:07	8:15	8:24	8:31
8:06	8:13	8:22	8:28	8:37	8:45	8:54	9:01
8:36	8:43	8:52	8:58	9:07	9:15	9:24	9:31
9:06	9:13	9:22	9:28	9:37	9:45	9:54	10:01
9:36	9:43	9:52	9:58	10:07	10:15	10:24	10:31
10:06	10:13	10:22	10:28	10:37	10:45	10:54	11:01
10:36	10:43	10:52	10:58	11:07	11:15	11:24	11:31
11:06	11:13	11:22	11:28	11:37	11:45	11:54	12:01a
11:36	11:43	11:52	11:58	12:07a	12:15a	12:24a	12:31

H = Trip begins at Gaslamp Quarter Station five minutes earlier than time show. / *Este viaje comienza cinco minutos antes del tiempo indicado en la estacion de Gaslamp Quarter.*

VINTAGE TROLLEY — Silver Line

The Silver Line uses three meticulously restored vintage vehicles that make stops along the downtown loop. The Presidents Conference Committee (PCC) Streetcars 529 and 530 of the 1940s alternate with the very first iconic red San Diego Trolley, the 1001 U2, which began service in 1981.

La Línea de Plata utiliza tres vehículos antigüos meticulosamente restaurados que hacen paradas a lo largo del circuito del centro de San Diego. Los Trolleys 529 y 530 del Presidents Conference Committee (PCC) de la década de 1940 alternan servicio junto con el primer vagón del Trolley de San Diego, el 1001 modelo U2, en su icónico color rojo que comenzó a funcionar en 1981.

For select holiday schedule, call or visit:
Para horarios de días festivos seleccionados, llame o visite:
(619) 233-3004 • sdmts.com/silver-line

SCHEDULE: The Silver Line Vintage Trolley service runs hourly on select holidays. You can board at any of the Downtown stops. It takes approximately 30 minutes to complete the Downtown loop.

- **First trip departs from 12th & Imperial at 9:07 a.m.**
- **Last trip departs from 12th & Imperial at 5:07 p.m.**
- **Silver Line service runs hourly.**

HORARIO: *El Trolley de la Línea de Plata funciona cada hora en días festivos selectos. Puedes abordar en cualquiera de las paradas del Centro de San Diego. Se necesitan aproximadamente 30 minutos para completar el circuito.*

- ***El primer viaje sale a las 9:07 a.m de 12th & Imperial.***
- ***El último viaje sale a las 5:07 p.m. de 12th & Imperial.***
- ***El servicio de la Línea de Plata funciona cada hora.***

Silver Line service is subject to change due to construction, special events, or vehicle maintenance. / *El servicio de la Línea Plateada está sujeto a cambios debido a obras, eventos especiales o mantenimiento del vehículo.*

Holiday Service

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays: New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day and Thanksgiving. Christmas schedule: Trolleys operate every 30 minutes throughout the day on all lines. Call (619) 233-3004 for more information.

Servicio de los días festivos

Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados: *New Year's Day, Presidents' Day, Memorial Day, Independence Day (EE.UU.), Labor Day y Thanksgiving.* **Servicio durante Navidad:** *Los carros operarán cada 30 minutos durante todo el día en todas las líneas. Llame al* (619) 233-3004 *para más información.*

For current Trolley schedules and alerts, visit:
Para horarios y alertas actuales, visite:
sdmts.com/trolley

Real Time Arrivals
Download the free **OneBusAway** app
Llegadas en tiempo real. Descarga la aplicación gratuita ***OneBusAway.***
sdmts.com/oba

PRONTO

619-595-5636
RidePRONTO.com

TAP or SCAN -
Required Before Boarding
TOCA o ESCANEA -
Se requiere antes de abordar

Fare Information
Información de tarifas
sdmts.com/fares

PRONTO

Easy transit fare. Get a card or download the app.

¡Tarifa de transporte fácil! Obtén una tarjeta o descarga la aplicación.

RidePRONTO.com • 619-595-5636

All timetables are available online
Todos los horarios están disponibles en línea.
sdmts.com/timetables

Real Time Arrivals
Download the free **OneBusAway** app.
*Llegadas en tiempo real. Descarga la aplicación gratuita **OneBusAway**.*
sdmts.com/oba

MTS sdmts.com

MTS Security *MTS Seguridad*	**619-595-4960**
MTS Information & Trip Planning *MTS Información y planeo de viaje*	**619-233-3004**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**619-557-4555**
Lost and Found *Objetos extraviados*	**619-233-3004**
Transit Store 12th & Imperial Transit Center M–F / *L-V* 8am–5pm	**619-234-1060**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**619-234-5005** **888-722-4889**

Buses on all MTS routes are accessible via lift or ramp.
Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.

Alternative formats available upon request. Call: (619) 231-1466.
Formato alternativo disponible al preguntar. Llamar: (619) 231-1466.

Effective September 3, 2023

11

Bus Route

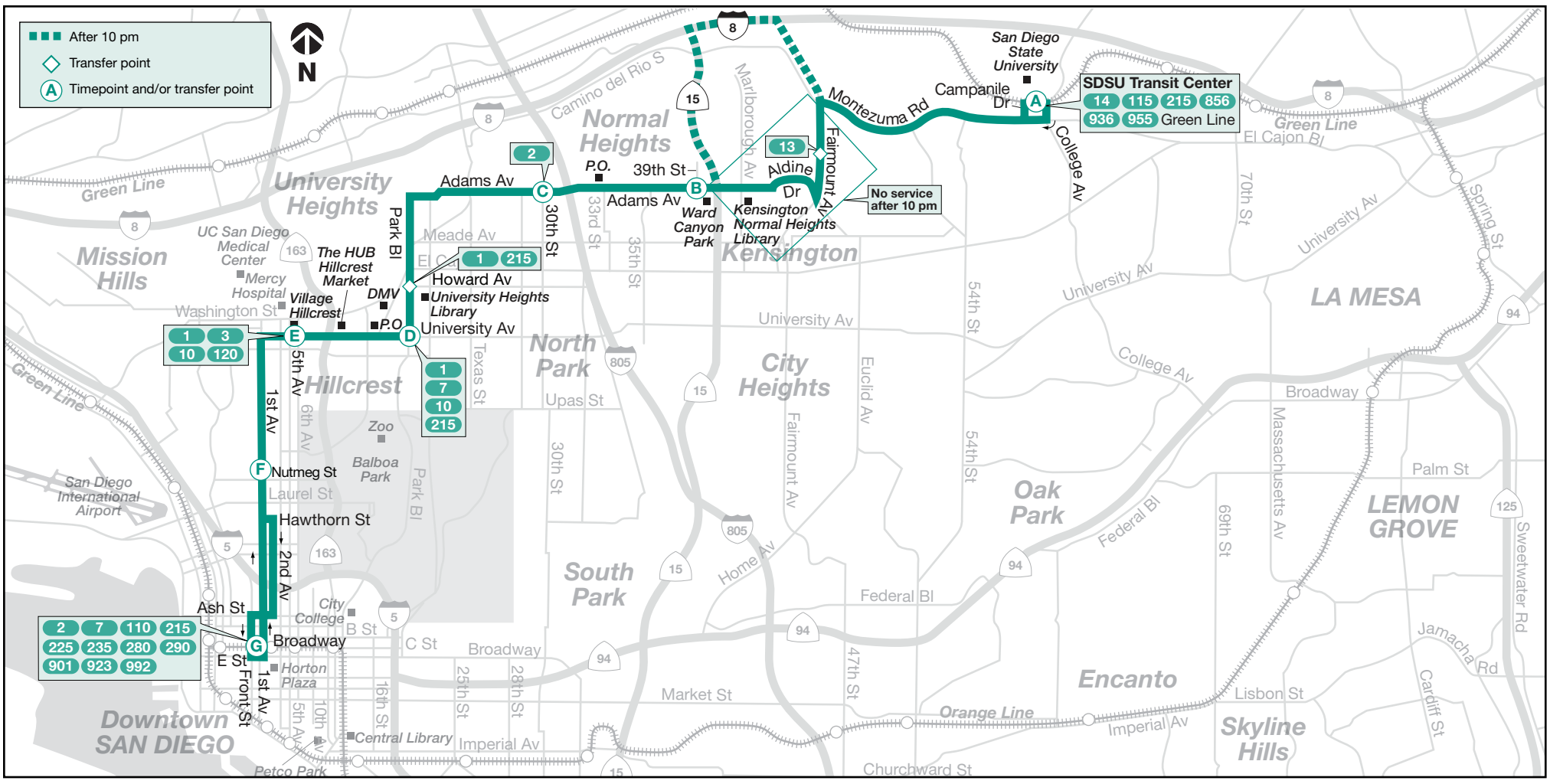
SDSU Transit Center ↔ Downtown San Diego

via Adams Avenue / First Avenue

Destinations
- Hillcrest DMV
- The HUB Hillcrest Market
- Village Hillcrest

Trolley Connections
- SDSU
- Civic Center

Subject to change without notice
Sujeto a cambios sin previo aviso



11 Sunday • *domingo*

SDSU Transit Center → Downtown San Diego

A SDSU Transit Center **DEPART**	B Adams Av. & 39th St.	C Adams Av. & 30th St.	D Park Bl. & University Av.	E University Av. & 5th Av.	F 1st Av. & Nutmeg St.	G 1st Av. & Broadway **ARRIVE**
—	6:23a	6:28a	6:36a	6:41a	6:47a	6:58a
7:12a	7:23	7:29	7:37	7:43	7:49	8:01
8:12	8:24	8:30	8:39	8:45	8:51	9:04
9:12	9:24	9:30	9:39	9:45	9:51	10:04
—	9:54	10:00	10:09	10:15	10:21	10:34
10:12	10:24	10:30	10:39	10:45	10:51	11:04
10:42	10:54	11:00	11:09	11:15	11:21	11:34
11:10	11:22	11:28	11:38	11:45	11:51	**12:04p**
11:40	11:52	11:58	**12:08p**	**12:15p**	**12:21p**	**12:34**
12:10p	**12:22p**	**12:28p**	**12:38**	**12:45**	**12:51**	**1:04**
12:40	**12:52**	**12:58**	**1:08**	**1:15**	**1:21**	**1:34**
1:10	**1:22**	**1:28**	**1:38**	**1:45**	**1:51**	**2:04**
1:40	**1:52**	**1:58**	**2:08**	**2:15**	**2:21**	**2:34**
2:10	**2:22**	**2:28**	**2:38**	**2:45**	**2:51**	**3:04**
2:40	**2:52**	**2:58**	**3:08**	**3:15**	**3:21**	**3:34**
3:10	**3:22**	**3:28**	**3:38**	**3:45**	**3:51**	**4:04**
3:40	**3:52**	**3:58**	**4:08**	**4:15**	**4:21**	**4:34**
4:12	**4:24**	**4:30**	**4:40**	**4:47**	**4:53**	**5:06**
4:42	**4:54**	**5:00**	**5:10**	**5:17**	**5:23**	**5:36**
5:12	**5:24**	**5:30**	**5:39**	**5:45**	**5:51**	**6:04**
5:52	**6:04**	**6:10**	**6:19**	**6:25**	**6:31**	**6:44**
6:52	**7:04**	**7:10**	**7:19**	**7:25**	**7:31**	**7:44**
7:52	**8:04**	**8:10**	**8:18**	**8:24**	**8:30**	**8:42**

Downtown San Diego → SDSU Transit Center

G 1st Av. & Broadway **DEPART**	F 1st Av. & Nutmeg St.	E University Av. & 5th Av.	D Park Bl. & University Av.	C Adams Av. & 30th St.	B Adams Av. & 39th St.	A SDSU Transit Center **ARRIVE**
6:20a	6:25a	6:31a	6:37a	6:46a	6:51a	7:02a
7:20	7:25	7:31	7:37	7:46	7:51	8:02
8:18	8:24	8:30	8:37	8:46	8:51	9:02
9:16	9:22	9:29	9:37	9:46	9:51	10:02
9:46	9:52	9:59	10:07	10:16	10:21	10:32
10:16	10:22	10:29	10:37	10:46	10:51	11:02
10:46	10:52	10:59	11:07	11:16	11:21	11:32
11:16	11:22	11:29	11:37	11:46	11:51	**12:02p**
11:46	11:52	11:59	**12:07p**	**12:16p**	**12:21p**	**12:32**
12:14p	**12:20p**	**12:27p**	**12:36**	**12:45**	**12:50**	**1:02**
12:44	**12:50**	**12:57**	**1:06**	**1:15**	**1:20**	**1:32**
1:14	**1:20**	**1:27**	**1:36**	**1:45**	**1:50**	**2:02**
1:43	**1:50**	**1:57**	**2:06**	**2:15**	**2:20**	**2:32**
2:13	**2:20**	**2:27**	**2:36**	**2:45**	**2:50**	**3:02**
2:43	**2:50**	**2:57**	**3:06**	**3:15**	**3:20**	**3:32**
3:15	**3:22**	**3:29**	**3:38**	**3:47**	**3:52**	**4:04**
3:45	**3:52**	**3:59**	**4:08**	**4:17**	**4:22**	**4:34**
4:15	**4:22**	**4:29**	**4:38**	**4:47**	**4:52**	**5:04**
4:45	**4:52**	**4:59**	**5:08**	**5:17**	**5:22**	**5:34**
5:18	**5:24**	**5:31**	**5:40**	**5:49**	**5:54**	**6:06**
5:52	**5:58**	**6:05**	**6:13**	**6:22**	**6:27**	**6:38**
6:54	**7:00**	**7:06**	**7:13**	**7:22**	**7:27**	**7:38**
7:54	**8:00**	**8:06**	**8:13**	**8:22**	**8:27**	**8:38**

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays / *Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados*
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

11 Monday through Friday • *lunes a viernes*

SDSU Transit Center → Downtown San Diego

A SDSU Transit Center **DEPART**	B Adams Av. & 39th St.	C Adams Av. & 30th St.	D Park Bl. & University Av.	E University Av. & 5th Av.	F 1st Av. & Nutmeg St.	G 1st Av. & Broadway **ARRIVE**
—	4:37a	4:42a	4:49a	4:54a	4:59a	5:10a
—	5:07	5:12	5:19	5:24	5:29	5:40
—	5:37	5:42	5:50	5:55	6:01	6:12
5:57a	6:08	6:13	6:21	6:26	6:32	6:43
—	6:29	6:35	6:43	6:48	6:54	7:06
6:37	6:49	6:55	7:04	7:09	7:15	7:27
6:57	7:09	7:15	7:25	7:30	7:37	7:49
7:17	7:30	7:36	7:46	7:52	7:59	8:12
7:37	7:50	7:56	8:06	8:12	8:19	8:32
7:57	8:10	8:16	8:26	8:32	8:39	8:52
8:17	8:29	8:35	8:44	8:50	8:57	9:10
8:37	8:49	8:55	9:04	9:10	9:17	9:30
8:59	9:11	9:17	9:26	9:32	9:39	9:52
9:19	9:31	9:37	9:46	9:52	9:59	10:12
9:39	9:51	9:57	10:06	10:12	10:19	10:32
10:01	10:13	10:19	10:28	10:34	10:41	10:54
10:21	10:33	10:39	10:48	10:54	11:01	11:14
10:41	10:53	10:59	11:08	11:14	11:21	11:34
11:01	11:13	11:19	11:29	11:36	11:43	11:57
11:21	11:33	11:39	11:49	11:56	**12:03p**	**12:17p**
11:41	11:53	11:59	**12:09p**	**12:16p**	**12:23**	**12:37**
12:01p	**12:13p**	**12:19p**	**12:29**	**12:36**	**12:43**	**12:57**
12:21	**12:33**	**12:39**	**12:49**	**12:56**	**1:03**	**1:17**
12:41	**12:53**	**12:59**	**1:09**	**1:16**	**1:23**	**1:37**
1:01	**1:13**	**1:19**	**1:29**	**1:36**	**1:43**	**1:57**
1:21	**1:33**	**1:39**	**1:49**	**1:56**	**2:03**	**2:17**
1:39	**1:51**	**1:57**	**2:07**	**2:14**	**2:21**	**2:35**
1:57	**2:09**	**2:15**	**2:25**	**2:32**	**2:39**	**2:53**
2:17	**2:30**	**2:36**	**2:46**	**2:53**	**3:00**	**3:15**
2:37	**2:50**	**2:56**	**3:06**	**3:13**	**3:20**	**3:35**
2:57	**3:10**	**3:16**	**3:26**	**3:33**	**3:40**	**3:55**
3:17	**3:30**	**3:36**	**3:46**	**3:53**	**4:00**	**4:15**
3:37	**3:50**	**3:56**	**4:06**	**4:13**	**4:20**	**4:35**
3:57	**4:10**	**4:16**	**4:26**	**4:33**	**4:40**	**4:55**
4:17	**4:30**	**4:36**	**4:46**	**4:53**	**5:00**	**5:15**
4:37	**4:50**	**4:56**	**5:06**	**5:13**	**5:20**	**5:35**
4:57	**5:10**	**5:16**	**5:26**	**5:33**	**5:40**	**5:55**
5:17	**5:29**	**5:35**	**5:44**	**5:51**	**5:58**	**6:13**
5:37	**5:49**	**5:55**	**6:04**	**6:11**	**6:18**	**6:33**
5:57	**6:09**	**6:15**	**6:24**	**6:31**	**6:38**	**6:53**
6:20	**6:32**	**6:38**	**6:47**	**6:54**	**7:00**	**7:13**
6:50	**7:02**	**7:08**	**7:17**	**7:24**	**7:30**	**7:43**
7:20	**7:32**	**7:38**	**7:47**	**7:54**	**8:00**	**8:13**
7:52	**8:04**	**8:10**	**8:18**	**8:24**	**8:30**	**8:42**
8:22	**8:34**	**8:40**	**8:48**	**8:54**	**9:00**	**9:12**
8:52	**9:03**	**9:09**	**9:16**	**9:22**	**9:27**	**9:39**
9:22	**9:33**	**9:38**	**9:45**	**9:51**	**9:56**	**10:07**
9:52 §	**10:03**	**10:08**	**10:15**	**10:21**	**10:26**	**10:37**
10:22 §	**10:33**	**10:38**	**10:45**	**10:50**	**10:55**	**11:05**

Downtown San Diego → SDSU Transit Center

G 1st Av. & Broadway **DEPART**	F 1st Av. & Nutmeg St.	E University Av. & 5th Av.	D Park Bl. & University Av.	C Adams Av. & 30th St.	B Adams Av. & 39th St.	A SDSU Transit Center **ARRIVE**
5:10a	5:15a	5:21a	5:26a	5:33a	5:37a	5:47a
5:40	5:45	5:51	5:56	6:03	6:07	6:17
6:06	6:11	6:17	6:22	6:30	6:35	6:47
6:26	6:31	6:37	6:42	6:50	6:55	7:07
6:46	6:51	6:57	7:02	7:10	7:15	7:27
7:04	7:09	7:15	7:21	7:30	7:35	7:47
7:24	7:29	7:35	7:41	7:50	7:55	8:07
7:44	7:49	7:55	8:01	8:10	8:15	8:27
8:04	8:10	8:16	8:23	8:32	8:37	8:49
8:24	8:30	8:36	8:43	8:52	8:57	9:09
8:44	8:50	8:56	9:03	9:12	9:17	9:29
9:04	9:10	9:17	9:25	9:34	9:39	9:51
9:24	9:30	9:37	9:45	9:54	9:59	10:11
9:44	9:50	9:57	10:05	10:14	10:19	10:31
10:04	10:10	10:17	10:25	10:34	10:39	10:51
10:24	10:30	10:37	10:45	10:54	10:59	11:11
10:44	10:50	10:57	11:05	11:14	11:19	11:31
11:04	11:10	11:17	11:25	11:34	11:39	11:51
11:24	11:30	11:37	11:45	11:54	11:59	**12:11p**
11:44	11:50	11:57	**12:05p**	**12:14p**	**12:19p**	**12:31**
12:06p	**12:12p**	**12:19p**	**12:27**	**12:36**	**12:41**	**12:53**
12:26	**12:32**	**12:39**	**12:47**	**12:56**	**1:01**	**1:13**
12:48	**12:54**	**1:01**	**1:10**	**1:20**	**1:25**	**1:38**
1:10	**1:16**	**1:23**	**1:32**	**1:42**	**1:47**	**2:00**
1:30	**1:36**	**1:43**	**1:52**	**2:02**	**2:07**	**2:20**
1:48	**1:55**	**2:02**	**2:11**	**2:21**	**2:27**	**2:40**
2:08	**2:15**	**2:22**	**2:31**	**2:41**	**2:47**	**3:00**
2:28	**2:35**	**2:42**	**2:51**	**3:01**	**3:07**	**3:20**
2:48	**2:55**	**3:02**	**3:11**	**3:21**	**3:27**	**3:40**
3:08	**3:15**	**3:22**	**3:31**	**3:41**	**3:47**	**4:00**
3:28	**3:35**	**3:42**	**3:51**	**4:01**	**4:07**	**4:20**
3:48	**3:55**	**4:02**	**4:11**	**4:21**	**4:27**	**4:40**
4:08	**4:15**	**4:22**	**4:31**	**4:41**	**4:47**	**5:00**
4:28	**4:35**	**4:42**	**4:51**	**5:01**	**5:07**	**5:20**
4:48	**4:55**	**5:02**	**5:11**	**5:21**	**5:27**	**5:40**
5:08	**5:15**	**5:22**	**5:31**	**5:41**	**5:47**	**6:00**
5:30	**5:36**	**5:43**	**5:52**	**6:02**	**6:07**	**6:20**
5:50	**5:56**	**6:03**	**6:12**	**6:22**	**6:27**	**6:40**
6:10	**6:16**	**6:23**	**6:32**	**6:42**	**6:47**	**7:00**
6:30	**6:36**	**6:43**	**6:52**	**7:02**	**7:07**	**7:20**
6:52	**6:58**	**7:04**	**7:12**	**7:22**	**7:27**	**7:39**
7:22	**7:28**	**7:34**	**7:42**	**7:52**	**7:57**	**8:09**
7:54	**8:00**	**8:06**	**8:13**	**8:22**	**8:27**	**8:38**
8:24	**8:30**	**8:36**	**8:43**	**8:52**	**8:57**	**9:08**
8:54	**9:00**	**9:06**	**9:13**	**9:22**	**9:26**	**9:36**
9:27	**9:32**	**9:38**	**9:44**	**9:52**	**9:56** §	**10:06**
9:57	**10:02**	**10:08**	**10:14**	**10:22**	**10:26** §	**10:36**
10:27	**10:32**	**10:38**	**10:44**	**10:52**	**10:56** §	**11:06**

§ = Trip does not serve Adams Av. east of I-15 (Kensington), Aldine Dr., or Fairmount Av. / *Viaje que no ofrece servicio en Adams Av. al este de I-15 (Kensington), en Aldine Dr., ni Fairmount Av.*

11 Saturday • *sábado*

SDSU Transit Center → Downtown San Diego

A SDSU Transit Center **DEPART**	B Adams Av. & 39th St.	C Adams Av. & 30th St.	D Park Bl. & University Av.	E University Av. & 5th Av.	F 1st Av. & Nutmeg St.	G 1st Av. & Broadway **ARRIVE**
—	5:37a	5:42a	5:50a	5:55a	6:01a	6:12a
6:12a	6:23	6:28	6:36	6:41	6:47	6:58
6:42	6:53	6:58	7:06	7:11	7:17	7:28
7:12	7:23	7:29	7:37	7:43	7:49	8:01
7:42	7:53	7:59	8:07	8:13	8:19	8:31
8:12	8:24	8:30	8:39	8:45	8:51	9:04
8:42	8:54	9:00	9:09	9:15	9:21	9:34
9:12	9:24	9:30	9:39	9:45	9:51	10:04
9:42	9:54	10:00	10:09	10:15	10:21	10:34
10:12	10:24	10:30	10:39	10:45	10:51	11:04
10:42	10:54	11:00	11:09	11:15	11:21	11:34
11:10	11:22	11:28	11:38	11:45	11:51	**12:04p**
11:40	11:52	11:58	**12:08p**	**12:15p**	**12:21p**	**12:34**
12:10p	**12:22p**	**12:28p**	**12:38**	**12:45**	**12:51**	**1:04**
12:40	**12:52**	**12:58**	**1:08**	**1:15**	**1:21**	**1:34**
1:10	**1:22**	**1:28**	**1:38**	**1:45**	**1:51**	**2:04**
1:40	**1:52**	**1:58**	**2:08**	**2:15**	**2:21**	**2:34**
2:10	**2:22**	**2:28**	**2:38**	**2:45**	**2:51**	**3:04**
2:40	**2:52**	**2:58**	**3:08**	**3:15**	**3:21**	**3:34**
3:10	**3:22**	**3:28**	**3:38**	**3:45**	**3:51**	**4:04**
3:40	**3:52**	**3:58**	**4:08**	**4:15**	**4:21**	**4:34**
4:12	**4:24**	**4:30**	**4:40**	**4:47**	**4:53**	**5:06**
4:42	**4:54**	**5:00**	**5:10**	**5:17**	**5:23**	**5:36**
5:12	**5:24**	**5:30**	**5:39**	**5:45**	**5:51**	**6:04**
5:42	**5:54**	**6:00**	**6:09**	**6:15**	**6:21**	**6:34**
6:12	**6:24**	**6:30**	**6:39**	**6:45**	**6:51**	**7:04**
6:42	**6:54**	**7:00**	**7:09**	**7:15**	**7:21**	**7:34**
7:12	**7:24**	**7:30**	**7:39**	**7:45**	**7:51**	**8:04**
7:47	**7:59**	**8:05**	**8:13**	**8:19**	**8:25**	**8:37**
8:22	**8:34**	**8:40**	**8:48**	**8:54**	**9:00**	**9:12**
8:52	**9:03**	**9:09**	**9:16**	**9:22**	**9:27**	**9:39**
9:22	**9:33**	**9:38**	**9:45**	**9:51**	**9:56**	**10:07**
9:52 §	**10:03**	**10:08**	**10:15**	**10:21**	**10:26**	**10:37**

Downtown San Diego → SDSU Transit Center

G 1st Av. & Broadway **DEPART**	F 1st Av. & Nutmeg St.	E University Av. & 5th Av.	D Park Bl. & University Av.	C Adams Av. & 30th St.	B Adams Av. & 39th St.	A SDSU Transit Center **ARRIVE**
5:53a	5:58a	6:04a	6:09a	6:17a	6:21a	6:32a
6:20	6:25	6:31	6:37	6:46	6:51	7:02
6:50	6:55	7:01	7:07	7:16	7:21	7:32
7:20	7:25	7:31	7:37	7:46	7:51	8:02
7:50	7:55	8:01	8:07	8:16	8:21	8:32
8:18	8:24	8:30	8:37	8:46	8:51	9:02
8:48	8:54	9:00	9:07	9:16	9:21	9:32
9:16	9:22	9:29	9:37	9:46	9:51	10:02
9:46	9:52	9:59	10:07	10:16	10:21	10:32
10:16	10:22	10:29	10:37	10:46	10:51	11:02
10:46	10:52	10:59	11:07	11:16	11:21	11:32
11:16	11:22	11:29	11:37	11:46	11:51	**12:02p**
11:46	11:52	11:59	**12:07p**	**12:16p**	**12:21p**	**12:32**
12:14p	**12:20p**	**12:27p**	**12:36**	**12:45**	**12:50**	**1:02**
12:44	**12:50**	**12:57**	**1:06**	**1:15**	**1:20**	**1:32**
1:14	**1:20**	**1:27**	**1:36**	**1:45**	**1:50**	**2:02**
1:43	**1:50**	**1:57**	**2:06**	**2:15**	**2:20**	**2:32**
2:13	**2:20**	**2:27**	**2:36**	**2:45**	**2:50**	**3:02**
2:43	**2:50**	**2:57**	**3:06**	**3:15**	**3:20**	**3:32**
3:15	**3:22**	**3:29**	**3:38**	**3:47**	**3:52**	**4:04**
3:45	**3:52**	**3:59**	**4:08**	**4:17**	**4:22**	**4:34**
4:15	**4:22**	**4:29**	**4:38**	**4:47**	**4:52**	**5:04**
4:45	**4:52**	**4:59**	**5:08**	**5:17**	**5:22**	**5:34**
5:16	**5:22**	**5:29**	**5:38**	**5:47**	**5:52**	**6:04**
5:46	**5:52**	**5:59**	**6:07**	**6:16**	**6:21**	**6:32**
6:16	**6:22**	**6:29**	**6:37**	**6:46**	**6:51**	**7:02**
6:48	**6:54**	**7:00**	**7:07**	**7:16**	**7:21**	**7:32**
7:21	**7:27**	**7:33**	**7:40**	**7:49**	**7:54**	**8:05**
7:54	**8:00**	**8:06**	**8:13**	**8:22**	**8:27**	**8:38**
8:24	**8:30**	**8:36**	**8:43**	**8:52**	**8:57**	**9:08**
8:54	**9:00**	**9:06**	**9:13**	**9:22**	**9:26**	**9:36**
9:27	**9:32**	**9:38**	**9:44**	**9:52**	**9:56** §	**10:06**
9:57	**10:02**	**10:08**	**10:14**	**10:22**	**10:26** §	**10:36**

§ = Trip does not serve Adams Av. east of I-15 (Kensington), Aldine Dr., or Fairmount Av. / *Viaje que no ofrece servicio en Adams Av. al este de I-15 (Kensington), en Aldine Dr., ni Fairmount Av.*

Fare Information
Información de tarifas

sdmts.com/fares

PRONTO

Easy transit fare. Get a card or download the app.

¡Tarifa de transporte fácil! Obtén una tarjeta o descarga la aplicación.

RidePRONTO.com • 619-595-5636

All timetables are available online
Todos los horarios están disponibles en línea.

sdmts.com/timetables

Real Time Arrivals
Download the free **OneBusAway** app.

*Llegadas en tiempo real. Descarga la aplicación gratuita **OneBusAway**.*

sdmts.com/oba

MTS sdmts.com

MTS Security *MTS Seguridad*	**619-595-4960**
MTS Information & Trip Planning *MTS Información y planeo de viaje*	**619-233-3004**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**619-557-4555**
Lost and Found *Objetos extraviados*	**619-233-3004**
Transit Store 12th & Imperial Transit Center M–F / *L-V* 8am–5pm	**619-234-1060**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**619-234-5005** **888-722-4889**

Buses on all MTS routes are accessible via lift or ramp.
Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.

Alternative formats available upon request. Call: (619) 231-1466.
Formato alternativo disponible al preguntar. Llamar: (619) 231-1466.

Effective June 30, 2023

14

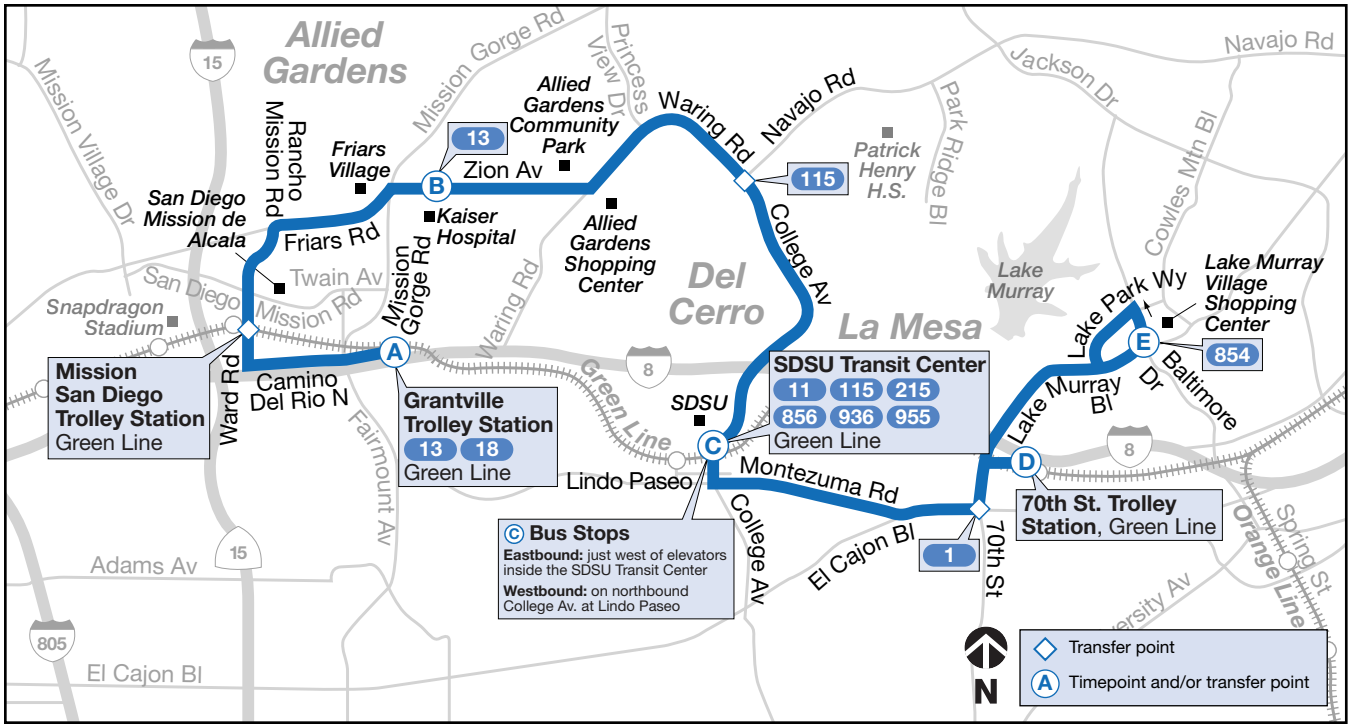
Bus Route

Grantville Trolley Station ↔ Lake Murray Boulevard
via Kaiser Hospital / SDSU

Destinations
- Allied Gardens Community Park
- Kaiser Hospital
- SD Mission de Alcala
- SDSU

Trolley Connections
- Grantville
- Mission San Diego
- SDSU
- 70th Street

Subject to change without notice
Sujeto a cambios sin previo aviso



14 Monday through Friday • *lunes a viernes*

Grantville Trolley Station → Lake Murray Boulevard

A Grantville Trolley Station **DEPART**	B Kaiser Hospital	C SDSU Transit Center	D 70th Street Trolley Station	E Baltimore Dr. & Lake Murray Bl. **ARRIVE**
6:25a	6:35a	6:49a	7:01a	7:08a
7:21	7:32	7:48	8:01	8:09
8:21	8:32	8:48	9:01	9:09
9:21	9:32	9:48	10:01	10:09
10:22	10:33	10:48	11:00	11:08
11:22	11:33	11:48	**12:00p**	**12:08p**
12:21p	**12:32p**	**12:49p**	**1:02**	**1:10**
1:21	**1:32**	**1:49**	**2:02**	**2:10**
2:21	**2:32**	**2:49**	**3:02**	**3:10**
3:19	**3:30**	**3:48**	**4:02**	**4:10**
4:19	**4:30**	**4:48**	**5:02**	**5:10**
5:19	**5:30**	**5:48**	**6:02**	**6:10**
6:22	**6:32**	**6:48**	**7:01**	**7:08**

Lake Murray Boulevard → Grantville Trolley Station

E Baltimore Dr. & Lake Murray Bl. **DEPART**	D 70th Street Trolley Station	C SDSU Transit Center	B Kaiser Hospital	A Grantville Trolley Station **ARRIVE**
6:21a	6:29a	6:40a	6:53a	7:04a
7:21	7:29	7:40	7:53	8:04
8:21	8:29	8:41	8:54	9:06
9:21	9:29	9:41	9:54	10:06
10:22	10:30	10:42	10:54	11:05
11:22	11:30	11:42	11:54	**12:05p**
12:22p	**12:30p**	**12:43p**	**12:56p**	**1:08**
1:22	**1:30**	**1:43**	**1:56**	**2:08**
2:22	**2:30**	**2:43**	**2:56**	**3:08**
3:22	**3:30**	**3:43**	**3:56**	**4:08**
4:22	**4:30**	**4:43**	**4:56**	**5:08**
5:22	**5:30**	**5:43**	**5:55**	**6:06**
6:22	**6:30**	**6:43**	**6:55**	**7:06**

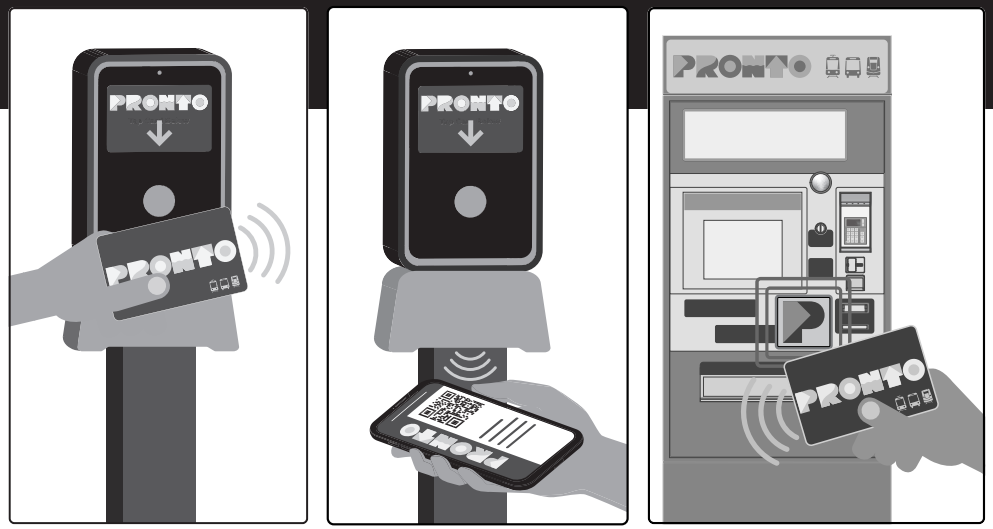
Route 14 does not operate on weekends or on the following holidays and observed holidays / *La ruta 14 no ofrece servicio durante el fin de semana ó durante los siguientes días festivos y feriados observados*
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

PRONTO

619-595-5636
RidePRONTO.com

TAP or SCAN - Required Before Boarding

TOCA o ESCANEA - Se requiere antes de abordar



Fare Information
Información de tarifas
sdmts.com/fares

PRONTO

Easy transit fare. Get a card or download the app.

¡Tarifa de transporte fácil! Obtén una tarjeta o descarga la aplicación.

RidePRONTO.com • 619-595-5636

All timetables are available online

Todos los horarios están disponibles en línea.

sdmts.com/timetables

Real Time Arrivals

Download the free **OneBusAway** app.

*Llegadas en tiempo real. Descarga la aplicación gratuita **OneBusAway**.*

sdmts.com/oba

MTS sdmts.com

MTS Security *MTS Seguridad*	**619-595-4960**
MTS Information & Trip Planning *MTS Información y planeo de viaje*	**619-233-3004**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**619-557-4555**
Lost and Found *Objetos extraviados*	**619-233-3004**
Transit Store 12th & Imperial Transit Center M–F / *L-V* 8am–5pm	**619-234-1060**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**619-234-5005** **888-722-4889**

Buses on all MTS routes are accessible via lift or ramp.
Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.

Alternative formats available upon request. Call: (619) 231-1466.
Formato alternativo disponible al preguntar. Llamar: (619) 231-1466.

Effective June 9, 2024

115

Bus Route

SDSU ↔ El Cajon Transit Center

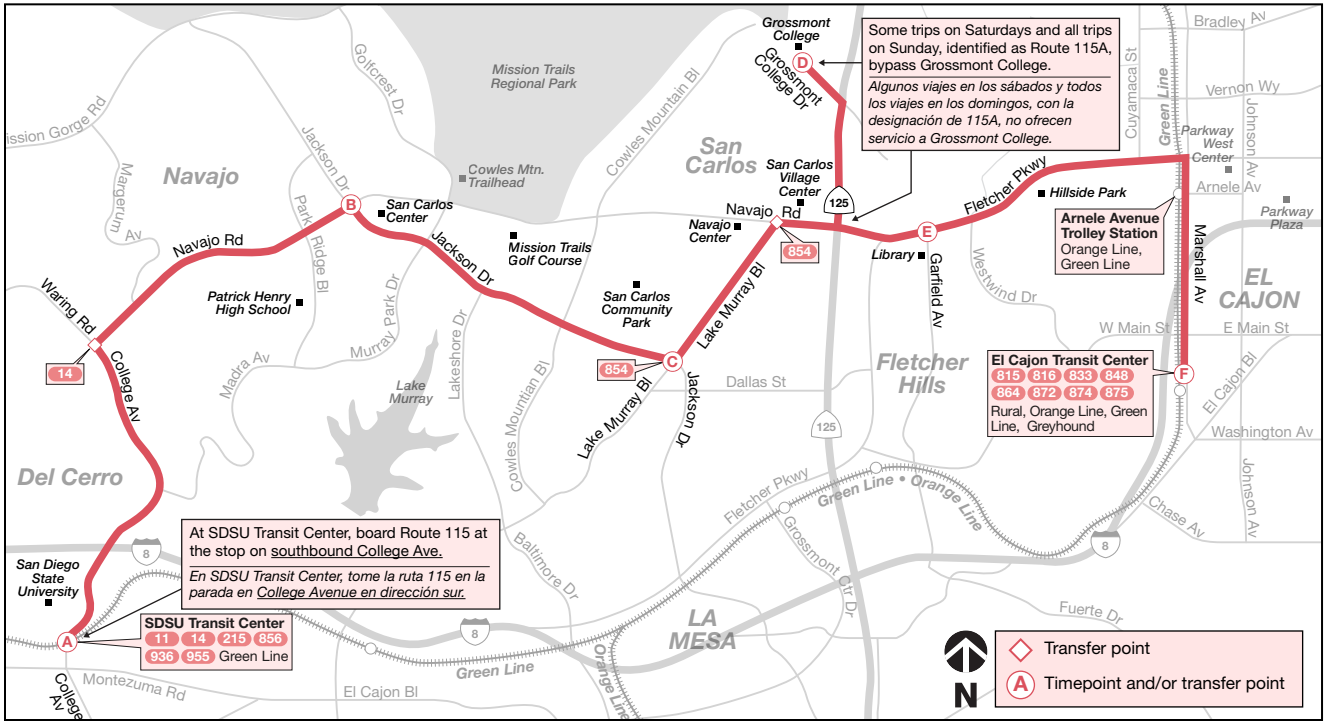
via San Carlos / Grossmont College

Destinations
- Grossmont College
- San Carlos Center
- San Carlos Village Center
- SDSU

Trolley Connections
- SDSU
- Arnele Avenue
- El Cajon

MTS

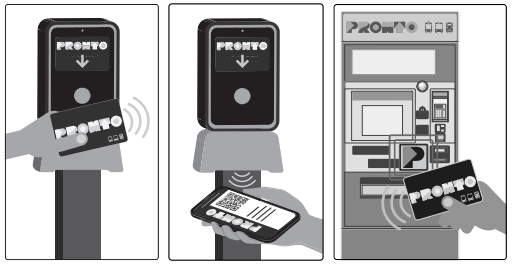
Subject to change without notice
Sujeto a cambios sin previo aviso



PRONTO

TAP or SCAN - Required Before Boarding

TOCA o ESCANEA - Se requiere antes de abordar



619-595-5636
RidePRONTO.com

115 Monday through Friday • *lunes a viernes*

SDSU → El Cajon Transit Center

A	B	C	D	E	F
SDSU Transit Center ★ **DEPART**	Jackson Dr. & Navajo Rd.	Lake Murray Bl. & Jackson Dr.	Grossmont College	Fletcher Pkwy. & Garfield Av.	El Cajon Transit Center **ARRIVE**
—	—	6:17a	6:26a	6:32a	6:39a
6:28a	6:41a	6:47	6:56	7:02	7:09
6:58	7:13	7:19	7:29	7:35	7:42
7:33	7:48	7:54	8:05	8:12	8:19
8:08	8:23	8:29	8:40	8:47	8:54
8:38	8:53	8:59	9:10	9:17	9:24
9:08	9:22	9:28	9:39	9:45	9:52
9:38	9:52	9:58	10:09	10:15	10:22
10:08	10:22	10:28	10:39	10:45	10:52
10:38	10:53	10:59	11:10	11:16	11:24
11:08	11:23	11:29	11:40	11:46	11:54
11:38	11:53	11:59	**12:10p**	**12:16p**	**12:24p**
12:08p	**12:23p**	**12:29p**	**12:40**	**12:46**	**12:54**
12:38	**12:53**	**12:59**	**1:10**	**1:16**	**1:24**
1:08	**1:23**	**1:29**	**1:40**	**1:46**	**1:54**
1:38	**1:53**	**1:59**	**2:10**	**2:16**	**2:24**
2:08	**2:23**	**2:29**	**2:40**	**2:46**	**2:54**
2:36	**2:52**	**2:58**	**3:10**	**3:16**	**3:24**
3:06	**3:22**	**3:28**	**3:40**	**3:46**	**3:54**
3:36	**3:52**	**3:58**	**4:10**	**4:16**	**4:24**
4:08	**4:23**	**4:29**	**4:40**	**4:46**	**4:54**
4:38	**4:53**	**4:59**	**5:10**	**5:16**	**5:24**
5:08	**5:23**	**5:29**	**5:40**	**5:46**	**5:54**
5:40	**5:54**	**6:00**	**6:10**	**6:16**	**6:23**
6:10	**6:24**	**6:30**	**6:40**	**6:46**	**6:53**
6:57	**7:11**	**7:17**	**7:27**	**7:33**	**7:40**
7:57	**8:09**	**8:14**	**8:23**	**8:28**	**8:35**
8:57	**9:09**	**9:14**	**9:23**	**9:28**	**9:35**
9:57	**10:09**	**10:14**	**10:22**	**10:27**	**10:33**

El Cajon Transit Center → SDSU

F	E	D	C	B	A
El Cajon Transit Center **DEPART**	Fletcher Pkwy. & Garfield Av.	Grossmont College	Lake Murray Bl. & Jackson Dr.	Navajo Rd. & Jackson Dr.	SDSU Transit Center **ARRIVE**
—	—	—	6:02a	6:08a	6:18a
6:11a	6:19a	6:25a	6:32	6:38	6:48
6:39	6:47	6:54	7:02	7:10	7:21
7:09	7:18	7:26	7:34	7:42	7:54
7:39	7:48	7:56	8:04	8:12	8:24
8:09	8:18	8:26	8:34	8:42	8:54
8:39	8:48	8:56	9:04	9:11	9:22
9:10	9:19	9:26	9:34	9:40	9:51
9:40	9:49	9:56	10:04	10:10	10:21
10:10	10:19	10:26	10:34	10:40	10:51
10:40	10:49	10:56	11:04	11:10	11:21
11:10	11:19	11:26	11:34	11:40	11:51
11:40	11:49	11:56	**12:04p**	**12:10p**	**12:21p**
12:10p	**12:20p**	**12:27p**	**12:36**	**12:42**	**12:54**
12:40	**12:50**	**12:57**	**1:06**	**1:12**	**1:24**
1:10	**1:20**	**1:27**	**1:36**	**1:42**	**1:54**
1:40	**1:50**	**1:57**	**2:06**	**2:12**	**2:24**
2:10	**2:20**	**2:27**	**2:36**	**2:42**	**2:54**
2:40	**2:50**	**2:57**	**3:06**	**3:12**	**3:24**
—	**—**	**—**	**—**	**T 3:42**	**3:53**
3:10	**3:20**	**3:27**	**3:36**	**3:42**	**3:54**
3:40	**3:50**	**3:57**	**4:06**	**4:12**	**4:24**
4:10	**4:20**	**4:27**	**4:36**	**4:42**	**4:54**
4:40	**4:50**	**4:57**	**5:06**	**5:12**	**5:24**
5:10	**5:20**	**5:27**	**5:35**	**5:41**	**5:52**
5:40	**5:49**	**5:56**	**6:03**	**6:09**	**6:19**
6:10	**6:19**	**6:26**	**6:33**	**6:39**	**6:49**
7:11	**7:19**	**7:26**	**7:32**	**7:38**	**7:47**
8:11	**8:19**	**8:26**	**8:32**	**8:38**	**8:47**
9:13	**9:21**	**9:27**	**9:33**	**9:39**	**9:47**

115 Saturday • *sábado*

SDSU → El Cajon Transit Center

A	B	C	D	E	F
SDSU Transit Center ★ **DEPART**	Jackson Dr. & Navajo Rd.	Lake Murray Bl. & Jackson Dr.	Grossmont College	Fletcher Pkwy. & Garfield Av.	El Cajon Transit Center **ARRIVE**
7:22a	7:33a	7:38a	7:47a	7:52a	7:58a
8:22	8:33	8:38	8:47	8:52	8:58
9:21	9:33	9:38	9:47	9:52	9:59
10:21	10:33	10:38	10:47	10:52	10:59
11:21	11:33	11:28	11:47	11:52	11:59
12:21p	**12:33p**	**12:38p**	**12:47p**	**12:52p**	**12:59p**
1:21	**1:33**	**1:39**	**1:48**	**1:54**	**2:01**
2:21	**2:33**	**2:39**	**2:48**	**2:54**	**3:01**
3:21	**3:33**	**3:39**	**3:48**	**3:54**	**4:01**
4:21	**4:33**	**4:39**	**4:48**	**4:54**	**5:01**
A 5:23	**5:35**	**5:41**	**—**	**5:48**	**5:54**
A 6:23	**6:35**	**6:41**	**—**	**6:48**	**6:54**
A 7:25	**7:37**	**7:42**	**—**	**7:48**	**7:54**
A 8:25	**8:37**	**8:42**	**—**	**8:48**	**8:54**

El Cajon Transit Center → SDSU

F	E	D	C	B	A
El Cajon Transit Center **DEPART**	Fletcher Pkwy. & Garfield Av.	Grossmont College	Lake Murray Bl. & Jackson Dr.	Navajo Rd. & Jackson Dr.	SDSU Transit Center **ARRIVE**
A 6:33a	6:41a	—	6:47a	6:52a	7:01a
7:30	7:38	7:44a	7:51	7:56	8:05
8:27	8:36	8:42	8:50	8:56	9:06
9:27	9:36	9:42	9:50	9:56	10:06
10:27	10:36	10:42	10:50	10:56	11:06
11:27	11:36	11:42	11:50	11:56	**12:06p**
12:27p	**12:36p**	**12:42p**	**12:50p**	**12:56p**	**1:06**
1:27	**1:36**	**1:42**	**1:50**	**1:56**	**2:06**
2:27	**2:36**	**2:42**	**2:50**	**2:56**	**3:06**
3:27	**3:36**	**3:42**	**3:50**	**3:56**	**4:06**
4:27	**4:36**	**4:42**	**4:50**	**4:56**	**5:06**
A 5:33	**5:42**	**—**	**5:49**	**5:55**	**6:05**
A 6:33	**6:41**	**—**	**6:48**	**6:54**	**7:03**
A 7:33	**7:41**	**—**	**7:48**	**7:54**	**8:03**
A 8:39	**8:47**	**—**	**8:53**	**8:59**	**9:07**

115 Sunday • *domingo*

SDSU → El Cajon Transit Center

A	B	C	D	E	F
SDSU Transit Center ★ **DEPART**	Jackson Dr. & Navajo Rd.	Lake Murray Bl. & Jackson Dr.	Grossmont College	Fletcher Pkwy. & Garfield Av.	El Cajon Transit Center **ARRIVE**
A 7:26a	7:37a	7:42a	—	7:48a	7:54a
A 8:26	8:37	8:42	—	8:48	8:54
A 9:23	9:35	9:40	—	9:47	9:54
A 10:23	10:35	10:40	—	10:47	10:54
A 11:23	11:35	11:40	—	11:47	11:54
A 12:23p	**12:35p**	**12:40p**	**—**	**12:47p**	**12:54p**
A 1:22	**1:34**	**1:40**	**—**	**1:47**	**1:54**
A 2:22	**2:34**	**2:40**	**—**	**2:47**	**2:54**
A 3:22	**3:34**	**3:40**	**—**	**3:47**	**3:54**
A 4:22	**4:34**	**4:40**	**—**	**4:47**	**4:54**
A 5:23	**5:35**	**5:41**	**—**	**5:48**	**5:54**
A 6:23	**6:35**	**6:41**	**—**	**6:48**	**6:54**

El Cajon Transit Center → SDSU

F	E	D	C	B	A
El Cajon Transit Center **DEPART**	Fletcher Pkwy. & Garfield Av.	Grossmont College	Lake Murray Bl. & Jackson Dr.	Navajo Rd. & Jackson Dr.	SDSU Transit Center **ARRIVE**
A 6:33a	6:41a	—	6:47a	6:52a	7:01a
A 7:33	7:42	—	7:49	7:55	8:04
A 8:33	8:42	—	8:49	8:55	9:05
A 9:33	9:42	—	9:49	9:55	10:05
A 10:33	10:42	—	10:49	10:55	11:05
A 11:33	11:42	—	11:49	11:55	**12:05p**
A 12:33p	**12:42p**	**—**	**12:49p**	**12:55p**	**1:05**
A 1:33	**1:42**	**—**	**1:49**	**1:55**	**2:05**
A 2:33	**2:42**	**—**	**2:49**	**2:55**	**3:05**
A 3:33	**3:42**	**—**	**3:49**	**3:55**	**4:05**
A 4:33	**4:42**	**—**	**4:49**	**4:55**	**5:05**
A 5:33	**5:42**	**—**	**5:49**	**5:55**	**6:05**

T = Trip departs from Navajo Rd & Park Ridge Blvd at 3:42 p.m. when Patrick Henry High School is in session & classes end at regular bell schedule. / *El viaje sale de Navajo Rd & Park Ridge Blvd a las 3:42 p.m. cuando Patrick Henry High School est· en sesiûn y las clases terminan en el horario regular.*

A = Route 115A: Trip does not serve Grossmont College. / *Ruta 115A: No ofrece servicio a Grossmont College.*

★ = Board at bus stop on Southbound College Av. / *Suba en la parada de autobús en College Av. en dirección sur.*

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays / *Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados* **New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas**

Fare Information
Información de tarifas
sdmts.com/fares

PRONTO

Easy transit fare. Get a card or download the app.

¡Tarifa de transporte fácil! Obtén una tarjeta o descarga la aplicación.

RidePRONTO.com • 619-595-5636

All timetables are available online
Todos los horarios están disponibles en línea.
sdmts.com/timetables

Real Time Arrivals
Download the free **OneBusAway** app.
*Llegadas en tiempo real. Descarga la aplicación gratuita **OneBusAway**.*
sdmts.com/oba

MTS
sdmts.com

MTS Security *MTS Seguridad*	**619-595-4960**
MTS Information & Trip Planning *MTS Información y planeo de viaje*	**619-233-3004**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**619-557-4555**
Lost and Found *Objetos extraviados*	**619-233-3004**
Transit Store 12th & Imperial Transit Center M–F / *L-V* 8am–5pm	**619-234-1060**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**619-234-5005** **888-722-4889**

Buses on all MTS routes are accessible via lift or ramp.
Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.

Alternative formats available upon request. Call: (619) 231-1466.
Formato alternativo disponible al preguntar. Llamar: (619) 231-1466.

Effective January 28, 2024

Rapid **215** Bus Route

SDSU Transit Center ↔ Downtown San Diego
via El Cajon Boulevard

Destinations
- Balboa Park
- City College
- Copley-Price Family YMCA
- Hoover High School
- San Diego State University
- San Diego Zoo
- The Boulevard Transit Plaza

Trolley Connections
- SDSU
- City College
- America Plaza
- Santa Fe Depot

Subject to change without notice
Sujeto a cambios sin previo aviso

MTS

215 Monday through Friday • *lunes a viernes*

SDSU Transit Center → Downtown San Diego

A SDSU Transit Center **DEPART**	B El Cajon Bl. & College Av.	C El Cajon Bl. & I-15	D El Cajon Bl. & 30th St.	E Park Bl. & University Av.	F City College Transit Center (Park Bl.)	G America Plaza Trolley Station **ARRIVE**
–	–	4:26a	4:30a	4:35a	4:46a	4:53a
4:33a	4:36a	4:44	4:48	4:53	5:04	5:11
4:48	4:51	4:59	5:03	5:08	5:19	5:26
5:04	5:07	5:15	5:19	5:24	5:35	5:42
5:19	5:22	5:30	5:34	5:39	5:50	5:57
5:34	5:37	5:46	5:50	5:56	6:07	6:14
5:49	5:52	6:01	6:05	6:11	6:22	6:29
6:06	6:09	6:18	6:22	6:28	6:39	6:46
6:18	6:21	6:30	6:35	6:42	6:53	7:00
6:30	6:33	6:43	6:48	6:55	7:06	7:14
6:42	6:45	6:55	7:00	7:07	7:18	7:26
6:54	6:58	7:09	7:14	7:21	7:33	7:42
7:06	7:10	7:23	7:28	7:35	7:48	7:57
7:17	7:21	7:34	7:39	7:46	7:59	8:08
7:28	7:32	7:45	7:50	7:57	8:10	8:19
7:40	7:44	7:57	8:02	8:09	8:22	8:31
7:52	7:56	8:09	8:14	8:21	8:34	8:43
8:04	8:08	8:21	8:26	8:33	8:46	8:55
8:16	8:20	8:33	8:38	8:45	8:58	9:07
8:28	8:32	8:45	8:50	8:57	9:10	9:19
8:40	8:44	8:56	9:01	9:08	9:21	9:30
8:52	8:56	9:08	9:13	9:20	9:33	9:42
9:04	9:08	9:19	9:24	9:31	9:44	9:53
9:16	9:20	9:31	9:36	9:43	9:56	10:05
9:28	9:32	9:43	9:48	9:55	10:08	10:17
9:40	9:44	9:55	10:00	10:07	10:20	10:29
9:52	9:56	10:07	10:12	10:19	10:32	10:41
10:04	10:08	10:19	10:24	10:31	10:44	10:53
10:16	10:20	10:31	10:36	10:43	10:56	11:05
10:28	10:32	10:43	10:48	10:55	11:08	11:17
10:40	10:44	10:55	11:00	11:07	11:20	11:29
10:52	10:56	11:07	11:12	11:19	11:32	11:41
11:04	11:08	11:19	11:24	11:31	11:44	11:53
11:16	11:20	11:31	11:36	11:43	11:56	**12:05p**
11:28	11:32	11:43	11:48	11:55	**12:08p**	**12:17**
11:40	11:44	11:55	**12:00p**	**12:07p**	**12:20**	**12:29**
11:52	11:56	**12:07p**	**12:12**	**12:19**	**12:32**	**12:41**
12:04p	**12:08p**	**12:19**	**12:24**	**12:31**	**12:44**	**12:53**
12:16	**12:20**	**12:31**	**12:36**	**12:43**	**12:56**	**1:05**
12:28	**12:32**	**12:43**	**12:48**	**12:55**	**1:08**	**1:17**
12:40	**12:44**	**12:55**	**1:00**	**1:07**	**1:20**	**1:29**
12:52	**12:56**	**1:07**	**1:12**	**1:19**	**1:32**	**1:41**
1:04	**1:08**	**1:19**	**1:24**	**1:31**	**1:44**	**1:53**
1:16	**1:20**	**1:31**	**1:36**	**1:43**	**1:56**	**2:05**
1:28	**1:32**	**1:43**	**1:48**	**1:55**	**2:08**	**2:17**
1:40	**1:44**	**1:55**	**2:00**	**2:07**	**2:20**	**2:29**
1:53	**1:57**	**2:08**	**2:13**	**2:20**	**2:33**	**2:42**
2:05	**2:09**	**2:20**	**2:25**	**2:32**	**2:45**	**2:54**
2:16	**2:20**	**2:32**	**2:38**	**2:45**	**2:59**	**3:08**
2:28	**2:32**	**2:44**	**2:50**	**2:57**	**3:11**	**3:20**
2:40	**2:44**	**2:56**	**3:02**	**3:09**	**3:23**	**3:32**
2:52	**2:56**	**3:08**	**3:14**	**3:21**	**3:35**	**3:44**
3:04	**3:08**	**3:20**	**3:26**	**3:33**	**3:47**	**3:56**
3:16	**3:21**	**3:33**	**3:39**	**3:47**	**4:01**	**4:10**
3:28	**3:33**	**3:45**	**3:51**	**3:59**	**4:13**	**4:22**
3:40	**3:45**	**3:57**	**4:03**	**4:11**	**4:25**	**4:34**
3:52	**3:57**	**4:09**	**4:15**	**4:23**	**4:37**	**4:46**
4:04	**4:09**	**4:21**	**4:27**	**4:35**	**4:49**	**4:58**
4:16	**4:21**	**4:33**	**4:39**	**4:47**	**5:01**	**5:10**
4:28	**4:33**	**4:45**	**4:51**	**4:59**	**5:13**	**5:22**
4:42	**4:47**	**4:59**	**5:05**	**5:13**	**5:27**	**5:36**
4:54	**4:59**	**5:11**	**5:17**	**5:25**	**5:39**	**5:48**
5:06	**5:11**	**5:23**	**5:29**	**5:37**	**5:51**	**6:00**
5:17	**5:22**	**5:33**	**5:39**	**5:47**	**6:01**	**6:10**
5:29	**5:34**	**5:45**	**5:51**	**5:59**	**6:13**	**6:22**
5:41	**5:46**	**5:57**	**6:03**	**6:11**	**6:25**	**6:33**
5:53	**5:58**	**6:09**	**6:15**	**6:23**	**6:37**	**6:45**
6:05	**6:09**	**6:20**	**6:26**	**6:33**	**6:46**	**6:54**
6:18	**6:22**	**6:33**	**6:39**	**6:46**	**6:59**	**7:07**
6:29	**6:33**	**6:44**	**6:50**	**6:57**	**7:10**	**7:18**
6:40	**6:44**	**6:55**	**7:00**	**7:07**	**7:20**	**7:28**
6:51	**6:55**	**7:06**	**7:11**	**7:18**	**7:31**	**7:39**
7:06	**7:10**	**7:20**	**7:25**	**7:32**	**7:44**	**7:52**
7:21	**7:25**	**7:35**	**7:40**	**7:47**	**7:59**	**8:07**
7:38	**7:42**	**7:52**	**7:57**	**8:04**	**8:16**	**8:24**
7:55	**7:59**	**8:09**	**8:14**	**8:21**	**8:33**	**8:41**
8:10	**8:14**	**8:24**	**8:29**	**8:36**	**8:48**	**8:56**
8:25	**8:29**	**8:39**	**8:44**	**8:51**	**9:03**	**9:11**
8:40	**8:44**	**8:54**	**8:59**	**9:06**	**9:18**	**9:26**
8:55	**8:59**	**9:09**	**9:14**	**9:21**	**9:33**	**9:40**
9:19	**9:23**	**9:33**	**9:38**	**9:45**	**9:57**	**10:04**
9:50	**9:54**	**10:03**	**10:08**	**10:15**	**10:27**	**10:34**
10:20	**10:23**	**10:32**	**10:37**	**10:42**	**10:54**	**11:01**
10:50	**10:53**	**11:02**	**11:07**	**11:12**	**11:24**	**11:31**
11:20	**11:23**	**11:32**	**11:37**	**11:42**	**11:54**	12:01a
11:50	**11:53**	12:02a	12:07a	12:12a	12:24a	12:31
12:20a	12:23a	12:32	12:37	12:42	12:54	1:01
12:45	12:48	12:57	1:02	1:07	1:19	1:26

Downtown San Diego → SDSU Transit Center

G Santa Fe Depot Transit Center **DEPART**	F City College Transit Center (11th Av.)	E Park Bl. & University Av.	D El Cajon Bl. & 30th St.	C El Cajon Bl. & I-15	B El Cajon Bl. & College Av.	A SDSU Transit Center **ARRIVE**
4:32a	4:39a	4:47a	4:53a	4:57a	5:06a	5:11a
5:03	5:10	5:18	5:24	5:28	5:37	5:42
5:18	5:25	5:33	5:39	5:43	5:52	5:57
5:32	5:39	5:47	5:53	5:57	6:06	6:11
5:47	5:54	6:02	6:08	6:12	6:21	6:26
6:00	6:07	6:16	6:22	6:27	6:37	6:42
6:13	6:20	6:29	6:36	6:41	6:51	6:56
6:25	6:32	6:41	6:48	6:53	7:03	7:08
6:36	6:44	6:53	7:00	7:05	7:16	7:22
6:48	6:56	7:05	7:12	7:17	7:28	7:34
7:00	7:08	7:18	7:25	7:30	7:42	7:48
7:12	7:20	7:30	7:37	7:43	7:56	8:02
7:24	7:32	7:42	7:49	7:55	8:08	8:14
7:36	7:44	7:54	8:01	8:07	8:20	8:26
7:48	7:56	8:06	8:13	8:19	8:32	8:38
8:00	8:08	8:18	8:25	8:31	8:44	8:50
8:13	8:21	8:31	8:38	8:44	8:57	9:03
8:25	8:33	8:43	8:50	8:56	9:09	9:15
8:37	8:45	8:55	9:02	9:08	9:21	9:27
8:49	8:57	9:07	9:14	9:20	9:33	9:39
9:01	9:09	9:19	9:26	9:32	9:45	9:51
9:13	9:21	9:31	9:38	9:44	9:57	10:03
9:25	9:33	9:43	9:50	9:56	10:09	10:15
9:36	9:44	9:54	10:01	10:07	10:20	10:26
9:48	9:56	10:06	10:13	10:19	10:32	10:38
10:00	10:08	10:18	10:25	10:31	10:44	10:50
10:12	10:20	10:30	10:37	10:43	10:56	11:02
10:24	10:32	10:42	10:49	10:55	11:08	11:14
10:36	10:44	10:54	11:01	11:07	11:20	11:26
10:48	10:56	11:06	11:13	11:19	11:32	11:38
11:00	11:08	11:18	11:25	11:31	11:44	11:50
11:12	11:20	11:30	11:37	11:43	11:56	**12:02p**
11:24	11:32	11:42	11:49	11:55	**12:08p**	**12:14**
11:36	11:44	11:54	**12:01p**	**12:07p**	**12:20**	**12:26**
11:47	11:56	**12:06p**	**12:13**	**12:19**	**12:32**	**12:38**
11:59	**12:08p**	**12:18**	**12:25**	**12:31**	**12:44**	**12:50**
12:11p	**12:20**	**12:30**	**12:38**	**12:44**	**12:57**	**1:03**
12:23	**12:32**	**12:42**	**12:50**	**12:56**	**1:09**	**1:15**
12:35	**12:44**	**12:54**	**1:02**	**1:08**	**1:21**	**1:27**
12:47	**12:56**	**1:06**	**1:14**	**1:20**	**1:33**	**1:39**
12:59	**1:08**	**1:18**	**1:26**	**1:32**	**1:45**	**1:51**
1:11	**1:20**	**1:30**	**1:38**	**1:44**	**1:57**	**2:03**
1:23	**1:32**	**1:42**	**1:50**	**1:56**	**2:09**	**2:15**
1:35	**1:44**	**1:54**	**2:02**	**2:08**	**2:21**	**2:27**
1:47	**1:56**	**2:06**	**2:14**	**2:20**	**2:33**	**2:39**
1:59	**2:08**	**2:18**	**2:26**	**2:32**	**2:45**	**2:51**
2:11	**2:20**	**2:30**	**2:38**	**2:44**	**2:57**	**3:03**
2:23	**2:32**	**2:42**	**2:50**	**2:56**	**3:09**	**3:15**
2:35	**2:44**	**2:54**	**3:02**	**3:08**	**3:21**	**3:27**
2:47	**2:56**	**3:06**	**3:14**	**3:20**	**3:33**	**3:39**
2:59	**3:08**	**3:18**	**3:26**	**3:32**	**3:45**	**3:51**
3:11	**3:20**	**3:30**	**3:38**	**3:44**	**3:57**	**4:03**
3:24	**3:34**	**3:44**	**3:52**	**3:58**	**4:11**	**4:17**
3:36	**3:46**	**3:56**	**4:04**	**4:10**	**4:23**	**4:29**
3:48	**3:58**	**4:08**	**4:16**	**4:22**	**4:35**	**4:41**
4:00	**4:10**	**4:20**	**4:28**	**4:34**	**4:47**	**4:53**
4:12	**4:22**	**4:32**	**4:40**	**4:46**	**4:59**	**5:05**
4:24	**4:34**	**4:44**	**4:52**	**4:58**	**5:11**	**5:17**
4:36	**4:46**	**4:56**	**5:04**	**5:10**	**5:23**	**5:29**
4:48	**4:58**	**5:08**	**5:16**	**5:22**	**5:35**	**5:41**
5:00	**5:10**	**5:20**	**5:28**	**5:34**	**5:47**	**5:53**
5:12	**5:22**	**5:32**	**5:40**	**5:46**	**5:59**	**6:05**
5:25	**5:34**	**5:44**	**5:52**	**5:58**	**6:11**	**6:17**
5:37	**5:46**	**5:56**	**6:04**	**6:10**	**6:23**	**6:29**
5:50	**5:59**	**6:09**	**6:17**	**6:23**	**6:36**	**6:42**
6:08	**6:16**	**6:25**	**6:32**	**6:37**	**6:50**	**6:56**
6:24	**6:32**	**6:41**	**6:48**	**6:53**	**7:06**	**7:12**
6:39	**6:47**	**6:56**	**7:03**	**7:08**	**7:20**	**7:26**
6:53	**7:01**	**7:10**	**7:17**	**7:22**	**7:34**	**7:40**
7:08	**7:16**	**7:25**	**7:32**	**7:37**	**7:49**	**7:55**
7:23	**7:31**	**7:40**	**7:47**	**7:52**	**8:04**	**8:10**
7:38	**7:46**	**7:55**	**8:02**	**8:07**	**8:19**	**8:25**
7:53	**8:01**	**8:10**	**8:17**	**8:22**	**8:34**	**8:40**
8:08	**8:16**	**8:25**	**8:32**	**8:37**	**8:49**	**8:55**
8:23	**8:31**	**8:40**	**8:47**	**8:52**	**9:04**	**9:10**
8:38	**8:46**	**8:55**	**9:02**	**9:07**	**9:19**	**9:25**
8:55	**9:02**	**9:11**	**9:18**	**9:23**	**9:34**	**9:40**
9:18	**9:25**	**9:34**	**9:41**	**9:46**	**9:57**	**10:03**
9:40	**9:47**	**9:56**	**10:03**	**10:08**	**10:19**	**10:25**
10:10	**10:17**	**10:26**	**10:33**	**10:38**	**10:49**	**10:54**
10:43	**10:50**	**10:58**	**11:05**	**11:09**	**11:19**	**11:24**
11:13	**11:20**	**11:28**	**11:35**	**11:39**	**11:49**	**11:54**
11:43	**11:50**	**11:58**	12:05a	12:09a	12:19a	12:24a
12:13a	12:20a	12:28a	12:35	12:39	12:49	12:54
12:43	12:50	12:58	1:05	1:09	1:19	1:24
1:13	1:20	1:28	1:35	1:39	1:49	1:54

215 Saturday and Sunday • *sábado y domingo*

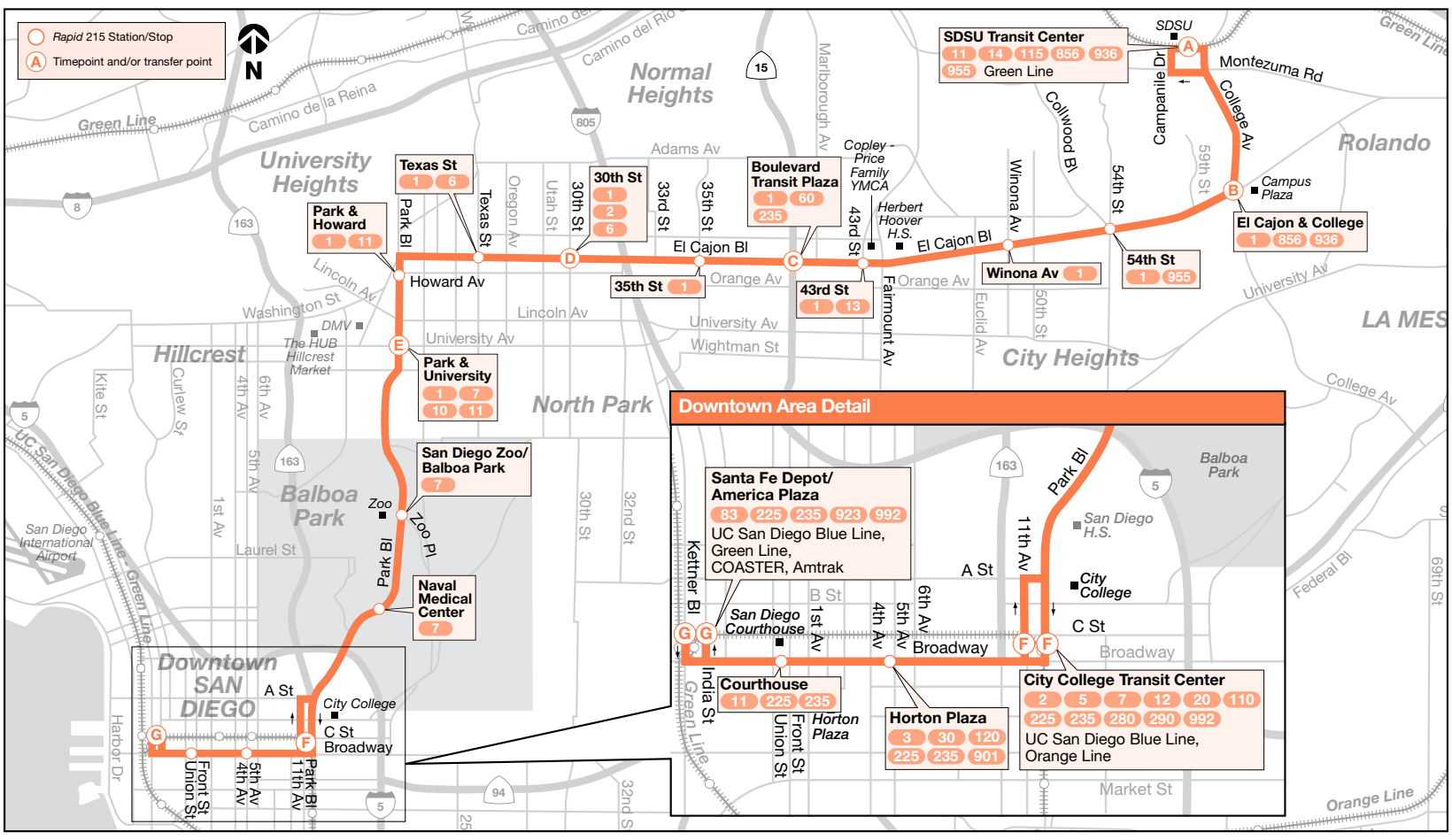
SDSU Transit Center → Downtown San Diego

A SDSU Transit Center **DEPART**	B El Cajon Bl. & College Av.	C El Cajon Bl. & I-15	D El Cajon Bl. & 30th St.	E Park Bl. & University Av.	F City College Transit Center (Park Bl.)	G America Plaza Trolley Station **ARRIVE**
4:48a	4:51a	4:59a	5:03a	5:08a	5:19a	5:26a
5:22	5:25	5:33	5:37	5:42	5:53	6:00
5:52	5:55	6:04	6:08	6:14	6:25	6:32
6:06	6:09	6:18	6:22	6:28	6:39	6:46
6:21	6:24	6:34	6:39	6:45	6:56	7:03
6:35	6:38	6:48	6:53	6:59	7:10	7:18
6:50	6:53	7:03	7:08	7:14	7:26	7:34
7:05	7:08	7:18	7:23	7:30	7:43	7:51
7:20	7:23	7:33	7:38	7:45	7:58	8:06
7:34	7:37	7:48	7:53	8:00	8:13	8:21
7:49	7:52	8:03	8:08	8:15	8:28	8:36
8:04	8:07	8:18	8:23	8:30	8:43	8:51
8:19	8:22	8:33	8:38	8:45	8:58	9:06
8:34	8:37	8:48	8:53	9:00	9:13	9:21
8:49	8:52	9:03	9:08	9:15	9:28	9:36
9:04	9:08	9:19	9:24	9:31	9:44	9:52
9:19	9:23	9:34	9:39	9:46	9:59	10:07
9:34	9:38	9:49	9:54	10:01	10:14	10:22
9:49	9:53	10:04	10:09	10:16	10:29	10:37
10:04	10:08	10:19	10:24	10:31	10:44	10:52
10:19	10:23	10:34	10:39	10:46	10:59	11:07
10:34	10:38	10:49	10:54	11:01	11:14	11:22
10:49	10:53	11:04	11:09	11:16	11:29	11:37
11:04	11:08	11:19	11:24	11:31	11:44	11:52
11:19	11:23	11:34	11:39	11:46	11:59	**12:07p**
11:34	11:38	11:49	11:54	**12:01p**	**12:14p**	**12:22**
11:49	11:53	**12:04p**	**12:09p**	**12:16**	**12:29**	**12:37**
12:04p	**12:08p**	**12:19**	**12:24**	**12:31**	**12:44**	**12:52**
12:19	**12:23**	**12:34**	**12:39**	**12:46**	**12:59**	**1:07**
12:34	**12:38**	**12:49**	**12:54**	**1:01**	**1:14**	**1:22**
12:49	**12:53**	**1:04**	**1:09**	**1:16**	**1:29**	**1:37**
1:04	**1:08**	**1:19**	**1:24**	**1:31**	**1:44**	**1:52**
1:19	**1:23**	**1:34**	**1:39**	**1:46**	**1:59**	**2:07**
1:34	**1:38**	**1:49**	**1:54**	**2:01**	**2:14**	**2:22**
1:49	**1:53**	**2:04**	**2:09**	**2:16**	**2:29**	**2:37**
2:04	**2:08**	**2:19**	**2:24**	**2:31**	**2:44**	**2:52**
2:21	**2:25**	**2:36**	**2:42**	**2:49**	**3:03**	**3:11**
2:37	**2:41**	**2:52**	**2:58**	**3:05**	**3:19**	**3:27**
2:52	**2:56**	**3:07**	**3:13**	**3:20**	**3:34**	**3:42**
3:07	**3:11**	**3:22**	**3:28**	**3:35**	**3:49**	**3:57**
3:21	**3:25**	**3:36**	**3:42**	**3:50**	**4:04**	**4:12**
3:36	**3:40**	**3:51**	**3:57**	**4:05**	**4:19**	**4:27**
3:51	**3:55**	**4:06**	**4:12**	**4:20**	**4:34**	**4:42**
4:06	**4:10**	**4:21**	**4:27**	**4:35**	**4:49**	**4:57**
4:21	**4:25**	**4:36**	**4:42**	**4:50**	**5:04**	**5:12**
4:36	**4:40**	**4:51**	**4:57**	**5:05**	**5:19**	**5:27**
4:51	**4:55**	**5:06**	**5:12**	**5:20**	**5:34**	**5:42**
5:06	**5:10**	**5:21**	**5:27**	**5:35**	**5:49**	**5:57**
5:21	**5:25**	**5:36**	**5:42**	**5:50**	**6:04**	**6:12**
5:36	**5:40**	**5:51**	**5:57**	**6:05**	**6:19**	**6:27**
5:50	**5:54**	**6:05**	**6:11**	**6:19**	**6:33**	**6:41**
6:04	**6:08**	**6:18**	**6:24**	**6:31**	**6:44**	**6:52**
6:19	**6:23**	**6:33**	**6:39**	**6:46**	**6:59**	**7:07**
6:34	**6:38**	**6:48**	**6:53**	**7:00**	**7:13**	**7:21**
6:49	**6:53**	**7:03**	**7:08**	**7:15**	**7:28**	**7:36**
7:04	**7:08**	**7:18**	**7:23**	**7:30**	**7:42**	**7:50**
7:19	**7:23**	**7:33**	**7:38**	**7:45**	**7:57**	**8:05**
7:34	**7:38**	**7:48**	**7:53**	**8:00**	**8:12**	**8:20**
7:49	**7:53**	**8:03**	**8:08**	**8:15**	**8:27**	**8:35**
8:19	**8:23**	**8:33**	**8:38**	**8:45**	**8:57**	**9:05**
8:49	**8:53**	**9:03**	**9:08**	**9:15**	**9:27**	**9:34**
9:19	**9:23**	**9:33**	**9:38**	**9:45**	**9:57**	**10:04**
9:50	**9:54**	**10:03**	**10:08**	**10:15**	**10:27**	**10:34**
10:20	**10:23**	**10:32**	**10:37**	**10:42**	**10:54**	**11:01**
10:50	**10:53**	**11:02**	**11:07**	**11:12**	**11:24**	**11:31**
11:20	**11:23**	**11:32**	**11:37**	**11:42**	**11:54**	12:01a
11:50	**11:53**	12:02a	12:07a	12:12a	12:24a	12:31
12:20a	12:23a	12:32	12:37	12:42	12:54	1:01

Downtown San Diego → SDSU Transit Center

G Santa Fe Depot Transit Center **DEPART**	F City College Transit Center (11th Av.)	E Park Bl. & University Av.	D El Cajon Bl. & 30th St.	C El Cajon Bl. & I-15	B El Cajon Bl. & College Av.	A SDSU Transit Center **ARRIVE**
4:55a	5:02a	5:10a	5:16a	5:20a	5:29a	5:34a
5:25	5:32	5:40	5:46	5:50	5:59	6:04
5:54	6:01	6:09	6:15	6:19	6:29	6:34
6:24	6:31	6:39	6:45	6:49	6:59	7:04
6:39	6:46	6:54	7:00	7:04	7:14	7:19
6:53	7:01	7:09	7:15	7:19	7:30	7:35
7:08	7:16	7:25	7:31	7:35	7:46	7:51
7:23	7:31	7:40	7:46	7:50	8:01	8:06
7:38	7:46	7:55	8:01	8:05	8:16	8:21
7:53	8:01	8:10	8:16	8:20	8:31	8:36
8:08	8:16	8:25	8:32	8:37	8:49	8:55
8:22	8:30	8:39	8:46	8:51	9:03	9:09
8:37	8:45	8:54	9:01	9:06	9:18	9:24
8:52	9:00	9:09	9:16	9:21	9:33	9:39
9:08	9:16	9:26	9:33	9:38	9:50	9:56
9:23	9:31	9:41	9:48	9:53	10:05	10:11
9:40	9:48	9:58	10:05	10:10	10:22	10:28
9:57	10:05	10:15	10:22	10:27	10:39	10:45
10:14	10:22	10:32	10:39	10:44	10:56	11:02
10:31	10:39	10:49	10:56	11:01	11:13	11:19
10:48	10:56	11:06	11:13	11:19	11:31	11:37
11:03	11:11	11:21	11:28	11:34	11:46	11:52
11:18	11:26	11:36	11:43	11:49	**12:01p**	**12:07p**
11:33	11:41	11:51	11:58	**12:04p**	**12:16**	**12:22**
11:48	11:56	**12:06p**	**12:13p**	**12:19**	**12:31**	**12:37**
12:03p	**12:11p**	**12:21**	**12:29**	**12:35**	**12:47**	**12:53**
12:17	**12:25**	**12:35**	**12:43**	**12:49**	**1:01**	**1:07**
12:32	**12:40**	**12:50**	**12:58**	**1:04**	**1:16**	**1:22**
12:47	**12:55**	**1:05**	**1:13**	**1:19**	**1:31**	**1:37**
1:02	**1:10**	**1:20**	**1:28**	**1:34**	**1:46**	**1:52**
1:17	**1:25**	**1:35**	**1:43**	**1:49**	**2:01**	**2:07**
1:32	**1:40**	**1:50**	**1:58**	**2:04**	**2:16**	**2:22**
1:47	**1:55**	**2:05**	**2:13**	**2:19**	**2:31**	**2:37**
2:02	**2:10**	**2:20**	**2:28**	**2:34**	**2:46**	**2:52**
2:17	**2:25**	**2:35**	**2:43**	**2:49**	**3:01**	**3:07**
2:32	**2:40**	**2:50**	**2:58**	**3:04**	**3:16**	**3:22**
2:47	**2:55**	**3:05**	**3:13**	**3:19**	**3:31**	**3:37**
3:02	**3:11**	**3:21**	**3:29**	**3:35**	**3:47**	**3:53**
3:17	**3:26**	**3:36**	**3:44**	**3:50**	**4:02**	**4:08**
3:32	**3:41**	**3:51**	**3:59**	**4:05**	**4:17**	**4:23**
3:47	**3:56**	**4:06**	**4:14**	**4:20**	**4:32**	**4:38**
4:02	**4:11**	**4:21**	**4:29**	**4:35**	**4:47**	**4:53**
4:17	**4:26**	**4:36**	**4:44**	**4:50**	**5:02**	**5:08**
4:32	**4:41**	**4:51**	**4:59**	**5:05**	**5:17**	**5:23**
4:47	**4:56**	**5:06**	**5:14**	**5:20**	**5:32**	**5:38**
5:02	**5:11**	**5:21**	**5:29**	**5:35**	**5:47**	**5:53**
5:17	**5:26**	**5:36**	**5:44**	**5:50**	**6:02**	**6:08**
5:32	**5:41**	**5:51**	**5:59**	**6:05**	**6:17**	**6:23**
5:47	**5:56**	**6:06**	**6:14**	**6:20**	**6:32**	**6:38**
6:08	**6:16**	**6:25**	**6:32**	**6:37**	**6:49**	**6:55**
6:23	**6:31**	**6:40**	**6:47**	**6:52**	**7:04**	**7:10**
6:38	**6:46**	**6:55**	**7:02**	**7:07**	**7:19**	**7:25**
6:53	**7:01**	**7:10**	**7:17**	**7:22**	**7:34**	**7:40**
7:08	**7:16**	**7:25**	**7:32**	**7:37**	**7:49**	**7:55**
7:23	**7:31**	**7:40**	**7:47**	**7:52**	**8:04**	**8:10**
7:38	**7:46**	**7:55**	**8:02**	**8:07**	**8:19**	**8:25**
7:53	**8:01**	**8:10**	**8:17**	**8:22**	**8:34**	**8:40**
8:08	**8:16**	**8:25**	**8:32**	**8:37**	**8:49**	**8:55**
8:39	**8:46**	**8:55**	**9:02**	**9:07**	**9:19**	**9:25**
9:09	**9:16**	**9:25**	**9:32**	**9:37**	**9:48**	**9:54**
9:40	**9:47**	**9:56**	**10:03**	**10:08**	**10:19**	**10:25**
10:10	**10:17**	**10:26**	**10:33**	**10:38**	**10:49**	**10:54**
10:43	**10:50**	**10:58**	**11:05**	**11:09**	**11:19**	**11:24**
11:13	**11:20**	**11:28**	**11:35**	**11:39**	**11:49**	**11:54**
11:43	**11:50**	**11:58**	12:05a	12:09a	12:19a	12:24a
12:13a	12:20a	12:28a	12:35	12:39	12:49	12:54
1:13	1:20	1:28	1:35	1:39	1:49	1:54

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays / *Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados*
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas



Fare Information
Información de tarifas
sdmts.com/fares

PRONTO

Easy transit fare. Get a card or download the app.

¡Tarifa de transporte fácil! Obtén una tarjeta o descarga la aplicación.

RidePRONTO.com • 619-595-5636

All timetables are available online

Todos los horarios están disponibles en línea.

sdmts.com/timetables

Real Time Arrivals

Download the free **OneBusAway** app.

*Llegadas en tiempo real. Descarga la aplicación gratuita **OneBusAway**.*

sdmts.com/oba

MTS sdmts.com

MTS Security *MTS Seguridad*	**619-595-4960**
MTS Information & Trip Planning *MTS Información y planeo de viaje*	**619-233-3004**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**619-557-4555**
Lost and Found *Objetos extraviados*	**619-233-3004**
Transit Store 12th & Imperial Transit Center M–F / *L-V* 8am–5pm	**619-234-1060**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**619-234-5005** **888-722-4889**

Buses on all MTS routes are accessible via lift or ramp.
Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.

Alternative formats available upon request. Call: (619) 231-1466.
Formato alternativo disponible al preguntar. Llamar: (619) 231-1466.

Effective September 1, 2024

856

Bus Route

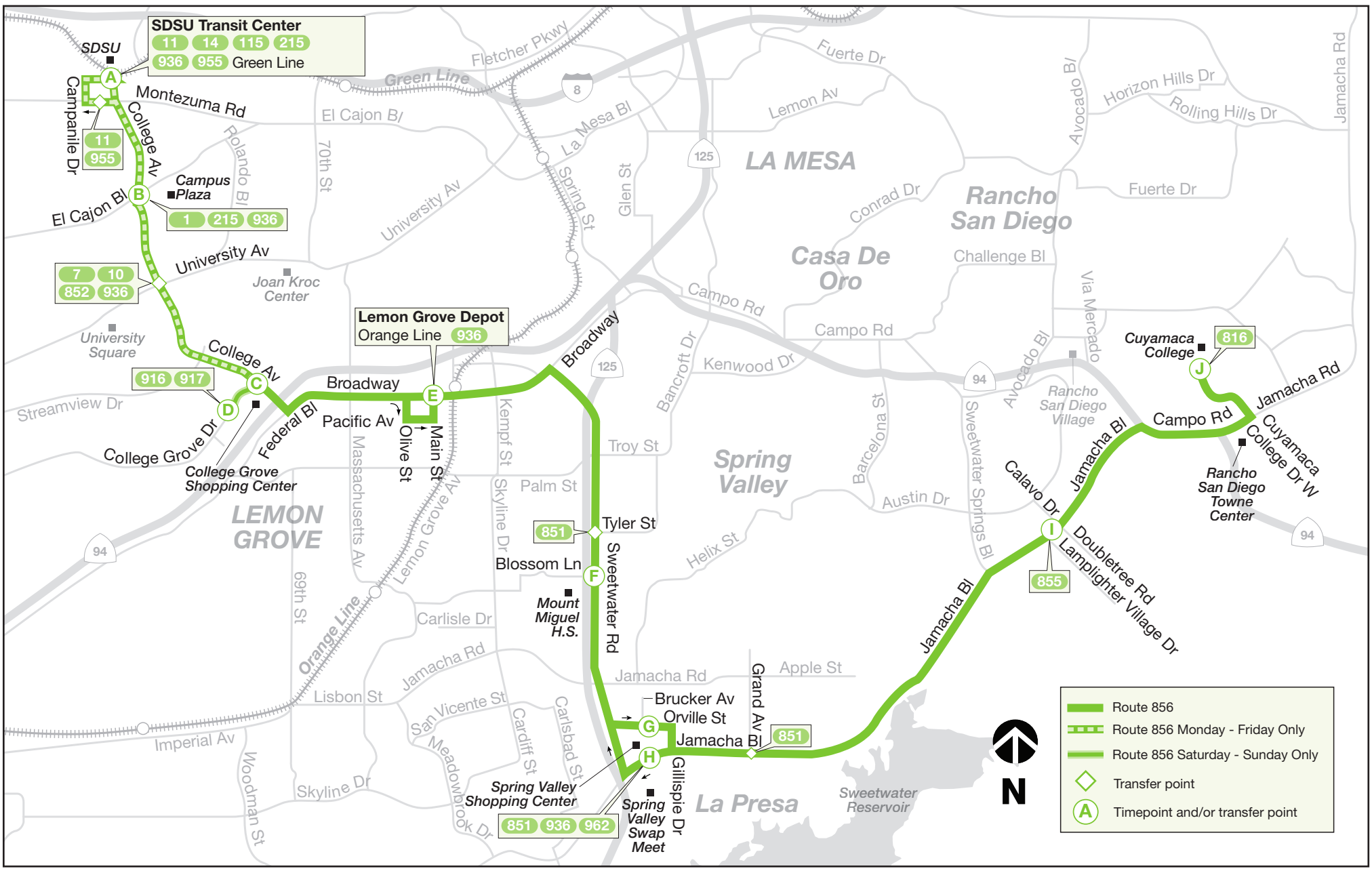
SDSU Transit Center ↔ Rancho San Diego / Cuyamaca College

via College Grove / Spring Valley

Destinations
- College Grove Center
- Cuyamaca College
- Lemon Grove Depot
- SDSU
- Spring Valley
- Spring Valley Swap Meet

Trolley Connections
- SDSU
- Lemon Grove Depot

Subject to change without notice
Sujeto a cambios sin previo aviso



MTS Rider Insider

Stay Informed. Ride with Confidence.

Sign up for the MTS Rider Insider e-newsletter and receive MTS news, service changes and construction notices right to your inbox. Also enjoy exclusive access to sweepstakes, events, special deals with partners and more.

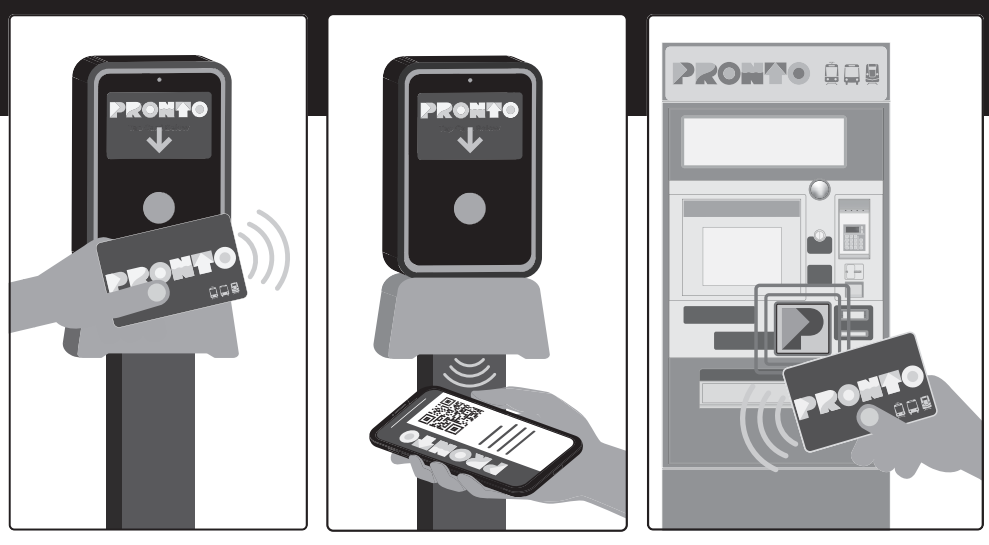
sdmts.com/RiderInsider

PRONTO

619-595-5636
RidePRONTO.com

TAP or SCAN - Required Before Boarding

TOCA o ESCANEA - Se requiere antes de abordar



856 Monday through Friday • *lunes a viernes*

Cuyamaca College → SDSU

J	I	H	F	E	C	B	A
Cuyamaca College **DEPART**	Jamacha Bl. & Doubletree Rd.	Spring Valley Shopping Center	Sweetwater Rd. & Blossom Ln.	Lemon Grove Depot (Broadway)	College Av. & College Grove Dr.	College Av. & El Cajon Bl.	SDSU Transit Center **ARRIVE**
—	4:30a	4:40a	4:45a	4:57a	5:05a	5:12a	5:18a
—	5:00	5:10	5:15	5:27	5:35	5:42	5:48
—	5:30	5:40	5:45	5:57	6:05	6:12	6:18
5:54a	6:00	6:10	6:15	6:27	6:35	6:42	6:48
—	6:29	6:40	6:45	6:57	7:06	7:13	7:20
6:50	6:57	7:08	7:14	7:27	7:36	7:44	7:51
7:19	7:26	7:38	7:44	7:57	8:06	8:14	8:22
7:49	7:56	8:08	8:14	8:27	8:36	8:44	8:52
8:19	8:26	8:38	8:44	8:57	9:06	9:14	9:22
8:49	8:56	9:08	9:14	9:27	9:36	9:44	9:52
9:20	9:27	9:38	9:44	9:57	10:07	10:14	10:21
9:50	9:57	10:08	10:14	10:27	10:37	10:44	10:51
10:20	10:27	10:38	10:44	10:57	11:07	11:14	11:21
10:50	10:57	11:08	11:14	11:27	11:37	11:44	11:51
11:18	11:26	11:37	11:43	11:57	**12:07p**	**12:14p**	**12:21p**
11:48	11:56	**12:07p**	**12:13p**	**12:27p**	**12:37**	**12:44**	**12:51**
12:18p	**12:26p**	**12:37**	**12:43**	**12:57**	**1:07**	**1:14**	**1:21**
12:48	**12:56**	**1:07**	**1:13**	**1:27**	**1:37**	**1:44**	**1:51**
1:18	**1:26**	**1:37**	**1:43**	**1:57**	**2:07**	**2:14**	**2:21**
1:48	**1:56**	**2:07**	**2:13**	**2:27**	**2:37**	**2:44**	**2:51**
2:16	**2:25**	**2:37**	**2:43**	**2:57**	**3:07**	**3:14**	**3:21**
2:46	**2:55**	**3:07**	**3:13**	**3:27**	**3:37**	**3:44**	**3:51**
3:16	**3:25**	**3:37**	**3:43**	**3:57**	**4:07**	**4:14**	**4:21**
3:46	**3:55**	**4:07**	**4:13**	**4:27**	**4:37**	**4:44**	**4:51**
4:16	**4:25**	**4:37**	**4:43**	**4:57**	**5:07**	**5:14**	**5:21**
4:47	**4:56**	**5:08**	**5:13**	**5:27**	**5:36**	**5:43**	**5:50**
5:19	**5:27**	**5:38**	**5:43**	**5:57**	**6:06**	**6:13**	**6:20**
5:49	**5:57**	**6:08**	**6:13**	**6:27**	**6:36**	**6:43**	**6:50**
6:22	**6:29**	**6:39**	**6:44**	**6:57**	**7:05**	**7:12**	**7:19**
7:07	**7:14**	**7:24**	**7:29**	**7:42**	**7:50**	**7:57**	**8:04**
8:09	**8:15**	**8:25**	**8:30**	**8:42**	**8:49**	**8:56**	**9:03**
9:10	**9:16**	**9:26**	**9:31**	**9:42**	**9:49**	**9:56**	**10:02**

SDSU → Cuyamaca College

A	B	C	E	F	G	I	J
SDSU Transit Center **DEPART**	College Av. & El Cajon Bl.	College Av. & College Grove Dr.	Lemon Grove Depot (Main St.)	Sweetwater Rd. & Blossom Ln.	Orville St. & Brucker Av.	Jamacha Bl. & Doubletree Rd.	Cuyamaca College **ARRIVE**
5:40a	5:44a	5:50a	5:59a	6:07a	6:13a	6:25a	6:31a
6:09	6:13	6:20	6:29	6:37	6:43	6:55	7:02
6:36	6:41	6:49	6:59	7:08	7:14	7:27	7:35
7:06	7:11	7:19	7:29	7:38	7:44	7:57	8:05
7:36	7:41	7:49	7:59	8:08	8:14	8:27	8:35
8:06	8:11	8:19	8:29	8:38	8:44	8:57	9:05
8:36	8:41	8:49	8:59	9:08	9:14	9:25	9:32
9:06	9:11	9:19	9:29	9:38	9:44	9:55	10:02
9:36	9:41	9:49	9:59	10:08	10:14	10:25	10:32
10:05	10:10	10:18	10:29	10:38	10:44	10:55	11:03
10:35	10:40	10:48	10:59	11:08	11:14	11:25	11:33
11:05	11:10	11:18	11:29	11:38	11:44	11:55	**12:03p**
11:35	11:40	11:48	11:59	**12:08p**	**12:14p**	**12:25p**	**12:33**
12:03p	**12:09p**	**12:18p**	**12:30p**	**12:39**	**12:45**	**12:56**	**1:04**
12:33	**12:39**	**12:48**	**1:00**	**1:09**	**1:15**	**1:26**	**1:34**
1:03	**1:09**	**1:18**	**1:30**	**1:39**	**1:45**	**1:56**	**2:04**
1:33	**1:39**	**1:48**	**2:00**	**2:09**	**2:15**	**2:26**	**2:34**
2:03	**2:09**	**2:19**	**2:31**	**2:40**	**2:46**	**2:58**	**3:06**
2:33	**2:39**	**2:49**	**3:01**	**3:10**	**3:16**	**3:28**	**3:36**
3:03	**3:09**	**3:19**	**3:31**	**3:40**	**3:46**	**3:58**	**4:06**
3:33	**3:39**	**3:49**	**4:01**	**4:10**	**4:16**	**4:28**	**4:36**
4:03	**4:09**	**4:19**	**4:31**	**4:40**	**4:46**	**4:58**	**5:06**
4:33	**4:39**	**4:49**	**5:01**	**5:10**	**5:16**	**5:28**	**5:36**
5:03	**5:09**	**5:19**	**5:31**	**5:40**	**5:46**	**5:58**	**6:06**
5:33	**5:39**	**5:48**	**5:59**	**6:08**	**6:14**	**6:25**	**6:32**
6:03	**6:09**	**6:18**	**6:29**	**6:38**	**6:44**	**6:55**	**7:02**
6:34	**6:40**	**6:48**	**6:59**	**7:07**	**7:13**	**7:24**	**7:31**
7:04	**7:10**	**7:18**	**7:29**	**7:37**	**7:43**	**7:54**	**8:01**
7:35	**7:40**	**7:48**	**7:59**	**8:07**	**8:13**	**8:24**	**8:30**
8:20	**8:25**	**8:33**	**8:44**	**8:52**	**8:58**	**9:09**	**9:15**
9:23	**9:28**	**9:34**	**9:43**	**9:51**	**9:56**	**10:05**	—
10:23	**10:28**	**10:34**	**10:43**	**10:51**	**10:56**	**11:05**	—

856 Saturday • *sábado*

Cuyamaca College → College Grove

J	I	H	F	E	D	B	A
Cuyamaca College **DEPART**	Jamacha Bl. & Doubletree Rd.	Spring Valley Shopping Center	Sweetwater Rd. & Blossom Ln.	Lemon Grove Depot (Broadway)	College Grove Center **ARRIVE**	College Av. & El Cajon Bl.	SDSU Transit Center
5:27a	5:33a	5:43a	5:48a	5:59a	6:08a	—	—
6:26	6:33	6:43	6:48	6:59	7:08	—	—
7:38	7:45	7:56	8:01	8:12	8:22	—	—
8:38	8:45	8:56	9:01	9:12	9:22	—	—
9:37	9:44	9:55	10:00	10:12	10:23	—	—
10:37	10:44	10:55	11:00	11:12	11:23	—	—
11:37	11:44	11:55	**12:00p**	**12:12p**	**12:24p**	—	—
12:37p	**12:44p**	**12:55p**	**1:00**	**1:12**	**1:25**	—	—
1:37	**1:44**	**1:55**	**2:00**	**2:12**	**2:25**	—	—
2:36	**2:43**	**2:55**	**3:00**	**3:12**	**3:25**	—	—
3:36	**3:43**	**3:55**	**4:00**	**4:12**	**4:25**	—	—
4:37	**4:44**	**4:55**	**5:00**	**5:12**	**5:24**	—	—
5:37	**5:44**	**5:55**	**6:00**	**6:12**	**6:24**	—	—
6:40	**6:47**	**6:57**	**7:02**	**7:13**	**7:23**	—	—
7:42	**7:48**	**7:58**	**8:03**	**8:13**	**8:23**	—	—
8:42	**8:48**	**8:58**	**9:03**	**9:13**	**9:22**	—	—

College Grove → Cuyamaca College

A	B	D	E	F	G	I	J
SDSU Transit Center	College Av. & El Cajon Bl.	College Grove Center **DEPART**	Lemon Grove Depot (Main St.)	Sweetwater Rd. & Blossom Ln.	Orville St. & Brucker Av.	Jamacha Bl. & Doubletree Rd.	Cuyamaca College **ARRIVE**
—	—	6:31a	6:41a	6:48a	6:53a	7:03a	7:10a
—	—	7:31	7:41	7:48	7:53	8:03	8:10
—	—	8:31	8:41	8:49	8:54	9:04	9:12
—	—	9:33	9:44	9:53	9:58	10:08	10:16
—	—	10:30	10:42	10:51	10:56	11:07	11:15
—	—	11:32	11:44	11:53	11:58	**12:09p**	**12:17p**
—	—	**12:39p**	**12:52p**	**1:01p**	**1:06p**	**1:17**	**1:25**
—	—	**1:39**	**1:52**	**2:01**	**2:06**	**2:17**	**2:25**
—	—	**2:39**	**2:52**	**3:01**	**3:06**	**3:17**	**3:25**
—	—	**3:39**	**3:52**	**4:01**	**4:06**	**4:17**	**4:25**
—	—	**4:39**	**4:52**	**5:01**	**5:06**	**5:17**	**5:25**
—	—	**5:42**	**5:54**	**6:03**	**6:08**	**6:19**	**6:27**
—	—	**6:32**	**6:44**	**6:53**	**6:58**	**7:08**	**7:16**
—	—	**7:32**	**7:43**	**7:52**	**7:57**	**8:07**	**8:14**
—	—	**8:32**	**8:43**	**8:52**	**8:57**	**9:07**	—
—	—	**9:32**	**9:43**	**9:51**	**9:55**	**10:05**	—

856 Sunday / *domingo*

Cuyamaca College → College Grove

J	I	H	F	E	D	B	A
Cuyamaca College **DEPART**	Jamacha Bl. & Doubletree Rd.	Spring Valley Shopping Center	Sweetwater Rd. & Blossom Ln.	Lemon Grove Depot (Broadway)	College Grove Center **ARRIVE**	College Av. & El Cajon Bl.	SDSU Transit Center
6:26a	6:33a	6:43a	6:48a	6:59a	7:08a	—	—
7:38	7:45	7:56	8:01	8:12	8:22	—	—
8:38	8:45	8:56	9:01	9:12	9:22	—	—
9:37	9:44	9:55	10:00	10:12	10:23	—	—
10:37	10:44	10:55	11:00	11:12	11:23	—	—
11:37	11:44	11:55	**12:00p**	**12:12p**	**12:24p**	—	—
12:37p	**12:44p**	**12:55p**	**1:00**	**1:12**	**1:25**	—	—
1:37	**1:44**	**1:55**	**2:00**	**2:12**	**2:25**	—	—
2:36	**2:43**	**2:55**	**3:00**	**3:12**	**3:25**	—	—
3:36	**3:43**	**3:55**	**4:00**	**4:12**	**4:25**	—	—
4:37	**4:44**	**4:55**	**5:00**	**5:12**	**5:24**	—	—
5:37	**5:44**	**5:55**	**6:00**	**6:12**	**6:24**	—	—

College Grove → Cuyamaca College

A	B	D	E	F	G	I	J
SDSU Transit Center	College Av. & El Cajon Bl.	College Grove Center **DEPART**	Lemon Grove Depot (Main St.)	Sweetwater Rd. & Blossom Ln.	Orville St. & Brucker Av.	Jamacha Bl. & Doubletree Rd.	Cuyamaca Colleger **ARRIVE**
—	—	7:31a	7:41a	7:48a	7:53a	8:03a	8:10a
—	—	8:31	8:41	8:49	8:54	9:04	9:12
—	—	9:33	9:44	9:53	9:58	10:08	10:16
—	—	10:30	10:42	10:51	10:56	11:07	11:15
—	—	11:32	11:44	11:53	11:58	**12:09p**	**12:17p**
—	—	**12:39p**	**12:52p**	**1:01p**	**1:06p**	**1:17**	**1:25**
—	—	**1:39**	**1:52**	**2:01**	**2:06**	**2:17**	**2:25**
—	—	**2:39**	**2:52**	**3:01**	**3:06**	**3:17**	**3:25**
—	—	**3:39**	**3:52**	**4:01**	**4:06**	**4:17**	**4:25**
—	—	**4:39**	**4:52**	**5:01**	**5:06**	**5:17**	**5:25**
—	—	**5:42**	**5:54**	**6:03**	**6:08**	**6:19**	**6:27**
—	—	**6:32**	**6:44**	**6:53**	**6:58**	**7:08**	**7:16**

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays / *Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados*
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Fare Information
Información de tarifas
sdmts.com/fares

PRONTO

Easy transit fare. Get a card or download the app.

¡Tarifa de transporte fácil! Obtén una tarjeta o descarga la aplicación.

RidePRONTO.com • 619-595-5636

All timetables are available online
Todos los horarios están disponibles en línea.
sdmts.com/timetables

Real Time Arrivals
Download the free **OneBusAway** app.
*Llegadas en tiempo real. Descarga la aplicación gratuita **OneBusAway**.*
sdmts.com/oba

MTS sdmts.com

MTS Security *MTS Seguridad*	**619-595-4960**
MTS Information & Trip Planning *MTS Información y planeo de viaje*	**619-233-3004**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**619-557-4555**
Lost and Found *Objetos extraviados*	**619-233-3004**
Transit Store 12th & Imperial Transit Center M–F / *L-V* 8am–5pm	**619-234-1060**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**619-234-5005** **888-722-4889**

Buses on all MTS routes are accessible via lift or ramp.
Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.

Alternative formats available upon request. Call: (619) 231-1466.
Formato alternativo disponible al preguntar. Llamar: (619) 231-1466.

Effective September 1, 2024

936

Bus Route

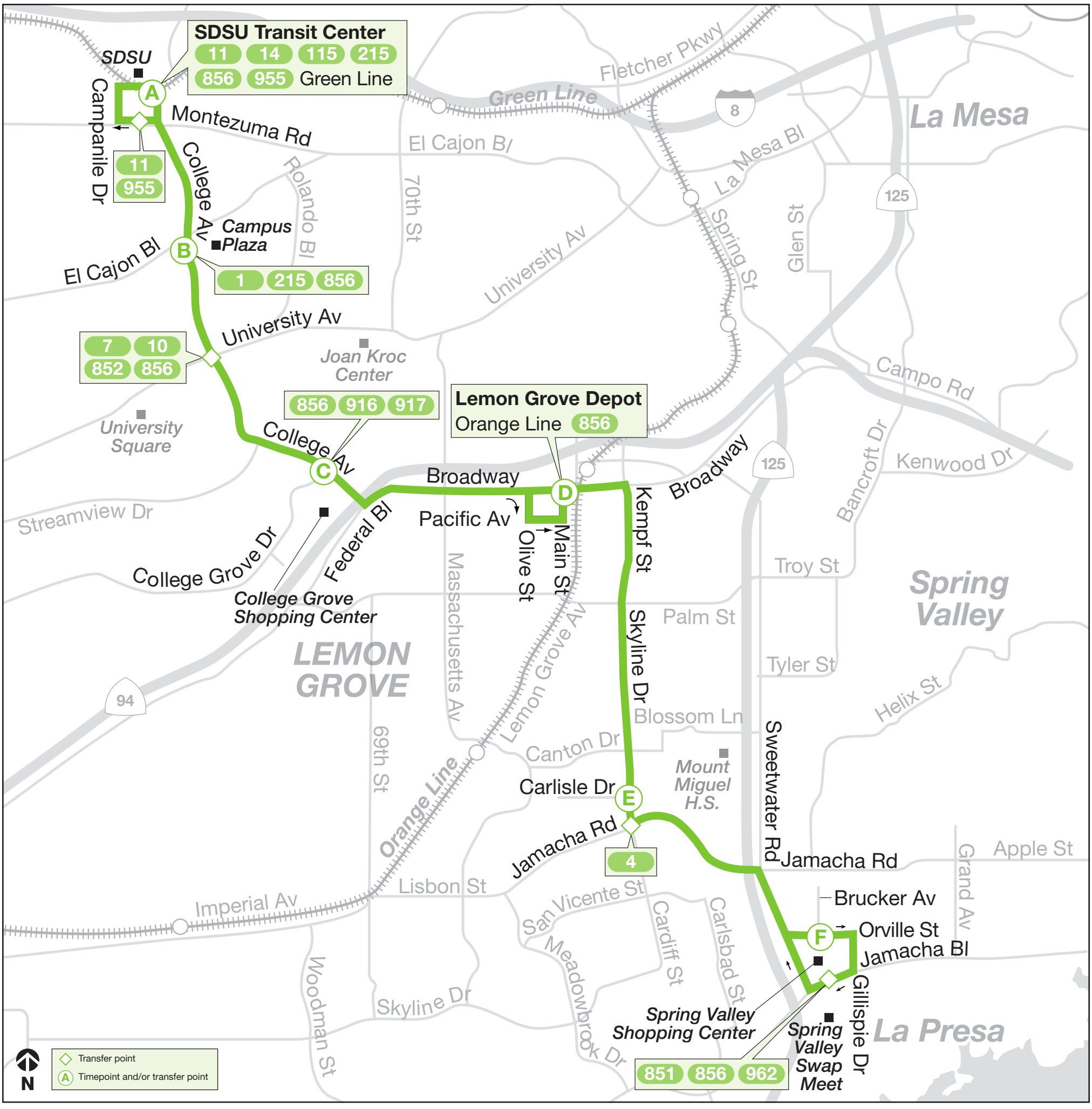
SDSU Transit Center ↔ Spring Valley
via College Grove / Skyline Drive

Destinations
- College Grove Center
- Lemon Grove Depot
- SDSU
- Spring Valley
- Spring Valley Swap Meet

Trolley Connections
- SDSU
- Lemon Grove Depot

Subject to change without notice
Sujeto a cambios sin previo aviso

MTS



936 Monday through Friday • *lunes a viernes*

Spring Valley → SDSU Transit Center

F Orville St. & Brucker Av. **DEPART**	E Skyline Dr. & Carlisle Dr.	D Lemon Grove Depot (Broadway)	C College Av. & College Grove Dr.	B College Av. & El Cajon Bl.	A SDSU Transit Center **ARRIVE**
4:53a	5:02a	5:12a	5:20a	5:27a	5:33a
5:23	5:32	5:42	5:50	5:57	6:03
5:52	6:02	6:12	6:20	6:27	6:33
6:21	6:32	6:42	6:51	6:58	7:05
6:51	7:02	7:12	7:21	7:28	7:35
7:19	7:30	7:42	7:51	7:59	8:07
7:49	8:00	8:12	8:21	8:29	8:37
8:20	8:31	8:42	8:51	8:59	9:07
8:50	9:01	9:12	9:21	9:29	9:37
9:21	9:31	9:42	9:52	9:59	10:06
9:51	10:01	10:12	10:22	10:29	10:36
10:21	10:31	10:42	10:52	10:59	11:06
10:51	11:01	11:12	11:22	11:29	11:36
11:21	11:31	11:42	11:52	11:59	**12:06p**
11:51	**12:01p**	**12:12p**	**12:22p**	**12:29p**	**12:36**
12:21p	**12:31**	**12:42**	**12:52**	**12:59**	**1:06**
12:51	**1:01**	**1:12**	**1:22**	**1:29**	**1:36**
1:21	**1:31**	**1:42**	**1:52**	**1:59**	**2:06**
1:51	**2:01**	**2:12**	**2:22**	**2:29**	**2:36**
2:20	**2:31**	**2:42**	**2:52**	**2:59**	**3:06**
2:50	**3:01**	**3:12**	**3:22**	**3:29**	**3:36**
3:20	**3:31**	**3:42**	**3:52**	**3:59**	**4:06**
3:50	**4:01**	**4:12**	**4:22**	**4:29**	**4:36**
4:20	**4:31**	**4:42**	**4:52**	**4:59**	**5:06**
4:50	**5:01**	**5:12**	**5:21**	**5:28**	**5:35**
5:20	**5:31**	**5:42**	**5:51**	**5:58**	**6:05**
5:51	**6:01**	**6:12**	**6:21**	**6:28**	**6:35**
6:22	**6:31**	**6:42**	**6:50**	**6:57**	**7:04**
6:52	**7:01**	**7:12**	**7:20**	**7:27**	**7:34**
7:53	**8:02**	**8:12**	**8:20**	**8:27**	**8:34**
8:54	**9:03**	**9:12**	**9:19**	**9:26**	**9:32**

SDSU Transit Center → Spring Valley

A SDSU Transit Center **DEPART**	B College Av. & El Cajon Bl.	C College Av. & College Grove Dr.	D Lemon Grove Depot (Main St.)	E Skyline Dr. & Carlisle Dr.	F Orville St. & Brucker Av. **ARRIVE**
5:54a	5:58a	6:05a	6:14a	6:21a	6:28a
6:24	6:28	6:35	6:44	6:51	6:58
6:51	6:56	7:04	7:14	7:21	7:28
7:21	7:26	7:34	7:44	7:52	8:00
7:51	7:56	8:04	8:14	8:22	8:30
8:21	8:26	8:34	8:44	8:52	9:00
8:51	8:56	9:04	9:14	9:22	9:30
9:21	9:26	9:34	9:44	9:52	10:00
9:51	9:56	10:04	10:14	10:22	10:30
10:20	10:25	10:33	10:44	10:53	11:01
10:50	10:55	11:03	11:14	11:23	11:31
11:20	11:25	11:33	11:44	11:53	**12:01p**
11:50	11:55	**12:03p**	**12:14p**	**12:23p**	**12:31**
12:18p	**12:24p**	**12:33**	**12:45**	**12:54**	**1:02**
12:48	**12:54**	**1:03**	**1:15**	**1:24**	**1:32**
1:18	**1:24**	**1:33**	**1:45**	**1:54**	**2:02**
1:48	**1:54**	**2:03**	**2:15**	**2:24**	**2:32**
2:18	**2:24**	**2:34**	**2:46**	**2:55**	**3:04**
2:48	**2:54**	**3:04**	**3:16**	**3:25**	**3:34**
3:18	**3:24**	**3:34**	**3:46**	**3:56**	**4:06**
3:48	**3:54**	**4:04**	**4:16**	**4:26**	**4:36**
4:18	**4:24**	**4:34**	**4:46**	**4:56**	**5:06**
4:48	**4:54**	**5:04**	**5:16**	**5:26**	**5:36**
5:18	**5:24**	**5:34**	**5:46**	**5:55**	**6:04**
5:48	**5:54**	**6:03**	**6:14**	**6:23**	**6:31**
6:18	**6:24**	**6:33**	**6:44**	**6:53**	**7:01**
6:49	**6:55**	**7:03**	**7:14**	**7:23**	**7:31**
7:19	**7:25**	**7:33**	**7:44**	**7:53**	**8:01**
7:50	**7:55**	**8:03**	**8:14**	**8:22**	**8:30**
8:50	**8:55**	**9:03**	**9:14**	**9:22**	**9:29**
9:53	**9:58**	**10:04**	**10:13**	**10:20**	**10:27**

936 Saturday • *sábado*

Spring Valley → SDSU Transit Center

F Orville St. & Brucker Av. **DEPART**	E Skyline Dr. & Carlisle Dr.	D Lemon Grove Depot (Broadway)	C College Av. & College Grove Dr.	B College Av. & El Cajon Bl.	A SDSU Transit Center **ARRIVE**
5:12a	5:20a	5:29a	5:37a	5:43a	5:48a
6:11	6:20	6:29	6:37	6:44	6:50
7:10	7:19	7:29	7:38	7:45	7:52
7:38	7:47	7:57	8:06	8:13	8:20
8:08	8:17	8:27	8:36	8:43	8:50
8:38	8:47	8:57	9:06	9:13	9:20
9:07	9:17	9:27	9:36	9:43	9:50
9:37	9:47	9:57	10:06	10:13	10:20
10:07	10:17	10:27	10:36	10:43	10:50
10:37	10:47	10:57	11:06	11:13	11:20
11:07	11:17	11:27	11:36	11:43	11:50
11:37	11:47	11:57	**12:06p**	**12:13p**	**12:20p**
12:07p	**12:17p**	**12:27p**	**12:37**	**12:44**	**12:51**
12:37	**12:47**	**12:57**	**1:07**	**1:14**	**1:21**
1:07	**1:17**	**1:27**	**1:37**	**1:44**	**1:51**
1:37	**1:47**	**1:57**	**2:07**	**2:14**	**2:21**
2:06	**2:17**	**2:27**	**2:37**	**2:44**	**2:51**
2:36	**2:47**	**2:57**	**3:07**	**3:14**	**3:21**
3:06	**3:17**	**3:27**	**3:37**	**3:44**	**3:51**
3:36	**3:47**	**3:57**	**4:07**	**4:14**	**4:21**
4:07	**4:17**	**4:27**	**4:37**	**4:44**	**4:51**
4:37	**4:47**	**4:57**	**5:07**	**5:14**	**5:21**
5:07	**5:17**	**5:27**	**5:37**	**5:44**	**5:51**
5:37	**5:47**	**5:57**	**6:07**	**6:14**	**6:21**
6:38	**6:48**	**6:58**	**7:07**	**7:14**	**7:21**
7:40	**7:49**	**7:58**	**8:06**	**8:12**	**8:19**
8:40	**8:49**	**8:58**	**9:06**	**9:12**	**9:18**

SDSU Transit Center → Spring Valley

A SDSU Transit Center **DEPART**	B College Av. & El Cajon Bl.	C College Av. & College Grove Dr.	D Lemon Grove Depot (Main St.)	E Skyline Dr. & Carlisle Dr.	F Orville St. & Brucker Av. **ARRIVE**
6:08a	6:11a	6:17a	6:26a	6:32a	6:38a
7:08	7:11	7:17	7:26	7:33	7:39
7:38	7:41	7:47	7:56	8:03	8:09
8:06	8:10	8:17	8:26	8:33	8:40
8:36	8:40	8:47	8:56	9:03	9:10
9:06	9:10	9:17	9:26	9:33	9:40
9:36	9:40	9:49	9:59	10:06	10:13
10:06	10:10	10:17	10:27	10:34	10:41
10:36	10:40	10:47	10:58	11:05	11:12
11:06	11:10	11:18	11:29	11:37	11:44
11:36	11:40	11:48	11:59	**12:07p**	**12:14p**
12:12p	**12:17p**	**12:25p**	**12:37p**	**12:45**	**12:52**
12:42	**12:47**	**12:55**	**1:07**	**1:15**	**1:22**
1:12	**1:17**	**1:25**	**1:37**	**1:45**	**1:52**
1:42	**1:47**	**1:55**	**2:07**	**2:15**	**2:22**
2:12	**2:17**	**2:25**	**2:37**	**2:45**	**2:52**
2:42	**2:47**	**2:55**	**3:07**	**3:15**	**3:22**
3:12	**3:17**	**3:25**	**3:37**	**3:45**	**3:52**
3:42	**3:47**	**3:55**	**4:07**	**4:15**	**4:22**
4:12	**4:17**	**4:25**	**4:37**	**4:45**	**4:52**
4:42	**4:47**	**4:55**	**5:07**	**5:15**	**5:22**
5:12	**5:17**	**5:25**	**5:37**	**5:45**	**5:52**
5:50	**5:55**	**6:03**	**6:14**	**6:22**	**6:29**
6:50	**6:55**	**7:03**	**7:14**	**7:22**	**7:29**
7:52	**7:56**	**8:03**	**8:13**	**8:20**	**8:27**
8:54	**8:58**	**9:04**	**9:13**	**9:20**	**9:27**
9:54	**9:58**	**10:04**	**10:13**	**10:20**	**10:27**

936 Sunday / *domingo*

Spring Valley → SDSU Transit Center

F Orville St. & Brucker Av. **DEPART**	E Skyline Dr. & Carlisle Dr.	D Lemon Grove Depot (Broadway)	C College Av. & College Grove Dr.	B College Av. & El Cajon Bl.	A SDSU Transit Center **ARRIVE**
5:12a	5:20a	5:29a	5:37a	5:43a	5:48a
6:11	6:20	6:29	6:37	6:44	6:50
7:10	7:19	7:29	7:38	7:45	7:52
8:08	8:17	8:27	8:36	8:43	8:50
9:07	9:17	9:27	9:36	9:43	9:50
10:07	10:17	10:27	10:36	10:43	10:50
11:07	11:17	11:27	11:36	11:43	11:50
12:07p	**12:17p**	**12:27p**	**12:37p**	**12:44p**	**12:51p**
12:37	**12:47**	**12:57**	**1:07**	**1:14**	**1:21**
1:07	**1:17**	**1:27**	**1:37**	**1:44**	**1:51**
1:37	**1:47**	**1:57**	**2:07**	**2:14**	**2:21**
2:06	**2:17**	**2:27**	**2:37**	**2:44**	**2:51**
2:36	**2:47**	**2:57**	**3:07**	**3:14**	**3:21**
3:06	**3:17**	**3:27**	**3:37**	**3:44**	**3:51**
3:36	**3:47**	**3:57**	**4:07**	**4:14**	**4:21**
4:07	**4:17**	**4:27**	**4:37**	**4:44**	**4:51**
4:37	**4:47**	**4:57**	**5:07**	**5:14**	**5:21**
5:07	**5:17**	**5:27**	**5:37**	**5:44**	**5:51**
6:08	**6:18**	**6:28**	**6:37**	**6:44**	**6:51**
7:08	**7:18**	**7:28**	**7:37**	**7:44**	**7:51**

SDSU Transit Center → Spring Valley

A SDSU Transit Center **DEPART**	B College Av. & El Cajon Bl.	C College Av. & College Grove Dr.	D Lemon Grove Depot (Main St.)	E Skyline Dr. & Carlisle Dr.	F Orville St. & Brucker Av. **ARRIVE**
6:08a	6:11a	6:17a	6:26a	6:32a	6:38a
7:08	7:11	7:17	7:26	7:33	7:39
8:06	8:10	8:17	8:26	8:33	8:40
9:06	9:10	9:17	9:26	9:33	9:40
10:06	10:10	10:17	10:27	10:34	10:41
11:06	11:10	11:18	11:29	11:37	11:44
11:36	11:40	11:48	11:59	**12:07p**	**12:14p**
12:12p	**12:17p**	**12:25p**	**12:37p**	**12:45**	**12:52**
12:42	**12:47**	**12:55**	**1:07**	**1:15**	**1:22**
1:12	**1:17**	**1:25**	**1:37**	**1:45**	**1:52**
1:42	**1:47**	**1:55**	**2:07**	**2:15**	**2:22**
2:12	**2:17**	**2:25**	**2:37**	**2:45**	**2:52**
2:42	**2:47**	**2:55**	**3:07**	**3:15**	**3:22**
3:12	**3:17**	**3:25**	**3:37**	**3:45**	**3:52**
3:42	**3:47**	**3:55**	**4:07**	**4:15**	**4:22**
4:12	**4:17**	**4:25**	**4:37**	**4:45**	**4:52**
4:42	**4:47**	**4:55**	**5:07**	**5:15**	**5:22**
5:12	**5:17**	**5:25**	**5:37**	**5:45**	**5:52**
6:05	**6:10**	**6:18**	**6:29**	**6:37**	**6:44**
7:05	**7:09**	**7:17**	**7:28**	**7:36**	**7:43**

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays / *Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados obtservados*
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Fare Information
Información de tarifas
sdmts.com/fares

PRONTO

Easy transit fare. Get a card or download the app.

¡Tarifa de transporte fácil! Obtén una tarjeta o descarga la aplicación.

RidePRONTO.com • 619-595-5636

All timetables are available online
Todos los horarios están disponibles en línea.
sdmts.com/timetables

Real Time Arrivals
Download the free **OneBusAway** app.
*Llegadas en tiempo real. Descarga la aplicación gratuita **OneBusAway**.*
sdmts.com/oba

MTS sdmts.com

MTS Security *MTS Seguridad*	**619-595-4960**
MTS Information & Trip Planning *MTS Información y planeo de viaje*	**619-233-3004**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**619-557-4555**
Lost and Found *Objetos extraviados*	**619-233-3004**
Transit Store 12th & Imperial Transit Center M–F / *L-V* 8am–5pm	**619-234-1060**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**619-234-5005** **888-722-4889**

Buses on all MTS routes are accessible via lift or ramp.
Autobuses en todas las rutas de MTS son accesibles mediante un ascensor o rampa.

Alternative formats available upon request. Call: (619) 231-1466.
Formato alternativo disponible al preguntar. Llamar: (619) 231-1466.

Effective January 28, 2024

955

Bus Route

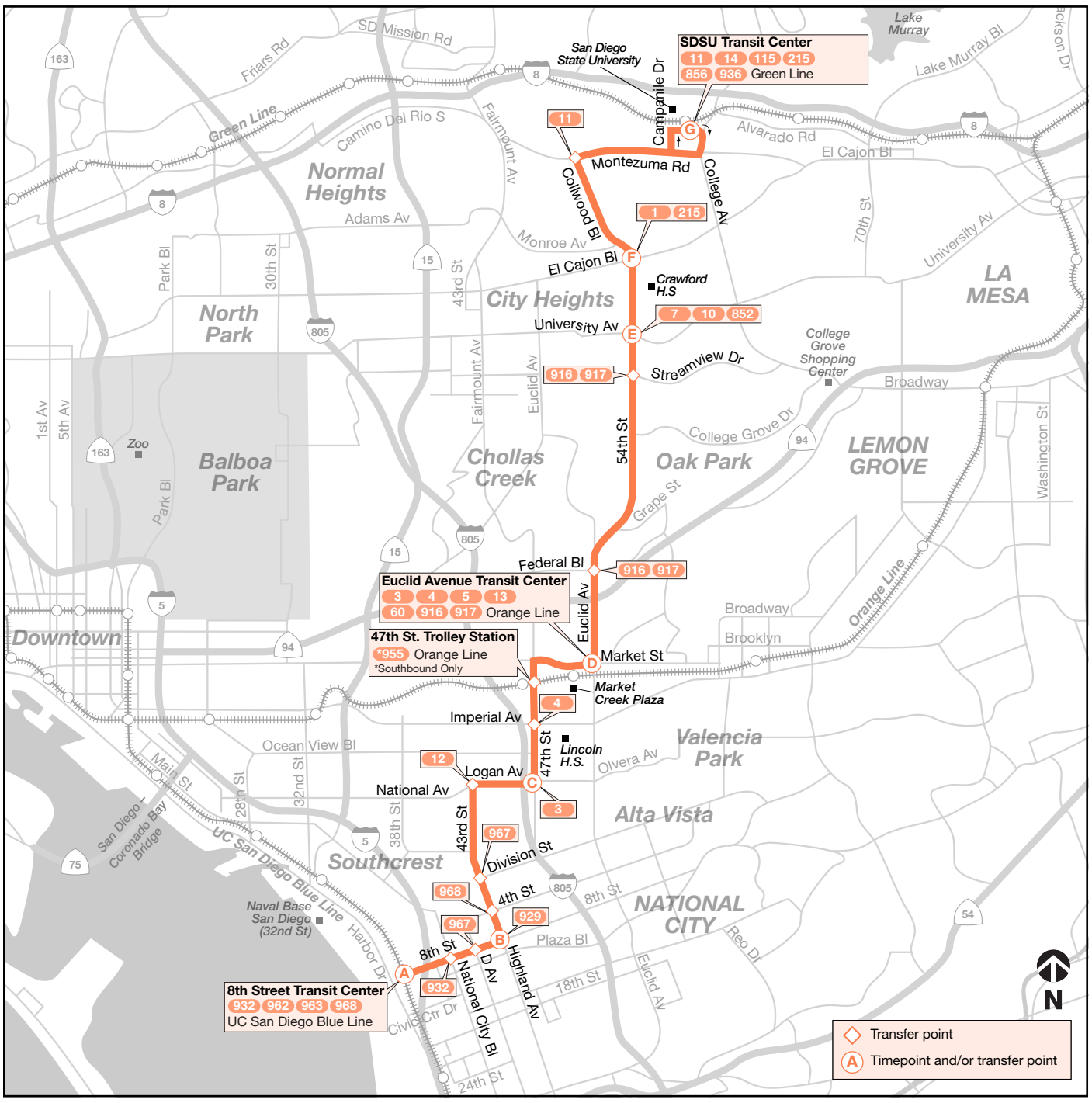
8th St. Transit Center ↔ SDSU Transit Center

via 43rd St. / Euclid Avenue Transit Center / 54th St.

Destinations
- 54th Street
- Crawford High School
- Euclid Av. Transit Center
- Lincoln High School
- Market Creek Plaza
- San Diego State University
- South 43rd Street

Trolley Connections
- 8th St.
- Euclid Avenue
- SDSU

Subject to change without notice
Sujeto a cambios sin previo aviso



955 Sunday / *domingo*

8th St. Transit Center → SDSU Transit Center

A 8th St. Transit Center **DEPART**	B Highland Av. & 8th St.	C 47th St. & Logan Av.	D Euclid Av. Transit Center	E 54th St. & University Av.	F 54th St. & El Cajon Bl.	G SDSU Transit Center **ARRIVE**
—	—	—	5:59a	6:09a	6:12a	6:20a
6:39a	6:45a	6:53a	6:59	7:10	7:13	7:21
7:38	7:45	7:53	8:00	8:12	8:16	8:24
8:26	8:33	8:42	8:49	9:02	9:06	9:15
9:22	9:29	9:38	9:45	9:58	10:02	10:11
9:52	9:59	10:08	10:15	10:28	10:32	10:41
10:22	10:29	10:38	10:45	10:58	11:02	11:11
10:52	10:59	11:08	11:15	11:28	11:32	11:41
11:22	11:29	11:38	11:45	11:58	**12:02p**	**12:11p**
11:52	11:59	**12:08p**	**12:15p**	**12:28p**	**12:32**	**12:41**
12:21p	**12:28p**	**12:38**	**12:45**	**12:58**	**1:02**	**1:11**
12:51	**12:58**	**1:08**	**1:15**	**1:28**	**1:32**	**1:41**
1:21	**1:28**	**1:38**	**1:45**	**1:58**	**2:02**	**2:11**
1:51	**1:58**	**2:08**	**2:15**	**2:28**	**2:32**	**2:41**
2:21	**2:28**	**2:38**	**2:45**	**2:58**	**3:02**	**3:11**
2:51	**2:58**	**3:08**	**3:15**	**3:28**	**3:32**	**3:41**
3:21	**3:28**	**3:38**	**3:45**	**3:58**	**4:02**	**4:11**
3:51	**3:58**	**4:08**	**4:15**	**4:28**	**4:32**	**4:41**
4:22	**4:29**	**4:39**	**4:46**	**4:58**	**5:02**	**5:11**
4:52	**4:59**	**5:09**	**5:16**	**5:28**	**5:32**	**5:41**
5:22	**5:29**	**5:39**	**5:46**	**5:58**	**6:02**	**6:11**
5:52	**5:59**	**6:09**	**6:16**	**6:28**	**6:32**	**6:41**
6:55	**7:01**	**7:10**	**7:17**	**7:28**	**7:31**	**7:40**
7:55	**8:01**	**8:09**	**8:15**	**8:26**	**8:29**	**8:38**
8:55	**9:01**	**9:09**	**9:15**	**9:26**	**9:29**	**9:38**

SDSU Transit Center → 8th St. Transit Center

G SDSU Transit Center **DEPART**	F 54th St. & El Cajon Bl.	E 54th St. & University Av.	D Euclid Av. Transit Center	C Logan Av. & 47th St.	B 8th St. & Highland Av.	A 8th St. Transit Center **ARRIVE**
—	—	—	5:57a	6:03a	6:11a	6:18a
6:37a	6:43a	6:46a	6:58	7:04	7:12	7:20
7:33	7:40	7:43	7:56	8:02	8:11	8:19
8:22	8:30	8:33	8:47	8:53	9:02	9:10
8:52	9:00	9:03	9:17	9:23	9:32	9:40
9:21	9:30	9:33	9:47	9:53	10:02	10:10
9:51	10:00	10:03	10:17	10:23	10:32	10:40
10:21	10:30	10:33	10:47	10:53	11:02	11:10
10:51	11:00	11:03	11:17	11:23	11:32	11:40
11:21	11:30	11:33	11:47	11:53	**12:02p**	**12:10p**
11:51	**12:00p**	**12:03p**	**12:17p**	**12:23p**	**12:32**	**12:40**
12:20p	**12:29**	**12:32**	**12:46**	**12:52**	**1:03**	**1:11**
12:50	**12:59**	**1:02**	**1:16**	**1:22**	**1:33**	**1:41**
1:20	**1:29**	**1:32**	**1:46**	**1:52**	**2:03**	**2:11**
1:50	**1:59**	**2:02**	**2:16**	**2:22**	**2:33**	**2:41**
2:20	**2:29**	**2:32**	**2:46**	**2:52**	**3:03**	**3:11**
2:50	**2:59**	**3:02**	**3:16**	**3:22**	**3:33**	**3:41**
3:20	**3:29**	**3:32**	**3:46**	**3:52**	**4:03**	**4:11**
3:50	**3:59**	**4:02**	**4:16**	**4:22**	**4:33**	**4:41**
4:20	**4:29**	**4:32**	**4:46**	**4:52**	**5:03**	**5:11**
4:50	**4:59**	**5:02**	**5:16**	**5:22**	**5:33**	**5:41**
5:21	**5:30**	**5:33**	**5:46**	**5:52**	**6:02**	**6:10**
5:51	**6:00**	**6:03**	**6:16**	**6:22**	**6:32**	**6:40**
6:52	**7:01**	**7:04**	**7:17**	**7:23**	**7:33**	**7:40**
7:55	**8:04**	**8:07**	**8:19**	**8:25**	**8:34**	**8:40**
8:55	**9:04**	**9:07**	**9:18**	**9:24**	**9:32**	**9:38**

955 Monday through Friday • *lunes a viernes*

8th St. Transit Center → SDSU Transit Center

A 8th St. Transit Center **DEPART**	B Highland Av. & 8th St.	C 47th St. & Logan Av.	D Euclid Av. Transit Center	E 54th St. & University Av.	F 54th St. & El Cajon Bl.	G SDSU Transit Center **ARRIVE**
4:43a	4:49a	4:56a	5:03a	5:13a	5:16a	5:24a
5:01	5:07	5:14	5:21	5:31	5:34	5:42
5:21	5:27	5:34	5:42	5:52	5:55	6:03
5:41	5:47	5:55	6:03	6:14	6:17	6:26
5:57	6:03	6:12	6:21	6:33	6:37	6:47
6:12	6:18	6:27	6:36	6:48	6:52	7:02
6:26	6:32	6:41	6:50	7:02	7:07	7:17
6:40	6:46	6:55	7:04	7:17	7:22	7:32
6:54	7:00	7:09	7:18	7:32	7:37	7:48
7:08	7:15	7:25	7:35	7:49	7:54	8:05
7:23	7:30	7:41	7:52	8:06	8:11	8:23
7:38	7:45	7:56	8:07	8:21	8:26	8:38
7:53	8:00	8:11	8:22	8:36	8:41	8:53
8:08	8:15	8:26	8:37	8:51	8:56	9:07
8:24	8:31	8:41	8:51	9:05	9:09	9:20
8:40	8:47	8:57	9:06	9:19	9:23	9:33
8:55	9:02	9:12	9:20	9:33	9:37	9:47
9:10	9:17	9:27	9:35	9:48	9:52	10:02
9:25	9:32	9:42	9:50	10:03	10:07	10:17
9:40	9:47	9:57	10:05	10:18	10:22	10:32
9:55	10:02	10:12	10:20	10:33	10:37	10:47
10:10	10:17	10:27	10:35	10:48	10:52	11:02
10:25	10:32	10:42	10:50	11:03	11:07	11:17
10:40	10:47	10:57	11:05	11:18	11:22	11:32
10:55	11:02	11:12	11:20	11:33	11:37	11:47
11:10	11:17	11:27	11:35	11:48	11:52	**12:02p**
11:25	11:32	11:42	11:50	**12:03p**	**12:07p**	**12:17**
11:40	11:47	11:57	**12:05p**	**12:18**	**12:22**	**12:32**
11:55	**12:02p**	**12:12p**	**12:20**	**12:33**	**12:37**	**12:47**
12:10p	**12:17**	**12:27**	**12:35**	**12:48**	**12:52**	**1:02**
12:25	**12:32**	**12:42**	**12:50**	**1:04**	**1:08**	**1:19**
12:40	**12:48**	**12:59**	**1:07**	**1:21**	**1:25**	**1:36**
12:55	**1:03**	**1:14**	**1:22**	**1:36**	**1:40**	**1:51**
1:09	**1:17**	**1:28**	**1:37**	**1:51**	**1:55**	**2:06**
1:24	**1:32**	**1:43**	**1:52**	**2:06**	**2:10**	**2:21**
1:39	**1:47**	**1:58**	**2:07**	**2:21**	**2:25**	**2:36**
1:54	**2:02**	**2:13**	**2:22**	**2:36**	**2:40**	**2:51**
2:12	**2:20**	**2:31**	**2:40**	**2:54**	**2:58**	**3:09**
2:28	**2:36**	**2:47**	**2:56**	**3:10**	**3:14**	**3:25**
2:43	**2:51**	**3:02**	**3:11**	**3:25**	**3:29**	**3:40**
2:58	**3:06**	**3:17**	**3:26**	**3:40**	**3:44**	**3:55**
3:11	**3:19**	**3:30**	**3:40**	**3:55**	**4:00**	**4:11**
3:26	**3:34**	**3:45**	**3:55**	**4:10**	**4:15**	**4:26**
3:42	**3:50**	**4:01**	**4:11**	**4:26**	**4:31**	**4:42**
3:58	**4:06**	**4:17**	**4:26**	**4:40**	**4:45**	**4:56**
4:13	**4:21**	**4:32**	**4:41**	**4:55**	**5:00**	**5:11**
4:29	**4:37**	**4:48**	**4:56**	**5:09**	**5:14**	**5:25**
4:44	**4:52**	**5:03**	**5:11**	**5:24**	**5:29**	**5:40**
4:59	**5:07**	**5:18**	**5:26**	**5:39**	**5:44**	**5:55**
5:14	**5:22**	**5:33**	**5:41**	**5:54**	**5:59**	**6:10**
5:29	**5:37**	**5:48**	**5:56**	**6:09**	**6:14**	**6:25**
5:44	**5:52**	**6:03**	**6:11**	**6:24**	**6:29**	**6:40**
6:04	**6:11**	**6:22**	**6:30**	**6:42**	**6:46**	**6:57**
6:24	**6:31**	**6:41**	**6:49**	**7:01**	**7:05**	**7:15**
6:44	**6:51**	**7:01**	**7:09**	**7:21**	**7:25**	**7:35**
7:04	**7:11**	**7:21**	**7:29**	**7:41**	**7:45**	**7:55**
7:26	**7:33**	**7:43**	**7:51**	**8:03**	**8:07**	**8:17**
7:52	**7:59**	**8:08**	**8:16**	**8:27**	**8:30**	**8:40**
8:24	**8:30**	**8:39**	**8:46**	**8:57**	**9:00**	**9:09**
8:54	**9:00**	**9:09**	**9:16**	**9:27**	**9:30**	**9:39**
9:24	**9:30**	**9:39**	**9:46**	**9:57**	**10:00**	**10:09**
9:56	**10:02**	**10:09**	**10:16**	**10:27**	**10:30**	**10:39**
10:26	**10:32**	**10:39**	**10:46**	**10:56**	**10:59**	**11:07**

SDSU Transit Center → 8th St. Transit Center

G SDSU Transit Center **DEPART**	F 54th St. & El Cajon Bl.	E 54th St. & University Av.	D Euclid Av. Transit Center	C Logan Av. & 47th St.	B 8th St. & Highland Av.	A 8th St. Transit Center **ARRIVE**
—	5:04a	5:07a	5:18a	5:24a	5:33a	5:41a
5:26a	5:33	5:36	5:47	5:53	6:02	6:11
5:47	5:54	5:57	6:09	6:15	6:24	6:34
6:07	6:14	6:17	6:30	6:37	6:47	6:57
6:22	6:29	6:32	6:45	6:52	7:02	7:12
6:36	6:43	6:46	7:00	7:07	7:18	7:28
6:49	6:57	7:00	7:15	7:22	7:33	7:43
7:04	7:12	7:15	7:30	7:37	7:48	7:58
7:19	7:27	7:30	7:45	7:53	8:04	8:14
7:34	7:43	7:46	8:01	8:09	8:20	8:30
7:49	7:58	8:01	8:16	8:24	8:35	8:45
8:04	8:13	8:16	8:30	8:38	8:48	8:58
8:20	8:29	8:32	8:46	8:53	9:02	9:11
8:36	8:45	8:48	9:02	9:09	9:18	9:27
8:52	9:01	9:04	9:18	9:25	9:34	9:43
9:07	9:16	9:19	9:33	9:40	9:49	9:58
9:22	9:31	9:34	9:48	9:55	10:04	10:13
9:37	9:46	9:49	10:03	10:10	10:19	10:28
9:52	10:01	10:04	10:18	10:25	10:34	10:43
10:07	10:16	10:19	10:33	10:40	10:49	10:58
10:22	10:31	10:34	10:48	10:55	11:04	11:13
10:37	10:46	10:49	11:03	11:10	11:19	11:28
10:52	11:01	11:04	11:18	11:25	11:34	11:43
11:07	11:16	11:19	11:33	11:40	11:49	11:58
11:22	11:31	11:34	11:48	11:55	**12:04p**	**12:13p**
11:37	11:46	11:49	**12:03p**	**12:10p**	**12:19**	**12:28**
11:51	**12:00p**	**12:03p**	**12:18**	**12:25**	**12:35**	**12:44**
12:04p	**12:14**	**12:17**	**12:32**	**12:39**	**12:50**	**12:59**
12:19	**12:29**	**12:32**	**12:47**	**12:54**	**1:05**	**1:14**
12:34	**12:44**	**12:47**	**1:02**	**1:09**	**1:20**	**1:29**
12:49	**12:59**	**1:02**	**1:17**	**1:24**	**1:35**	**1:44**
1:04	**1:15**	**1:18**	**1:33**	**1:41**	**1:52**	**2:01**
1:19	**1:30**	**1:33**	**1:48**	**1:56**	**2:07**	**2:16**
1:34	**1:45**	**1:48**	**2:03**	**2:11**	**2:22**	**2:31**
1:49	**2:00**	**2:03**	**2:18**	**2:26**	**2:37**	**2:46**
2:03	**2:14**	**2:17**	**2:32**	**2:40**	**2:51**	**3:00**
2:18	**2:29**	**2:32**	**2:47**	**2:55**	**3:07**	**3:16**
2:33	**2:44**	**2:47**	**3:02**	**3:10**	**3:22**	**3:31**
2:48	**2:59**	**3:02**	**3:17**	**3:25**	**3:37**	**3:46**
3:03	**3:14**	**3:17**	**3:33**	**3:42**	**3:54**	**4:03**
3:19	**3:30**	**3:33**	**3:49**	**3:58**	**4:10**	**4:19**
3:35	**3:46**	**3:49**	**4:05**	**4:14**	**4:26**	**4:35**
3:50	**4:01**	**4:04**	**4:20**	**4:29**	**4:41**	**4:50**
4:05	**4:16**	**4:19**	**4:34**	**4:42**	**4:54**	**5:03**
4:21	**4:32**	**4:35**	**4:50**	**4:58**	**5:10**	**5:19**
4:36	**4:47**	**4:50**	**5:05**	**5:13**	**5:25**	**5:34**
4:52	**5:03**	**5:06**	**5:21**	**5:29**	**5:41**	**5:50**
5:07	**5:18**	**5:21**	**5:36**	**5:44**	**5:56**	**6:05**
5:22	**5:33**	**5:36**	**5:51**	**5:59**	**6:11**	**6:20**
5:37	**5:48**	**5:51**	**6:05**	**6:13**	**6:24**	**6:32**
5:57	**6:08**	**6:11**	**6:25**	**6:33**	**6:44**	**6:52**
6:19	**6:30**	**6:33**	**6:47**	**6:55**	**7:06**	**7:14**
6:39	**6:49**	**6:52**	**7:06**	**7:14**	**7:24**	**7:32**
7:09	**7:19**	**7:22**	**7:36**	**7:43**	**7:53**	**8:00**
7:39	**7:49**	**7:52**	**8:05**	**8:11**	**8:21**	**8:28**
8:06	**8:16**	**8:19**	**8:31**	**8:37**	**8:46**	**8:53**
8:33	**8:42**	**8:45**	**8:56**	**9:02**	**9:11**	**9:18**
9:01	**9:09**	**9:11**	**9:21**	**9:27**	**9:34**	**9:41**
9:26	**9:34**	**9:36**	**9:46**	**9:52**	**9:59**	**10:06**
9:56	**10:04**	**10:06**	**10:16**	**10:22**	**10:29**	**10:36**
10:26	**10:34**	**10:36**	**10:46**	**10:52**	**10:59**	**11:06**
10:56	**11:04**	**11:06**	**11:16**	**11:22**	**11:29**	**11:36**

955 Saturday • *sábado*

8th St. Transit Center → SDSU Transit Center

A 8th St. Transit Center **DEPART**	B Highland Av. & 8th St.	C 47th St. & Logan Av.	D Euclid Av. Transit Center	E 54th St. & University Av.	F 54th St. & El Cajon Bl.	G SDSU Transit Center **ARRIVE**
5:39a	5:45a	5:53a	5:59a	6:09a	6:12a	6:20a
6:09	6:15	6:23	6:29	6:40	6:43	6:51
6:39	6:45	6:53	6:59	7:10	7:13	7:21
7:09	7:15	7:23	7:29	7:41	7:45	7:53
7:38	7:45	7:53	8:00	8:12	8:16	8:24
8:04	8:11	8:19	8:26	8:38	8:42	8:50
8:26	8:33	8:42	8:49	9:02	9:06	9:15
8:48	8:55	9:04	9:11	9:24	9:28	9:37
9:08	9:15	9:24	9:31	9:44	9:48	9:57
9:28	9:35	9:44	9:51	10:04	10:08	10:17
9:48	9:55	10:04	10:11	10:24	10:28	10:37
10:08	10:15	10:24	10:31	10:44	10:48	10:57
10:28	10:35	10:44	10:51	11:04	11:08	11:17
10:48	10:55	11:04	11:11	11:24	11:28	11:37
11:08	11:15	11:24	11:31	11:44	11:48	11:57
11:28	11:35	11:44	11:51	**12:04p**	**12:08p**	**12:17p**
11:48	11:55	**12:04p**	**12:11p**	**12:24**	**12:28**	**12:37**
12:07p	**12:14p**	**12:24**	**12:31**	**12:44**	**12:48**	**12:57**
12:27	**12:34**	**12:44**	**12:51**	**1:04**	**1:08**	**1:17**
12:47	**12:54**	**1:04**	**1:11**	**1:24**	**1:28**	**1:37**
1:07	**1:14**	**1:24**	**1:31**	**1:44**	**1:48**	**1:57**
1:27	**1:34**	**1:44**	**1:51**	**2:04**	**2:08**	**2:17**
1:47	**1:54**	**2:04**	**2:11**	**2:24**	**2:28**	**2:37**
2:07	**2:14**	**2:24**	**2:31**	**2:44**	**2:48**	**2:57**
2:27	**2:34**	**2:44**	**2:51**	**3:04**	**3:08**	**3:17**
2:47	**2:54**	**3:04**	**3:11**	**3:24**	**3:28**	**3:37**
3:06	**3:13**	**3:23**	**3:30**	**3:43**	**3:47**	**3:56**
3:25	**3:32**	**3:42**	**3:49**	**4:02**	**4:06**	**4:15**
3:45	**3:52**	**4:02**	**4:09**	**4:22**	**4:26**	**4:35**
4:05	**4:12**	**4:22**	**4:29**	**4:42**	**4:46**	**4:55**
4:25	**4:32**	**4:42**	**4:49**	**5:01**	**5:05**	**5:14**
4:45	**4:52**	**5:02**	**5:09**	**5:21**	**5:25**	**5:34**
5:06	**5:13**	**5:23**	**5:30**	**5:42**	**5:46**	**5:55**
5:26	**5:33**	**5:43**	**5:50**	**6:02**	**6:06**	**6:15**
5:47	**5:54**	**6:04**	**6:11**	**6:23**	**6:27**	**6:36**
6:07	**6:13**	**6:23**	**6:30**	**6:42**	**6:45**	**6:54**
6:26	**6:32**	**6:41**	**6:48**	**6:59**	**7:02**	**7:11**
6:55	**7:01**	**7:10**	**7:17**	**7:28**	**7:31**	**7:40**
7:25	**7:31**	**7:40**	**7:47**	**7:58**	**8:01**	**8:10**
7:55	**8:01**	**8:09**	**8:15**	**8:26**	**8:29**	**8:38**
8:25	**8:31**	**8:39**	**8:45**	**8:56**	**8:59**	**9:08**
8:55	**9:01**	**9:09**	**9:15**	**9:26**	**9:29**	**9:38**
9:56	**10:02**	**10:09**	**10:15**	**10:25**	**10:28**	**10:36**

SDSU Transit Center → 8th St. Transit Center

G SDSU Transit Center **DEPART**	F 54th St. & El Cajon Bl.	E 54th St. & University Av.	D Euclid Av. Transit Center	C Logan Av. & 47th St.	B 8th St. & Highland Av.	A 8th St. Transit Center **ARRIVE**
5:37a	5:43a	5:46a	5:57a	6:03a	6:11a	6:18a
6:07	6:13	6:16	6:28	6:34	6:42	6:50
6:37	6:43	6:46	6:58	7:04	7:12	7:20
7:04	7:11	7:14	7:27	7:33	7:42	7:50
7:33	7:40	7:43	7:56	8:02	8:11	8:19
8:05	8:13	8:16	8:30	8:36	8:45	8:53
8:31	8:39	8:42	8:56	9:02	9:11	9:19
9:00	9:08	9:11	9:25	9:31	9:40	9:48
9:25	9:34	9:37	9:51	9:57	10:06	10:14
9:55	10:04	10:07	10:21	10:27	10:36	10:44
10:16	10:25	10:28	10:42	10:48	10:57	11:05
10:36	10:45	10:48	11:02	11:08	11:17	11:25
10:56	11:05	11:08	11:22	11:28	11:37	11:45
11:16	11:25	11:28	11:42	11:48	11:57	**12:05p**
11:36	11:45	11:48	**12:02p**	**12:08p**	**12:17p**	**12:25**
11:56	**12:05p**	**12:08p**	**12:22**	**12:28**	**12:37**	**12:45**
12:16p	**12:25**	**12:28**	**12:42**	**12:48**	**12:59**	**1:07**
12:36	**12:45**	**12:48**	**1:02**	**1:08**	**1:19**	**1:27**
12:56	**1:05**	**1:08**	**1:22**	**1:28**	**1:39**	**1:47**
1:16	**1:25**	**1:28**	**1:42**	**1:48**	**1:59**	**2:07**
1:36	**1:45**	**1:48**	**2:02**	**2:08**	**2:19**	**2:27**
1:56	**2:05**	**2:08**	**2:22**	**2:28**	**2:39**	**2:47**
2:16	**2:25**	**2:28**	**2:42**	**2:48**	**2:59**	**3:07**
2:36	**2:45**	**2:48**	**3:02**	**3:08**	**3:19**	**3:27**
2:56	**3:05**	**3:08**	**3:22**	**3:28**	**3:39**	**3:47**
3:16	**3:25**	**3:28**	**3:42**	**3:48**	**3:59**	**4:07**
3:36	**3:45**	**3:48**	**4:02**	**4:08**	**4:19**	**4:27**
3:56	**4:05**	**4:08**	**4:22**	**4:28**	**4:39**	**4:47**
4:16	**4:25**	**4:28**	**4:42**	**4:48**	**4:59**	**5:07**
4:36	**4:45**	**4:48**	**5:02**	**5:08**	**5:19**	**5:27**
4:56	**5:05**	**5:08**	**5:22**	**5:28**	**5:39**	**5:47**
5:16	**5:25**	**5:28**	**5:41**	**5:47**	**5:57**	**6:05**
5:36	**5:45**	**5:48**	**6:01**	**6:07**	**6:17**	**6:25**
5:54	**6:03**	**6:06**	**6:19**	**6:25**	**6:35**	**6:43**
6:22	**6:31**	**6:34**	**6:47**	**6:53**	**7:03**	**7:11**
6:52	**7:01**	**7:04**	**7:17**	**7:23**	**7:33**	**7:40**
7:25	**7:34**	**7:37**	**7:49**	**7:55**	**8:04**	**8:10**
7:55	**8:04**	**8:07**	**8:19**	**8:25**	**8:34**	**8:40**
8:25	**8:34**	**8:37**	**8:49**	**8:55**	**9:04**	**9:10**
8:55	**9:04**	**9:07**	**9:18**	**9:24**	**9:32**	**9:38**
9:26	**9:34**	**9:36**	**9:46**	**9:52**	**9:59**	**10:05**
9:56	**10:04**	**10:06**	**10:16**	**10:22**	**10:29**	**10:35**
10:56	**11:04**	**11:06**	**11:16**	**11:22**	**11:29**	**11:35**

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays / *Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados*
New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

APPENDIX K

SAN DIEGO STATE UNIVERSITY PARKING LOTS/STRUCTURES MAP

SDSU Campus Parking Locations Map

Parking Structure/Lot

XX Parking Structure/Lot Name

APPENDIX L

LETTER, SAN DIEGO STATE UNIVERSITY PARKING & TRANSPORTATION SERVICES TO SAN DIEGO COUNCIL PRESIDENT, REGARDING SUPPORT FOR COLLEGE AREA "B" PERMIT PARKING MODIFICATIONS (APRIL 18, 2024)

SDSU | Parking & Transportation Services

April 18, 2024

San Diego Council President
202 C Street, 11th Floor
San Diego, CA 92101

RE: Support for College Area B Permit Parking Modifications

Dear Council President,

San Diego State University (SDSU) wants to express gratitude for your continued collaboration with the university and the residents of District 9. As we work together to support our local community and respond to their needs, we believe it is crucial to address the issue of on-street residential parking in the College Area community.

We have received feedback from our neighbors that there is a lack of available street parking in certain areas, which may be partially due to SDSU affiliates parking in non-"B" residential parking permit zones and walking to campus. There have also been concerns about event patrons avoiding SDSU parking fees by parking on neighborhood streets.

SDSU has limited enforcement jurisdiction, extending only to university property. The "B" residential parking permit zone is owned, operated, and enforced solely by the City of San Diego, and that enforcement authority lies with the Parking Enforcement Officers of the San Diego Police Department. While SDSU funds extra enforcement from the City during major events, SDSU does not possess enforcement authority within "B" permit areas.

Despite the establishment of the "B" permit zone, residents continue to face challenges related to parking availability. Expanding the "B" permit zone to more streets would provide residents with greater access to parking spaces in their neighborhoods, thereby alleviating congestion and promoting a safer environment. Additionally, it would discourage university students from parking in residential areas, enhancing the quality of life for residents. Expanding the hours of the "B" permit requirement later into the evening would deter event patrons from parking on residential streets during evening events at Viejas Arena and the Open Air Theater.

We want to emphasize that our intention in advocating for more B permit parking is to find collaborative solutions that benefit both residents and the university community. By working together, we can help to create a more harmonious living environment for all stakeholders. We defer to the College Area community to determine the appropriate boundaries and hours for the "B" permit, and remain available for collaboration.

SDSU | Parking & Transportation Services

Thank you for your attention to this matter. I trust that you will give due consideration to the importance of modifying the "B" permit zone in our community.

Sincerely,

JD Weidman

JD Weidman
SDSU Director of Transportation

Cc: Mayor Todd Gloria
Jay Specht, College View Estates
Julie Hamilton, College Area Community Council
Tom Silva, College Area Community Planning Group

APPENDIX M

2016 vs. 2050 RTP CONSISTENCY TABLE

Table 1

2016 vs. 2050 RTP Consistency

RTP Data	Year	
	2016	2050
Peninsula Site (TAZ[a] 3098)		
Total Population	1,361	2,099
Dwelling Unit Density[b]	14	17
Population Density[c]	55	75
University Towers East Site (TAZ[a] 3200)		
Total Population	1,544	2,009
Dwelling Unit Density[b]	33	56
Population Density[c]	124	187
San Diego State University Campus (TAZ[a] 3112)		
Major College Enrollment	34,993	39,417

Source: *SANDAG*

Footnotes:

a. TAZ = Traffic Analysis Zone

b. Dwelling Unit Density = Total Households / Total Acres

c. Population Density = Total Population / Total Acres

END OF APPENDICES