APPENDIX F: ALTERNATIVE PERFORMANCE RESULTS AND PHASING INPUTS

Kumeyaay Corridor

Alternatives

Table 1 identifies the differences between the Alternatives 1 and 2.

Table 1: Alternative 1 and 2 Comparison

Alternative 1	Alternative 2
- T2) LRT 510: Blue Line Double/Third Tracking and Grade Separations	- Exclude T2) LRT 510: Blue Line Double/Third Tracking and Grade Separations
- T3) LRT 530: Green Line Double/Third Tracking and Grade Separations	- Exclude T3) LRT 530: Green Line Double/Third Tracking and Grade Separations
- T4) LRT 520: Orange Line Double/Third Tracking and Grade Separations	- Exclude T4) LRT 520: Orange Line Double/Third Tracking and Grade Separations
- R13) SR 163 Direct Access Ramp to Fashion Valley Transit Center	- Exclude R13) SR 163 Direct Access Ramp to Fashion Valley Transit Center
- R22) I-15 Direct Access Ramp to Stadium Station	- Exclude R22) I-15 Direct Access Ramp (DAR) to Stadium Station
- T5) Mission Valley Skyway + Local Bus - Exclude T9 – Rapid Route 120	- Exclude T5) Mission Valley Skyway + Local Bus - T9) Rapid Route 120
- T20) LRT Port Transit Center to Ocean Beach - T21) Terminate Route 10 west of Old Town Transit Center - Exclude T1) Rapid Route 10	- Exclude T20) LRT Port Transit Center to Ocean Beach - Exclude T21) Terminate Route 10 west of Old Town Transit Center - T1) Rapid Route 10
- R61) I-8 Urban Corridor Segment 1[1] - R62) I-8 Urban Corridor Segment 2[2] - Exclude R1) Nimitz Boulevard/Sunset Cliffs Boulevard/I-8 Roundabout - Exclude R2) I-8 Segment 1 Managed Lanes	- Exclude R61) I-8 Urban Corridor Segment 1 - Exclude R62) I-8 Urban Corridor Segment 2 - R1) Nimitz Boulevard/Sunset Cliffs Boulevard/I-8 Roundabout - R2) I-8 Segment 1 Managed Lanes
- R9) Taylor Street Roundabout Interchange at I-8 - Exclude R8) Taylor Street Signalized Diamond Interchange at I-8	- Exclude R9) Taylor Street Roundabout Interchange at I-8 - R8) Taylor Street Signalized Diamond Interchange at I-8

[1] This project was analyzed but ultimately excluded from the Transportation Solutions.
[2] This project was analyzed but ultimately excluded from the Transportation Solutions.

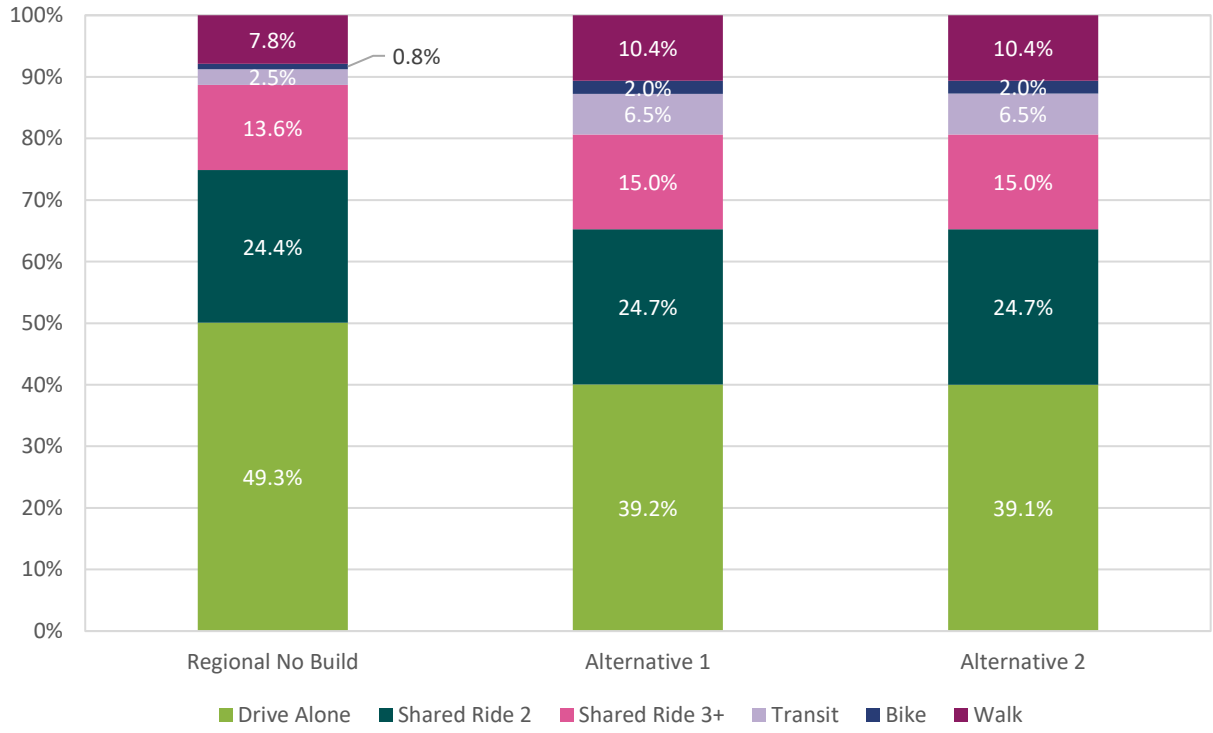
Performance Results

Transportation modeling was performed to assess the benefits and impacts of the considered Kumeyaay Corridor CMCP projects. The model outputs were analyzed for both alternatives and compared to the Regional No Build scenario[3]. The analyses assessed outcomes such as total vehicular trips, transportation mode choice, vehicle miles traveled per capita, and transit ridership projections. The model output information is provided as **Attachment 1**, while this section provides a summary of some of the key metrics.

Mode Share

Figure 1 provides a mode share comparison for all three scenarios modeled. As shown, vehicle trips (Drive Alone combined with Shared Rides) represent almost 90% of all trips under the Regional No Build scenario. The vehicular mode share is reduced to approximately 80% of trips under both Alternative 1 and 2, compared to the Regional No Build. Most of this decrease in automobile usage is generally accounted for in the decrease of single occupancy vehicle trips. The share of all trips completed by transit experienced the greatest increase, more than doubling from 2.5% of all trips under the Regional No Build to 6.5% of all trips for each alternative. The share of bike trips also doubled under the alternative scenarios. Pedestrian trip shares increased by about a third, from 7.8% under No Build conditions to 10.4% within each project alternative scenario.

Figure 1: Mode Share for All Trips

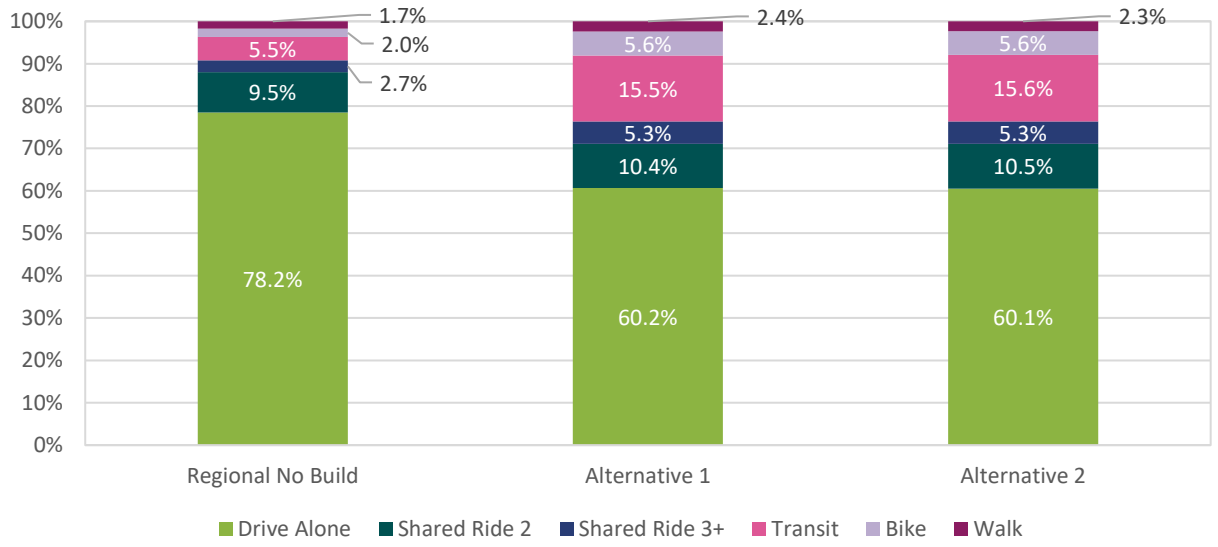


[3] SANDAG's Regional Plan includes a Vision scenario and a No Build scenario for alternatives analysis. The Vision scenario includes the proposed Regional Plan network. The No Build scenario includes only environmentally cleared projects and existing Capital Improvement Projects (CIP).

Source: SANDAG, Cambridge Systematics

The estimated future commute mode share demonstrates that both project alternatives are effective at influencing mode shift away from driving. **Figure 2** shows driving alone is reduced in both alternatives from approximately 78% to 60%. The combined non-vehicular mode share (transit, bicycling and walking) is identical between the two alternatives (23.5%), and significantly higher than the Regional No Build (9.2%). Carpooling mode share also increases in both alternatives (from about 12% to 16%).

Figure 2: Commute Mode Share

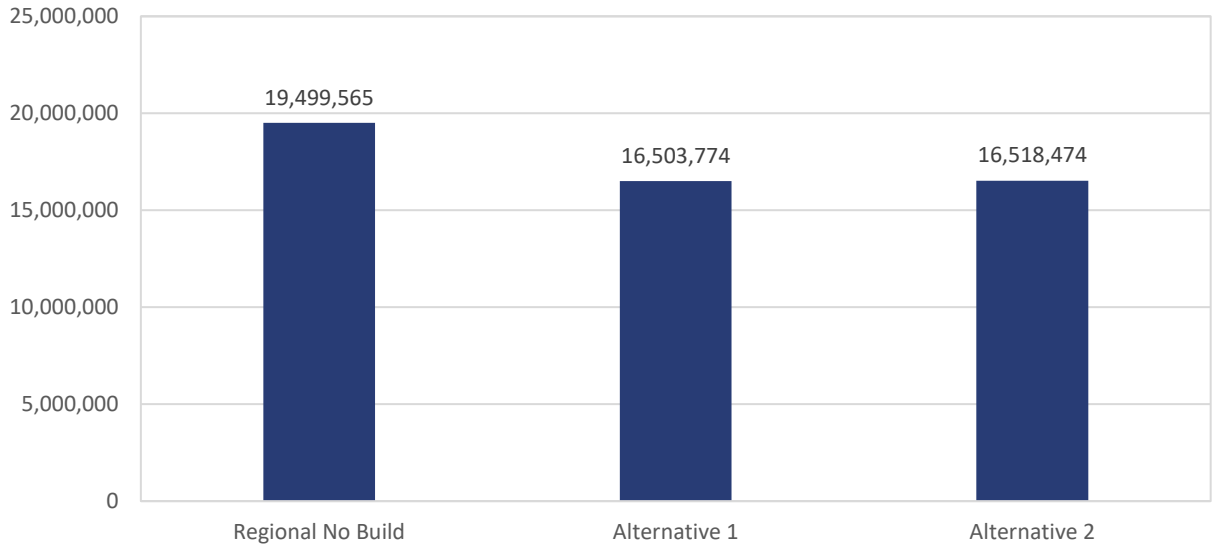


Source: SANDAG, Cambridge Systematics

Vehicle Miles Traveled

As shown in **Figure 3**, implementation of either Alternative 1 or Alternative 2 project scenarios decreases total vehicle miles traveled by approximately 3-million miles, from 19.5 million to 16.5 million, when compared to the Regional No Build scenario.

Figure 3: Vehicle Miles Traveled



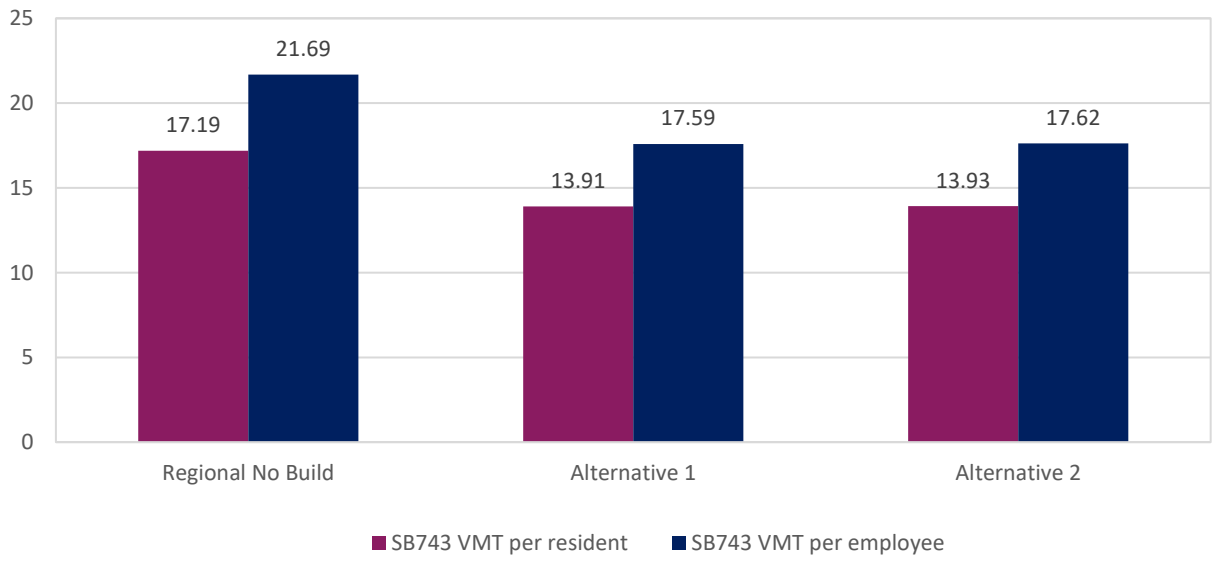
Source: SANDAG, Cambridge Systematics

Since the implementation of SB 743, vehicle miles traveled (VMT), per capita by resident and by employee, have become the primary metrics for measuring traffic-related impacts associated with a project or plan. A decrease in VMT per person would demonstrate the contribution of this effort's recommendations toward the improvement of mobility options and alternatives to driving alone, and the influence of better accessibility.

VMT per resident measures the average vehicle miles traveled made by a resident of the study area. VMT per employee measures the average vehicle miles traveled by a person employed within the study area.

As shown in **Figure 4**, total VMT by employee and by resident decreased for both alternatives decreased when compared to the Regional No Build scenario. Though the differences between the two alternatives are marginal, Alternative 1 has a slightly lower total VMT than Alternative 2 by both per capita by resident and per capita by employee.

Figure 4: Daily Vehicle Miles Traveled per Resident and Employee

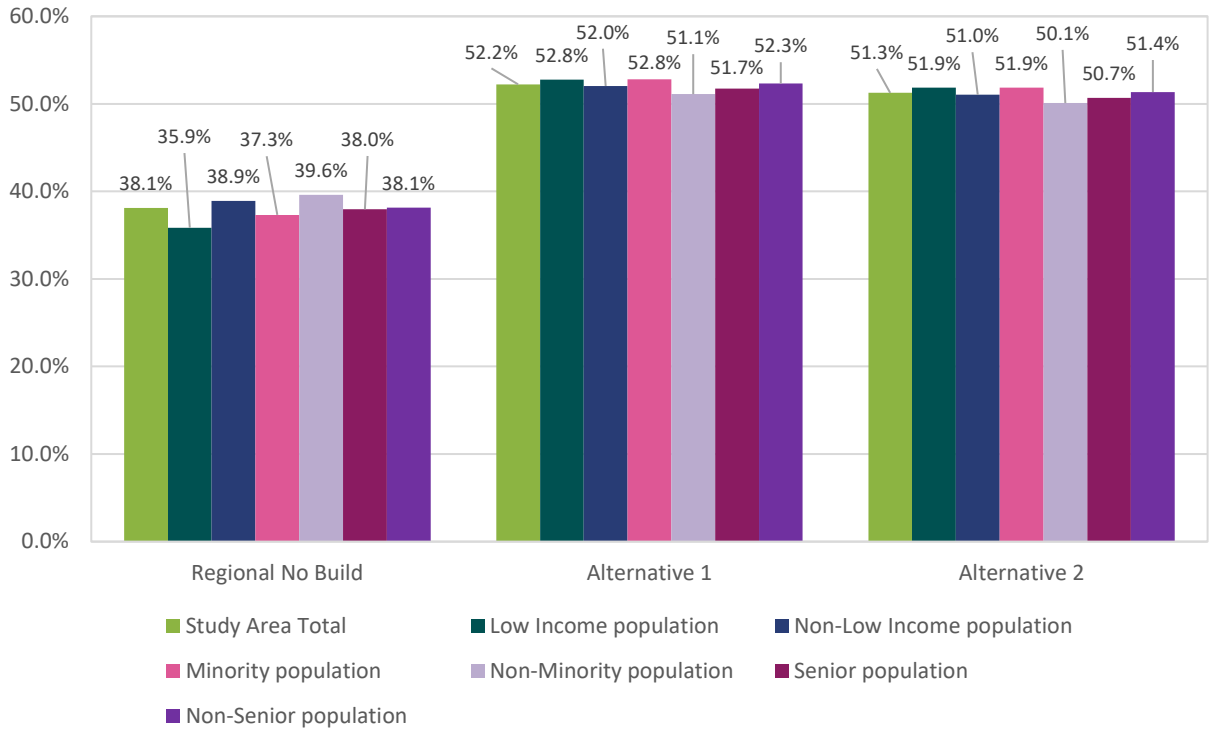


Source: SANDAG, Cambridge Systematics

Tier 1 Employment Accessibility

The average person in the study area can access about 52.2% of all Tier 1 employment center jobs in 30-minutes or less under Alternative 1 conditions, which is slightly higher than Alternative 2's 30-minute accessibility to Tier 1 employment (51.3%). Both project scenarios are a significant improvement over the Regional No Build scenario, where a person can access approximately 38.1% of all Tier 1 employment center jobs in 30 minutes or less. **Figure 5** shows the comparative accessibility among different demographic groups for each scenario. While there is generally little variability across these groupings in either project scenario, it is notable that accessibility for minorities and low-income populations improves from below average (or Study Area Total) under Regional No Build conditions to above average under both project scenarios.

Figure 5: 30-Minute Tier 1 Employment Accessibility



Source: SANDAG, Cambridge Systematics

Table 2: Final Performance Results

				Base	2050 No Build	2050 Vision	2050 I8 No Build	2050 I8 Alt 1	2050 I8 Alt 2
				2016	2050 NB	2050	2050	2050	2050
			Scenario ID		*142*	*267*	*261*	*266*	*265*
Multimodal focus	Mode Share (commute trips, all trips)	Commute Trips	Drive Alone		78.2%	60.4%	61.8%	60.2%	60.1%
			Shared Ride 2		9.5%	10.4%	11.0%	10.4%	10.5%
			Shared Ride 3+		2.7%	5.2%	5.3%	5.3%	5.3%
			Transit		5.5%	15.8%	13.8%	15.5%	15.6%
			Bike		2.0%	5.1%	4.9%	5.6%	5.6%
			Walk		1.7%	2.4%	2.5%	2.4%	2.3%
		All Trips	Drive Alone		49.3%	39.2%	39.7%	39.2%	39.1%
			Shared Ride 2		24.4%	24.6%	25.0%	24.7%	24.7%
			Shared Ride 3+		13.6%	15.1%	15.1%	15.0%	15.0%
			Transit		2.5%	6.6%	5.6%	6.5%	6.5%
			Bike		0.8%	1.9%	1.8%	2.0%	2.0%
			Walk		7.8%	10.4%	10.6%	10.4%	10.4%
	Percent Change in Mode Share (commute trips, all trips)	Commute Trips	Drive Alone			-17.8%		-1.6%	-1.7%
			Shared Ride 2			1.0%		-0.6%	-0.5%
			Shared Ride 3+			2.5%		0.0%	0.0%
			Transit			10.3%		1.7%	1.8%
			Bike			3.1%		0.7%	0.7%
			Walk			0.7%		-0.1%	-0.2%
		All Trips	Drive Alone			-10.1%		-0.5%	-0.6%
			Shared Ride 2			0.2%		-0.3%	-0.2%
			Shared Ride 3+			1.4%		-0.1%	-0.1%
			Transit			4.1%		0.8%	0.9%
			Bike			1.1%		0.2%	0.2%
			Walk			2.6%		-0.1%	-0.2%
	Mode share for short trips (3 miles or less for all trip types)	All Trips	Drive Alone		38.3%	29.1%	29.4%	29.1%	29.1%
			Shared Ride 2		23.1%	22.5%	22.6%	22.5%	22.6%
			Shared Ride 3+		13.1%	13.5%	13.6%	13.4%	13.5%
			Transit		1.3%	3.4%	2.8%	3.5%	3.4%
			Bike		1.2%	2.1%	2.0%	2.1%	2.1%
			Walk		21.2%	26.4%	26.7%	26.4%	26.4%
Multimodal focus	Person Trips (commute trips, all trips)	Commute Trips	Drive Alone		357,855	263,555	269,236	262,367	261,404
			Shared Ride 2		43,333	45,503	47,863	45,210	45,535
			Shared Ride 3+		12,511	22,908	23,077	22,962	22,858
			Transit		25,154	68,755	59,938	67,306	67,595

				Base	2050 No Build	2050 Vision	2050 I8 No Build	2050 I8 Alt 1	2050 I8 Alt 2
				2016	2050 NB	2050	2050	2050	2050
			Scenario ID		*142*	*267*	*261*	*266*	*265*
			Bike		9,055	22,314	21,256	24,394	24,162
			Walk		7,820	10,362	10,890	10,418	10,171
			Total		457,572	436,383	435,305	435,585	434,690
		All Trips	Drive Alone		2,514,472	1,952,972	1,974,678	1,948,873	1,944,791
			Shared Ride 2		1,244,745	1,227,068	1,242,104	1,226,671	1,228,628
			Shared Ride 3+		695,361	750,366	752,411	748,315	746,740
			Transit		128,755	328,037	280,744	322,648	324,317
			Bike		43,252	94,862	90,488	101,555	100,532
			Walk		396,222	518,192	525,876	518,871	517,152
			Total		5,098,792	4,978,736	4,973,462	4,974,480	4,969,162
	Person Trips for short trips (3 miles or less for all trip types)	All Trips	Drive Alone		715,864	572,092	578,302	572,067	569,343
			Shared Ride 2		431,276	440,766	444,638	441,850	442,943
			Shared Ride 3+		244,255	265,798	266,784	263,987	263,615
			Transit		25,087	66,852	55,152	68,950	67,069
			Bike		22,935	41,176	40,054	41,885	41,439
			Walk		396,222	518,192	525,876	518,871	517,152
			Total		1,870,268	1,962,858	1,968,725	1,965,738	1,959,363
Economic development and goods movement	Percent of residents that can access tier 1 & 2 employment centers or higher education within 30 and 45 minutes (Social Equity Analysis)	Tier 1 Employment Center - 30min	Study Area Total		38.1%	56.6%	46.6%	52.2%	51.3%
			Low Income population		35.9%	59.5%	44.9%	52.8%	51.9%
			Non-Low Income population		38.9%	55.6%	47.1%	52.0%	51.0%
			Minority population		37.3%	57.4%	46.7%	52.8%	51.9%
			Non-Minority population		39.6%	55.0%	46.3%	51.1%	50.1%
			Senior population		38.0%	55.8%	46.7%	51.7%	50.7%
			Non-Senior population		38.1%	56.7%	46.6%	52.3%	51.4%
		Tier 2 - 30min	Study Area Total		89.4%	93.1%	91.0%	92.9%	92.9%
			Low Income population		92.2%	95.2%	93.6%	95.2%	95.1%
			Non-Low Income population		88.4%	92.3%	90.2%	92.2%	92.1%
			Minority population		89.8%	93.7%	91.6%	93.6%	93.5%
			Non-Minority population		88.7%	91.9%	90.0%	91.7%	91.7%

				Base	2050 No Build	2050 Vision	2050 I8 No Build	2050 I8 Alt 1	2050 I8 Alt 2
				2016	2050 NB	2050	2050	2050	2050
		Scenario ID			*142*	*267*	*261*	*266*	*265*
			Senior population		89.0%	92.8%	90.8%	92.7%	92.6%
			Non-Senior population		89.4%	93.1%	91.1%	93.0%	92.9%
		Higher Education - 30min	Study Area Total		75.1%	83.1%	79.8%	83.9%	82.2%
			Low Income population		79.6%	87.1%	84.2%	87.6%	86.2%
			Non-Low Income population		73.5%	81.8%	78.3%	82.6%	80.8%
			Minority population		77.7%	85.8%	82.6%	86.2%	84.8%
			Non-Minority population		70.1%	78.0%	74.5%	79.5%	77.2%
			Senior population		73.7%	82.2%	78.8%	83.2%	81.3%
			Non-Senior population		75.3%	83.3%	80.0%	84.0%	82.4%
		Tier 1 Employment Center - 45min	Study Area Total		62.1%	84.6%	68.2%	72.1%	72.2%
			Low Income population		63.2%	87.0%	69.3%	72.4%	72.4%
			Non-Low Income population		61.7%	83.7%	67.8%	72.0%	72.1%
			Minority population		62.3%	85.6%	69.1%	73.1%	73.1%
			Non-Minority population		61.6%	82.6%	66.4%	70.3%	70.4%
			Senior population		61.3%	84.3%	67.7%	71.9%	71.9%
			Non-Senior population		62.2%	84.6%	68.2%	72.2%	72.2%
		Tier 2 - 45min	Study Area Total		94.7%	95.9%	95.5%	95.9%	95.9%
			Low Income population		96.5%	97.3%	97.1%	97.3%	97.3%
			Non-Low Income population		94.0%	95.4%	94.9%	95.4%	95.4%
			Minority population		95.1%	96.4%	96.0%	96.4%	96.4%
			Non-Minority population		93.8%	94.9%	94.5%	94.9%	94.9%
			Senior population		94.3%	95.7%	95.3%	95.7%	95.7%
			Non-Senior population		94.7%	95.9%	95.5%	95.9%	95.9%
		Higher Education - 45min	Study Area Total		92.7%	95.3%	94.0%	95.3%	95.3%
			Low Income population		95.1%	97.0%	96.1%	96.9%	96.9%
			Non-Low Income population		91.9%	94.7%	93.2%	94.7%	94.7%
			Minority population		93.9%	95.9%	95.1%	95.9%	95.9%
			Non-Minority population		90.6%	94.1%	91.9%	94.1%	94.1%
			Senior population		92.1%	95.1%	93.5%	95.1%	95.0%
			Non-Senior population		92.8%	95.3%	94.1%	95.3%	95.3%
	Freight - Average amount of time in congestion	All day - All Heavy Duty (HHD + MHD + LHD)	Highway (SHS)		1,469	1,605	884	1,587	1,616
			Arterial		4,134	2,753	3,484	2,761	2,708
			Total		5,603	4,358	4,368	4,348	4,324
		AM and PM peak - All Heavy Duty (HHD + MHD + LHD)	Highway (SHS)		981	835	576	827	842
			Arterial		1,690	1,069	1,306	1,051	1,032
			Total		2,671	1,903	1,882	1,878	1,874

				Base	2050 No Build	2050 Vision	2050 I8 No Build	2050 I8 Alt 1	2050 I8 Alt 2
				2016	2050 NB	2050	2050	2050	2050
Scenario ID					*142*	*267*	*261*	*266*	*265*
System operations and congestion relief	Daily Vehicle hour delay by vehicle class	All Day	SOV		159,432	89,499	92,735	90,908	89,710
			HOV		46,643	31,593	33,293	32,243	31,855
			Bus		475	711	478	727	706
		AM and PM peak	SOV		96,976	49,309	51,317	50,203	49,409
			HOV		27,730	17,207	18,524	17,539	17,291
			Bus		222	333	212	342	330
	Daily vehicle delay per capita (min)				14.7	8.8	9.1	8.9	8.8
Low-income and disadvantaged community focus	Percentage of population within 0.5 miles of high frequency transit stop (Social Equity Analysis)	Study Area Total			55.9%	78.6%	58.3%	78.1%	78.0%
		Low Income population			62.8%	83.7%	65.3%	83.3%	83.2%
		Non-Low Income population			53.3%	76.7%	55.7%	76.2%	76.1%
		Minority population			57.5%	80.0%	60.0%	79.6%	79.5%
		Non-Minority population			52.9%	75.8%	54.8%	75.2%	75.2%
		Senior population			54.7%	77.8%	57.5%	77.3%	77.2%
		Non-Senior population			56.1%	78.7%	58.4%	78.2%	78.2%
	Accessible investments in disadvantaged communities (investment amount or percent)								
Reduce greenhouse gas emissions and Vehicle Miles Traveled (VMT)	Daily VMT	Study Area Total			19,499,565	16,608,451	16,932,301	16,503,774	16,518,474
		SB743 VMT per resident			17.19	13.96	14.17	13.91	13.93
		SB743 VMT per employee			21.69	17.61	18.04	17.59	17.62
		Lane Mile			7,121	5,809	6,294	5,971	5,964
	Greenhouse Gas (GHG) Emissions	Study Area Total							
Improve air quality and public health	On-road smog-forming pollutants (pounds/day) per capita (ROG, NOx) (summer)	ROG							
		Nox							
	Average PM 2.5 exposure	Study Area Total							
	Near-roadway population exposure (social equity analysis)	Study Area Total			5.8%	2.2%	1.4%	1.2%	1.1%
		Low Income population			5.9%	1.9%	1.5%	1.0%	1.2%
		Non-Low Income population			5.8%	2.3%	1.4%	1.3%	1.0%
		Minority population			5.8%	2.1%	1.3%	1.2%	1.1%
		Non-Minority population			5.8%	2.5%	1.6%	1.1%	1.0%
		Senior population			6.0%	2.3%	1.3%	1.2%	1.0%
		Non-Senior population			5.8%	2.2%	1.4%	1.2%	1.1%
		Pedestrian			655,202	870,307	855,236	865,849	866,667

				Base	2050 No Build	2050 Vision	2050 I8 No Build	2050 I8 Alt 1	2050 I8 Alt 2
				2016	2050 NB	2050	2050	2050	2050
		Scenario ID			*142*	*267*	*261*	*266*	*265*
Active transportation and micromobility	Bicycle and pedestrian miles traveled	Bicycle			161,419	488,860	451,587	555,526	551,541
	Percent of the population engaged in 20 minutes or more of transportation related physical activity				20.9%	30.3%	29.5%	30.4%	30.3%
Improve jobs-housing balance	Population in multifamily residences within 0.25 miles of a transit stop	Number			415,742	439,274	425,539	440,641	436,060
		Percent			86.5%	90.2%	87.4%	90.5%	89.6%
	Average peak commute time to work (min)	Drive Alone			25.6	22.5	22.6	22.8	22.8
		Shared Ride 2			23.7	20.6	20.8	20.9	20.9
		Shared Ride 3+			23.8	20.2	20.5	20.7	20.6
		Transit			57.3	47.2	52.8	48.8	49.1
		Bike			28.1	27.4	27.2	29.4	29.2
		Walk			25.4	23.8	23.8	23.2	23.9
Increase supply of affordable housing	Multifamily housing within 0.5 miles of high frequency transit	Number			172,458	211,922	188,367	211,922	211,922
		Percent			80.6%	95.2%	84.6%	95.2%	95.2%
System operations and congestion relief	Corridor Total Person Throughput (screen lines) by Private Vehicle	Screen line 1	N/A						
		Screen line 2	N/A						
		Screen line 3	N/A						
		Screen line 4	N/A						
		Screen line 5	N/A						
		Screen line 6	N/A						
	Corridor Total Person Throughput (screen lines) by Transit	Screen line 1	N/A						
		Screen line 2	N/A						
		Screen line 3	N/A						
		Screen line 4	N/A						
		Screen line 5	N/A						
		Screen line 6	N/A						

The remainder of this appendix documents the inputs used to establish the initial phasing designations.

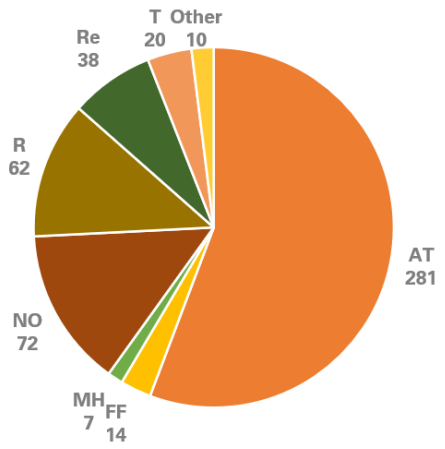
Solutions Screening

The Task 4 efforts to identify, develop, and screen potential solutions (projects, strategies, actions, etc.) has generated several hundred solutions. A simplified form of the performance evaluation framework has been applied that relied on Cambridge Systematics' sketch planning tool and distilling the screening assessment to a single aggregated score based on the five main assessment categories (accessibility, efficiency, air quality, multimodal, and safety).

This memo builds off the November 2022 Performance-Based Evaluation Framework memo, and readers are referred back to that document for more background.

Each solution was assigned a unique identifier combining one of the following category codes and a sequence number:

- AT (active transportation)
- FF (flexible fleets)
- MH (mobility hub)
- NO (Next OS)
- R (roadway)
- Re (resilience)
- T (transit)
- Other



Solution Category Distribution

In total, stakeholders including the Project Development Team and consultant team defined and screened about 500 different solutions. The chart at right illustrates the distributions of these by the categories.

To keep organized, all defined solutions were compiled into a single table. The information for each solution included: Category (per the list just above), ID (the Category plus a number), a short Name, a Description, Type and Subtype, Notes as needed, and a From and To limit.

Sketch Planning Tool

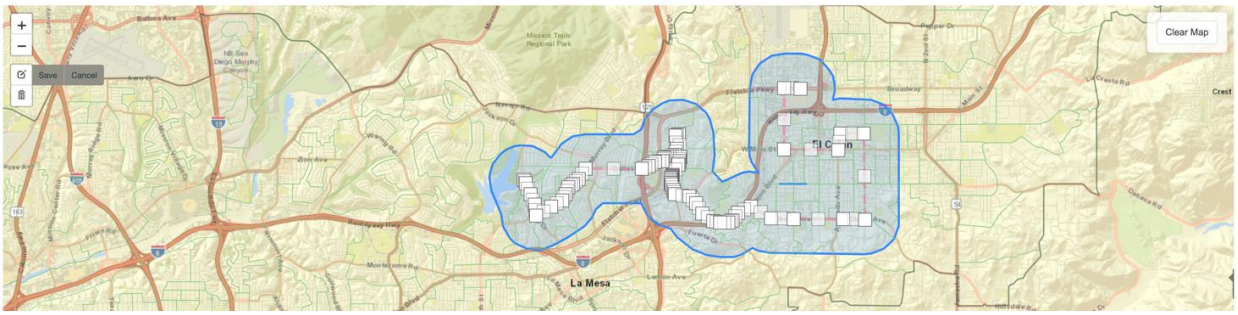
The streamlined Sketch Planning Tool is an interactive browser-based application for identifying the most promising solutions based on systemic impacts on local and regional travel patterns. This offers a high level of flexibility for different project types and enables a sketch level for project scenario testing.

The tool is built using a combination of SANDAG's Activity Based Model (ABM) data and LOCUS Origin-Destination Data. The geographical resolution is at the block-group level – consistent with the trip flows in the LOCUS data. Travel time information (skims by mode) is extracted from the SANDAG ABM. Since transit trip data is not included in the LOCUS data, mode share information from the ABM is applied to the total trips in LOCUS to estimate transit trips. Mode choice coefficients, also from the ABM, are used to calculate shifts in mode share before and after a project implementation.

The tool allows the scoring of different projects on the fly within a few minutes as opposed to running the ABM which takes several hours.

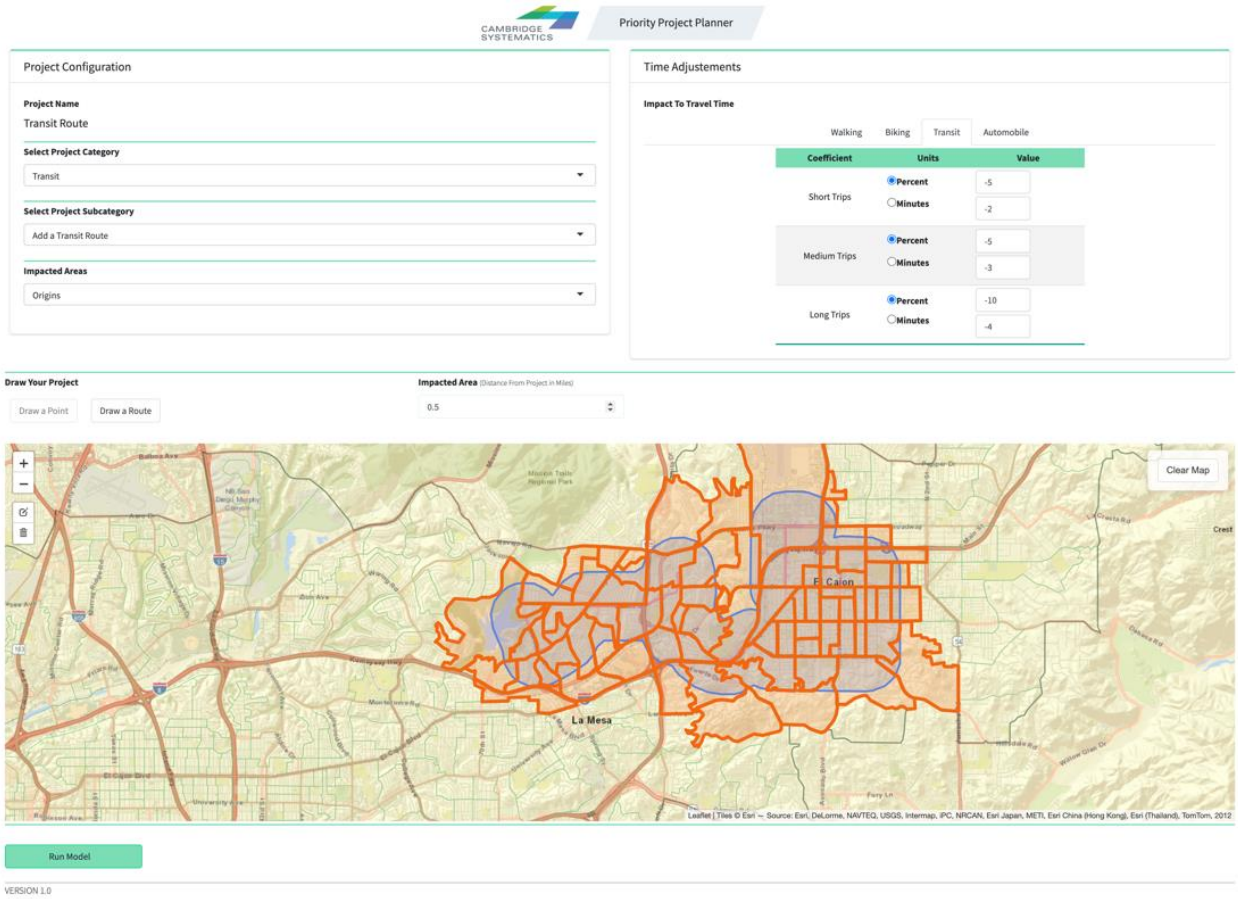
When a project is coded, the tool allows the user to identify which origins and/or destination skims are affected and how they are affected. The skims can be changed for short, medium, and long trips separately, and by percentage change or magnitude of change (in minutes). Based on this selection, the skims are updated, and the mode shifts calculated. The tool takes into account trips by different purposes (work and non-work trips) and mode (auto, bike, walk, and transit). The tool does not consider the effect of induced trips, i.e., total trips before and after project implementation are the same.

Figure 1: Sketch Planning Tool: Example of Editing Project Extents



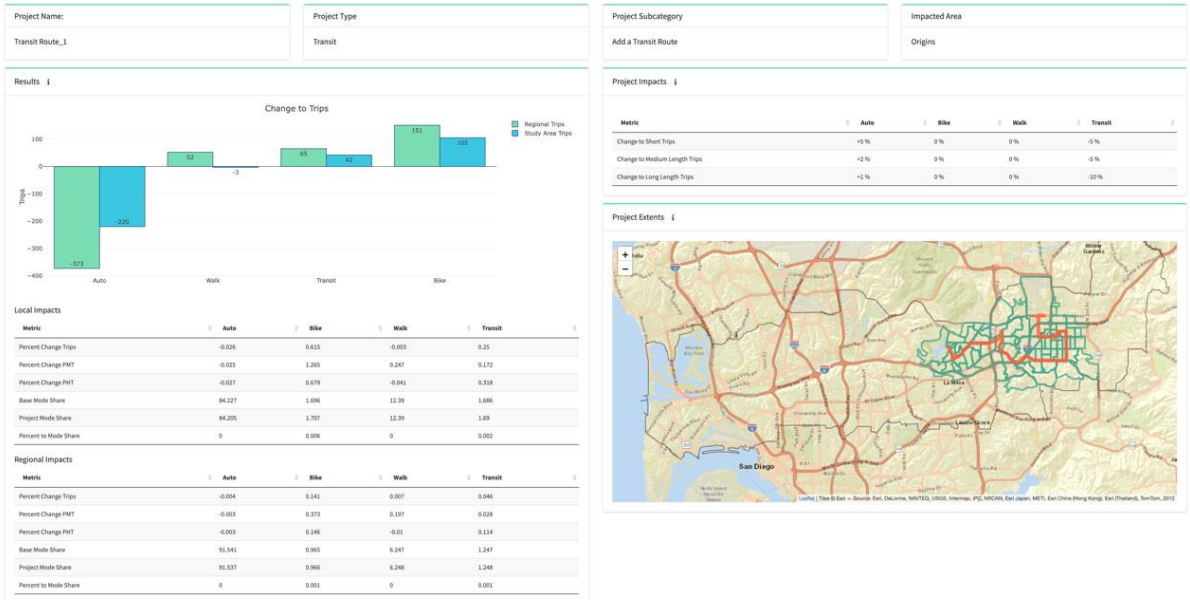
The Tool accommodates several different project categories, each with at least one subcategory. Examples include highway improvement, superblocks, bridges, walkways or bikeways, transit stops, or transit routes. Users are able to select which trips are impacted, whether by origins or destinations, internal or external to project area, or any combination of those. Highway improvement project impact area is based on select link assignment as opposed to a buffer-based approach. This is because trips on highways do not necessarily begin or end around the highway link but can be from very distant zones. Several pre-run select link assignment results are extracted from the ABM to identify the origins and destinations impacted by improvements on these links. The limitation of the tool is that only highway improvements on these pre-defined select links can be analyzed. However, new select links can be added by running select link assignments using the ABM.

Figure 2: Sketch Planning Tool: Project Configuration Example



Each solution was entered into the Sketch Planning Tool and configured as closely as possible. The results of the project scenario tests can be reviewed dynamically within the application and saved for the analyst to share progress among team members and review externally in Excel. The outputs of the of the tool are discussed in more detail in Section *Assessment Ratings*.

Figure 3: Sketch Planning Tool: Example of Project Impacts



Assessment Ratings

The five main categories align with the assessment framework previously documented. For purposes of solution screening, three are based on the values from the Tool output as a proxy, and two are qualitative.

- Accessibility: qualitative based on access to opportunities and basic needs via transit or active transportation
- Efficiency: based on automobile PHT
- Air Quality: based on automobile PMT
- Multimodal: combination of bike and walk trips, transit trips, bike and walk mode share, and transit mode share
- Safety: qualitative assessment of reduced fatalities, serious injuries, or VRU incidents

The Sketch Planning Tool outputs used in this analysis included the following (each is expressed as a percent change):

- Bike and Walk Trips
- Transit Trips
- Auto Person-Miles Traveled (PMT)
- Auto Person-Hours Traveled (PHT)
- Bike and Walk Mode Share
- Transit Mode Share

The numeric Tool outputs are converted to a 0-3 score based on quartile, and these provide values for Efficiency, Air Quality, and Multimodal. The qualitative rubric for Accessibility and Safety is summarized in the following table.

Table 2: Assessment Rubric

Assessment Rubric		
Score	**Description**	**Examples**
0 (No or unknown benefit)	No benefits expected with the project improvement; not applicable to the type of project	
1 (Minimal)	Corresponds to spot treatments, area amenities, nonspecific / minor improvements	Broadcast traveler information, bike / ped treatments like lighting, curbs; roadway reconfiguration (no capacity additions-physical or dynamic); transit station area improvements; class III bikeways; bike boulevards; static signage
2 (Moderate)	Could involve an operational improvement, or infrastructure that is shared (not dedicated); could involve ITS / technology	Interchange improvements, new aux lane, traffic signal improvements, signal optimization, dynamic flex lanes, Class II or IV bikeways, shared-use paths, flex fleets, mobility hubs
3 (Maximum)	Generally corresponds to an improvement of the highest magnitude, i.e., dedicated infrastructure, physical capacity	Managed Lanes, direct connectors, Class I bikeways, dedicated walkways, a new dedicated transit lane; new transit station; new bridge connection;

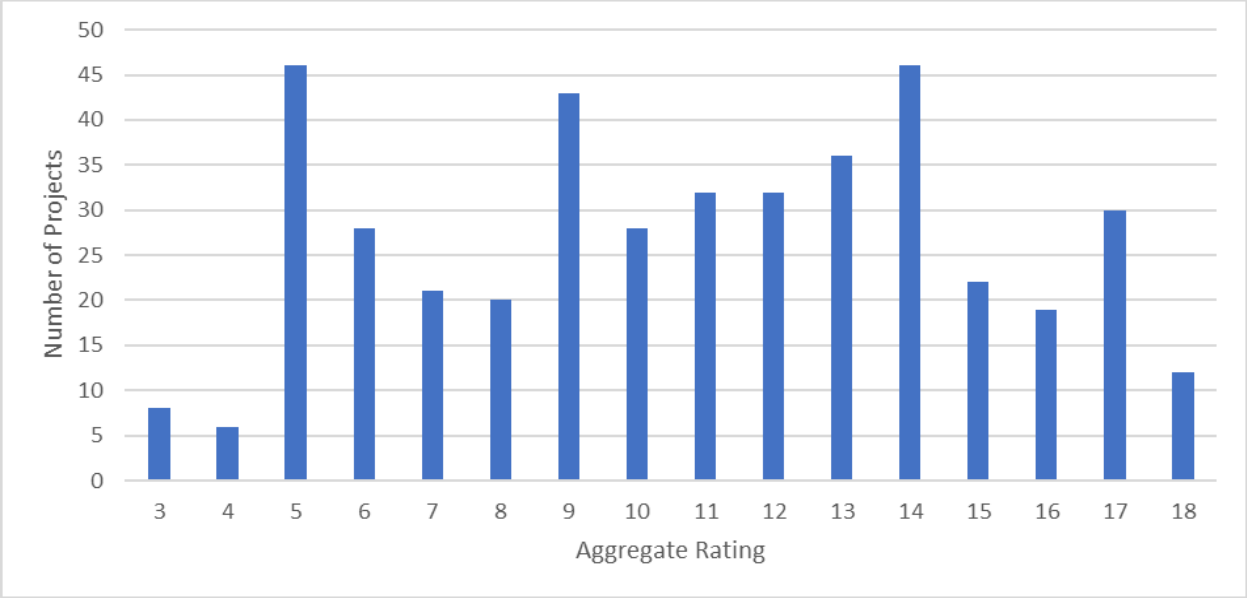
Screening results are provided in a separate spreadsheet file title “Kumeyaay TSS Matrix” with a version number. An example excerpt is shown in Figure 4.

Figure 4: TSS Matrix Excerpt Example

Sketch Planning Outputs						Scoring (0, 1, 2, or 3)							Assessment				
Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Transit Mode Share	Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Transit Mode Share	**Total Aggregrated**	**Accessibility**: Basic Needs, Opportunities, and Bike/Ped	**Efficiency**: PHT by Auto	**Air Quality**: PMT by Auto	**Multimodal**: Change in Non-Auto Mode Share and Trips	**Safety**: Qualitative Assessment
0.39	-1.27	-0.02	-0.04	0.06	-0.02	3	0	3	3	3	0	15	3	3	3	3	3
0.14	-0.94	-0.01	-0.02	0.02	-0.01	1	0	2	3	1	0	8	1	3	2	1	1
0.14	-0.97	-0.01	-0.02	0.02	-0.02	1	0	1	3	1	0	9	2	3	1	1	2
-0.05	-0.71	0.00	0.00	-0.01	-0.01	0	0	0	1	0	0	3	1	1	0	0	1
0.20	-0.39	-0.01	-0.02	0.03	-0.01	2	0	2	3	2	0	11	2	3	2	2	2
-0.01	-0.07	0.01	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1
0.24	-1.07	-0.01	-0.02	0.03	-0.02	2	0	3	3	2	0	14	3	3	3	2	3

The resulting ratings within each of the five categories range from 0 to 3, and the resulting aggregate ratings for the hundreds of solutions screened are a sum ranging from 3 to 18. The median is 11, and the mean is 10.8.

Figure 5: Screening Results Distribution



Formulating Scenarios

The next step remains unchanged. With ratings for the hundreds of potential solutions, the Project Development Team is collaborating to formulate alternative scenarios to be fully evaluated.

Recently Updated Projects

During review of the myriad solutions and the screening process, the team defined new or revised projects. These are included in the online Data Viewer and in TSS Matrix Sketch Planning Results file on SANDAG's SharePoint.

- R61 & R62 – These projects would convert I-8 from a freeway into an urban corridor that facilitates connectivity for all modes, enhances access to the San Diego River and Bike Path, offers new connections to adjacent streets and destinations such as the Sports Arena site. These would include at-grade intersections at I-8 / Mission Bay Drive / Sports Arena Boulevard and I-8 / Hancock Street / Kurtz Street in lieu of the proposed DAR (project R2). The eastbound lanes of I-8 would be vacated offering new opportunities, such as a new linear park and/or the creation of new parcels for development.[4]
- T5 – Skyway – southern terminus revised from 6th / Washington to 6th / University.
- T20 – Light Rail Transit from Port Transit Center to Ocean Beach – Consistent with an option from the Central Mobility Hub CMCP, a proposed spur light rail transit line from the Port Transit Center to Ocean Beach with stations at the Port Building, Noell Street, NAVWAR, Rosecrans, Sports Arena, Midway Towne Center, and Sunset Cliffs Boulevard.
- AT305 – Spring Street Class I – Project extended southwards to reach La Mesa Boulevard Station (Orange Line) via Nebo Drive and Date Avenue.
- AT135 – Project revised from Class II to continue the Class IV Cycle Track along Lake Murray Boulevard / 70th Street from Parkway Drive to Saranac Street. This results in the removal of project AT4, a Class I along 70th Street from Alvarado Road to Saranac Street, however, the cycle track will further separate the sidewalk from vehicular traffic.
- AT319 and AT320 – Completes gaps in the existing University Avenue Class II through City Heights.

Proposed Modeling Approach

In addition to the baseline and no-build, scenario evaluation includes analysis of data from the ABM, a fuller evaluation of performance measures, considerations of estimated costs and resource constraints, and an outlined phased implementation over the short-, medium-, and long-term.

Three full scenarios were run, utilizing a forecast year of 2050. One is the Corridor No Build, consisting of the Regional Plan improvements only outside of the study area. The other two are Alternative 1 and Alternative 2. Both Alternatives will include all active transportation, ITS, resilience, mobility hub, and flex fleet recommendations. They will differ in the roadway and transit solution recommendations. Alternatives formulation included consideration of a) mutually exclusive projects, i.e., those that cannot coexist with one another for technical or practical reasons, and b) potential exclusions due to high cost.

[4] These projects were analyzed but ultimately excluded from the Transportation Solutions.

Nine key projects were identified to differ between Alternatives 1 and 2. The nine projects are proposed to be separated by comparing results from the Sketch Planning Tool, with the higher ranking projects going into Alternative 1 and lower into Alternative 2. This approach was discussed at and agreed upon during the January 2023 PDT meeting. The table below identifies the proposed nine variations.

Table 3: Scenario Alternatives

Scenario Alternatives		
	Alternative 1	**Alternative 2**
1	Blue Line Grade Separation @ Taylor (T2, Score = 6)	Exclude T2
2	Green Line Triple Track (T3, Score = 9)	Exclude T3
3	Orange Line Triple Track (T4, Score = 9)	Exclude T4
4	I-15 Direct Access Ramp (R22, Score = 5)	Exclude R22
5	Friars Road & Fashion Valley Road Transit Priority (R55, Score = 8) + SR 163 Direct Access Ramp (R13, Score = 10)	Friars Road & Fashion Valley Road Transit Priority (R55, Score = 8)
6	Skyway (T5, Score = 8) + Local Bus	Rapid Route 120 (T9, Score = 7)
7	LRT: PTC to OB (T20, Score = 8) + Truncate Rapid Route 10 (T1, Score = 7) west of Old Town	Full Rapid Route 10 (T1, Score = 7)
8	I-8 Urban Corridor (R61 & R62, Score = 12 & 12)[5]	I-8 Freeway + DAR (R1 & R2, Score = 4 & 4)
9	Taylor Street Roundabout Interchange (R9, Score = 7)	Taylor Street Signalized Diamond Interchange (R8, Score = 6)

Note: Project Matrix ID noted in parenthesis along with Sketch Planning Analysis Score

Scenario Evaluation Results

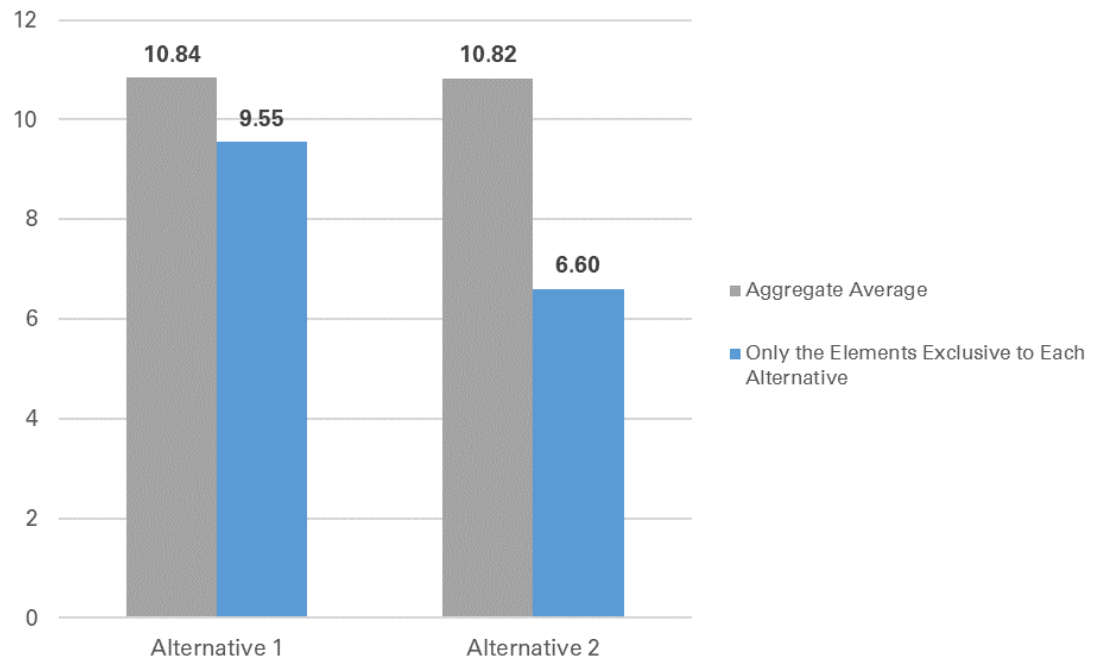
The Alternative 1 and Alternative 2 scenarios were evaluated and compared using a cost-effectiveness index. The index normalizes the total aggregate rating across the five categories by the total capital cost of the project. The resulting index value provides an indication of cost-effectiveness that compares the potential benefits in achieving regional sustainability goals to the capital expenditures to construct the improvements.

The cost-effectiveness index is converted to a 1-3 score, based on bins of lowest third, middle third, and top third. The total aggregate rating and the cost-effectiveness score are combined to calculate a total Aggregate Screening Score. Where project cost estimates were available to determine the cost-effectiveness index, the Aggregate Screening Score was calculated for the projects under Alternative 1 and Alternative 2. Cost estimates were provided for 429 projects, and 11 of those projects are unique to Alternative 1 and 5 are unique to Alternative 2.

[5] This project was analyzed but ultimately excluded from the Transportation Solutions.

The chart below compares the Aggregate Screening Score for all projects under each scenario, and the projects exclusive to each alternative. The average aggregate score for Alternative 1 is 10.84 compared to 10.82 for Alternative 2. The projects exclusive to Alternative 1 have a higher aggregate average score of 9.55 compared to 6.6 for projects exclusive to Alternative 2.

Figure 6: Aggregate Screening Score Comparison



The chart below provides a comparison of the average aggregate rating by category for all the projects evaluated for Alternative 1 and Alternative 2. Alternative 1 was rated higher than Alternative 2 in the categories of Accessibility, Multimodal, and Safety. Alternative 2 was rated higher in the Efficiency, and Cost-Effectiveness categories. Both alternatives had the same rating in the Air Quality category.

Figure 7: Evaluation Scores by Performance Measurement Category

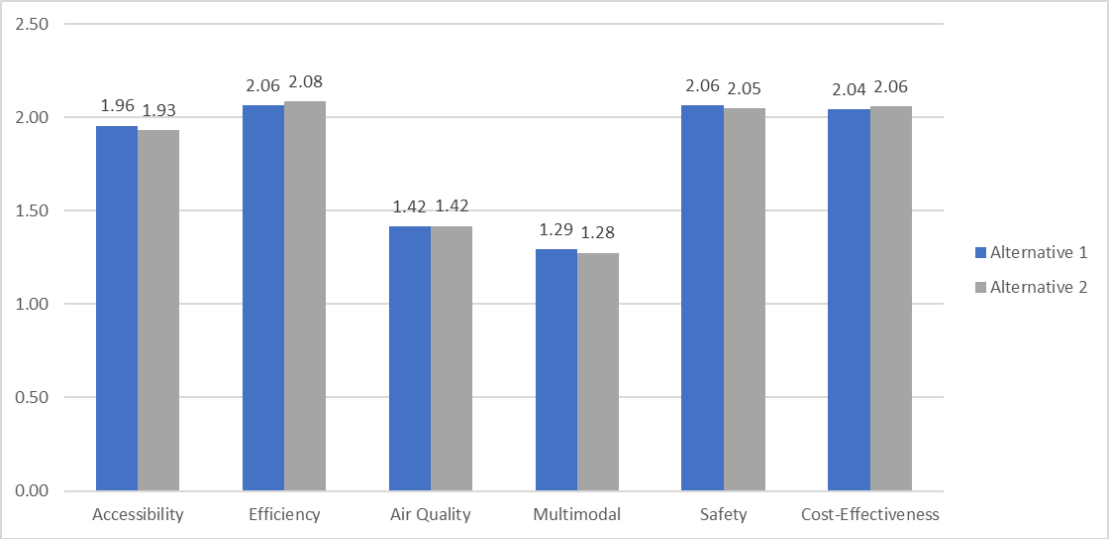


Table 4: Screening Matrix Summary

			Sketch Planning Outputs						Scoring (0, 1, 2, or 3)							Assessment									
ID	**Name**	**Cost ($k)**	Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Mode Share	Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Mode Share	Aggregate Score	**Accessibility**: Basic Needs, Opportunities, and	**Efficiency**: PHT by Auto	**Air Quality**: PMT by Auto	**Multimodal**: Change in Non-Auto Mode Share	**Safety:** Qualitative Assessment	Alt 1	Alt 2	**Cost Effectiveness Index**	**Cost Effectiveness Score**	**Final Aggregated**
R1	Nimitz Boulevard / Sunset Cliffs Boulevard / I-8	$10,824							0	0	0	0	0	0	4	1	1	1	0	1		✓	0.4	1	5
R2	I-8 Segment 1	$14,580	-0.01	-0.01	0.00	0.00	0.00	0.00	0	0	0	0	0	0	4	0	3	0	0	1		✓	0.3	1	5
R3	Addition of I-8/I-5 Freeway-Freeway Connection	$153,900	-0.01	-0.01	0.00	0.00	0.00	0.00	0	0	0	0	0	0	8	0	3	3	0	2	✓	✓	0.1	1	9
R4	I-8 to I-5 Managed Lane Connector project	$272,700	-0.01	-0.01	0.01	0.00	0.00	0.00	0	0	0	0	0	0	8	0	3	3	0	2	✓	✓	0.0	1	9
R5	I-8 to I-5 Managed Lane Connector project	$272,700	-0.01	-0.01	0.01	0.00	0.00	0.00	0	0	0	0	0	0	8	0	3	3	0	2	✓	✓	0.0	1	9
R6	I-8 Segment 2	$241,650	-0.03	-0.02	0.01	0.01	-0.01	0.00	0	0	0	0	0	0	4	0	3	0	0	1	✓	✓	0.0	1	5
R7	Morena Boulevard Ramp Removal at I-8	$9,385	0.01	-0.82	0.00	-0.01	0.00	-0.01	0	0	0	1	0	0	5	2	1	0	1	1	✓	✓	0.5	1	6
R8	Taylor Street Diamond Interchange at I-8	$61,841	-0.01	-0.01	0.01	0.00	0.00	0.00	0	0	0	0	0	0	6	1	1	1	1	2		✓	0.1	1	7
R9	Taylor Street Roundabout Interchange at I-8	$68,755	-0.01	-0.01	0.01	0.00	0.00	0.00	0	0	0	0	0	0	7	1	1	1	1	3	✓		0.1	1	8
R10	Hotel Circle one-way couplet reconfigured I-8 interchange ramps	$42,425	-0.02	-0.01	0.01	0.01	0.00	0.00	0	0	0	0	0	0	7	1	2	2	0	2	✓	✓	0.2	1	8
R12	SR-163 and I-8 Interchange Concept	$42,919	-0.02	-0.01	0.01	0.01	0.00	0.00	0	0	0	0	0	0	8	0	3	2	0	3	✓	✓	0.2	1	9
R13	SR-163 Direct Access Ramp (DAR)	$112,083	-0.01	0.03	0.00	0.00	0.00	0.00	0	0	0	0	0	0	10	3	1	1	3	2	✓		0.1	1	11
R14	Mission Center Road and I-8 Interchange Concept	$93,736	0.00	0.00	0.01	0.00	0.00	0.00	0	0	0	0	0	0	8	2	3	1	0	2	✓	✓	0.1	1	9
R15	Diverging Diamond Interchange (DDI) at Texas Street/Qualcomm Way and I-8	$62,616	-0.02	-0.01	0.01	0.01	0.00	0.00	0	0	0	0	0	0	8	2	3	0	0	3	✓	✓	0.1	1	9
R16	I-8 to I-805 Managed Lane Connector project	$272,700	-0.02	-0.01	0.01	0.01	-0.01	0.00	0	0	0	0	0	0	8	0	3	3	0	2	✓	✓	0.0	1	9
R17	I-8 to I-805 Managed Lane Connector project	$272,700	-0.01	0.00	0.01	0.01	0.00	0.00	0	0	0	0	0	0	8	0	3	3	0	2	✓	✓	0.0	1	9
R18	I-8 to I-805 Managed Lane Connector project	$272,700	-0.02	-0.01	0.01	0.01	0.00	0.00	0	0	0	0	0	0	8	0	3	3	0	2	✓	✓	0.0	1	9
R19	I-8 to I-805 Managed Lane Connector project	$272,700	-0.02	-0.01	0.01	0.01	0.00	0.00	0	0	0	0	0	0	8	0	3	3	0	2	✓	✓	0.0	1	9
R20	I-8 Segment 3	$217,350	-0.05	-0.04	0.03	0.02	-0.01	0.00	0	0	0	0	0	0	4	0	3	0	0	1	✓	✓	0.0	1	5
R21	Fenton Parkway	$50,415							0	0	0	0	0	0	8	2	2	3	1	0	✓	✓	0.2	1	9
R22	I-15 Direct Access Ramp (DAR)	$53,589	-0.01	0.03	0.00	0.00	0.00	0.00	0	0	0	0	0	0	5	3	0	0	1	1	✓		0.1	1	6
R23	I-15 and I-8 Managed Lane Connectors	$267,300	-0.02	-0.01	0.01	0.01	0.00	0.00	0	0	0	0	0	0	8	0	3	3	0	2	✓	✓	0.0	1	9
R24	Alvarado Canyon Road Realignment Project	$27,456	-0.02	-0.01	0.01	0.01	0.00	0.00	0	0	0	0	0	0	6	2	2	0	0	2	✓	✓	0.2	1	7
R25	Reconfiguration of the College Avenue interchange. Alt A		-0.02	-0.01	0.01	0.01	0.00	0.00	0	0	0	0	0	0	6	2	1	1	0	2	✓	✓			

			Sketch Planning Outputs						Scoring (0, 1, 2, or 3)							Assessment									
ID	Name	Cost ($k)	Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Mode Share	Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Mode Share	Aggregate Score	**Accessibility**: Basic Needs, Opportunities, and	**Efficiency**: PHT by Auto	**Air Quality**: PMT by Auto	**Multimodal**: Change in Non-Auto Mode Share	**Safety:** Qualitative Assessment	Alt 1	Alt 2	**Cost Effectiveness Index**	**Cost Effectiveness Score**	**Final Aggregated**
R26	Reconfiguration of the College Avenue interchange. Alt B		-0.02	-0.01	0.01	0.01	0.00	0.00	0	0	0	0	0	0	8	2	2	2	0	2	✓	✓			
R26.5	College Avenue Interchange	$32,096	-0.03	-0.03	0.02	0.02	-0.01	0.00	0	0	0	0	0	0	10	3	2	2	0	3	✓	✓	0.3	1	11
R27	I-8 Managed Lanes/Goods Movement project from College Avenue to Johnson Avenue	$379,350	-0.04	-0.03	0.03	0.02	-0.01	0.00	0	0	0	0	0	0	4	0	3	0	0	1	✓	✓	0.0	1	5
R27.5	70th Street Complete Corridor / Widening Concept	$43,074	-0.01	-0.01	0.01	0.01	0.00	0.00	0	0	0	0	0	0	9	3	3	0	0	3	✓	✓	0.2	1	10
R28	I-8 to SR-125 Managed Lane Connector project	$272,700	-0.02	-0.01	0.01	0.01	0.00	0.00	0	0	0	0	0	0	4	0	3	0	0	1	✓	✓	0.0	1	5
R29	I-8 to SR-125 Managed Lane Connector project	$272,700							0	0	0	0	0	0	8	0	3	3	0	2	✓	✓	0.0	1	9
R29.5	Fletcher Parkway Concept	$39,662	-0.01	-0.01	0.01	0.01	0.00	0.00	0	0	0	0	0	0	12	3	3	3	0	3	✓	✓	0.3	1	13
R29.75	Spring Street Concept	$24,604	-0.01	-0.04	0.02	0.01	0.00	0.00	0	0	0	0	0	0	12	3	3	3	0	3	✓	✓	0.5	1	13
R30	I-8 Managed Lanes/Goods Movement project from Johnson Avenue to Mollison Avenue	$64,800							0	0	0	0	0	0	4	0	3	0	0	1	✓	✓	0.1	1	5
R31	Bradley Avenue/SR-67 Project	$53,472							0	0	0	0	0	0	9	2	2	2	1	2	✓	✓	0.2	1	10
R32	I-8 Managed Lanes/Goods Movement project from Mollison Ave to Greenfield Drive	$143,100	-0.02	-0.02	0.01	0.01	-0.01	0.00	0	0	0	0	0	0	4	0	3	0	0	1	✓	✓	0.0	1	5
R33	Main Street to Greenfield Drive Auxiliary Lane	$13,650	-0.01	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	5	2	1	0	0	2	✓	✓	0.4	1	6
R34	Lake Jennings Marketplace	$91,982							0	0	0	0	0	0	6	2	1	0	0	3	✓	✓	0.1	1	7
R35	West Willows Road Rural Interchange Improvement project	$14,850							0	0	0	0	0	0	8	2	1	1	1	3	✓	✓	0.5	1	9
R36	East Willows Road Rural Interchange Improvement project	$14,850							0	0	0	0	0	0	8	2	1	1	1	3	✓	✓	0.5	1	9
R37	El Cajon Boulevard - Fairmount Avenue to College Avenue	$20,783	0.14	0.16	0.00	-0.01	0.02	0.00	1	2	0	3	1	2	10	2	3	0	3	2	✓	✓	0.5	1	11
R38	El Cajon Boulevard - College Avenue to Montezuma Road	$12,533	0.38	-0.15	-0.01	-0.03	0.05	0.00	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	1.0	2	15
R39	Montezuma Road - College Avenue to El Cajon Boulevard	$12,533	0.43	-0.66	-0.01	-0.03	0.06	-0.01	3	0	2	3	3	0	12	2	3	2	3	2	✓	✓	1.0	1	13
R40	Rosecrans Street - Transit Improvements 1	$5,026	0.05	-0.11	0.00	-0.01	0.01	0.00	0	0	1	3	0	0	8	2	3	1	0	2	✓	✓	1.6	2	10
R41	Rosecrans Street - Transit Improvements 2	$28,835	0.04	-0.07	0.00	-0.01	0.01	0.00	0	0	1	3	0	0	8	2	3	1	0	2	✓	✓	0.3	1	9
R42	University Avenue - Hillcrest CPU Preferred	$3,969	0.07	-0.07	-0.01	-0.02	0.01	0.00	0	0	2	3	0	0	9	2	3	2	0	2	✓	✓	2.3	2	11
R43	University Avenue - Hillcrest CPU Preferred	$2,646	0.08	0.07	-0.01	-0.02	0.01	0.00	0	1	3	3	0	0	11	2	3	3	1	2	✓	✓	4.2	2	13

			Sketch Planning Outputs						Scoring (0, 1, 2, or 3)							Assessment									
ID	Name	Cost ($k)	Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Mode Share	Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Mode Share	Aggregate Score	**Accessibility**: Basic Needs, Opportunities, and	**Efficiency**: PHT by Auto	**Air Quality**: PMT by Auto	**Multimodal**: Change in Non-Auto Mode Share	**Safety:** Qualitative Assessment	Alt 1	Alt 2	**Cost Effectiveness Index**	**Cost Effectiveness Score**	**Final Aggregated**
R44	University Avenue - Hillcrest CPU Preferred	$6,551	0.10	0.04	-0.01	-0.02	0.01	0.00	0	1	3	3	0	0	11	2	3	3	1	2	✓	✓	1.7	2	13
R45	University Avenue - Hillcrest CPU Preferred	$5,023	0.08	-0.07	-0.01	-0.02	0.01	0.00	0	0	2	3	0	0	9	2	3	2	0	2	✓	✓	1.8	2	11
R46	University Avenue - Hillcrest CPU Preferred	$7,737	0.07	0.08	-0.01	-0.02	0.01	0.00	0	1	3	3	0	1	11	2	3	3	1	2	✓	✓	1.4	2	13
R47	Sixth Avenue - Hillcrest CPU Preferred	$9,027	0.07	0.07	-0.01	-0.02	0.01	0.00	0	1	3	3	0	0	11	2	3	3	1	2	✓	✓	1.2	2	13
R48	University Avenue Complete Street - La Mesa	$7,260	0.19	-0.33	-0.01	-0.02	0.03	0.00	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	1.4	2	12
R49	Bachman Place - Hotel Circle South to Southern Community Boundary	$15,405							0	0	0	0	0	0	7	2	3	0	0	2	✓	✓	0.5	1	8
R50	Franklin Ridge Road		-0.04	-0.05	0.01	0.01	-0.01	0.00	0	0	0	0	0	0	4	3	0	0	0	1	✓	✓			
R51	Frazee Road	$12,493	-0.01	-0.01	0.00	0.00	0.00	0.00	0	0	0	0	0	0	4	3	0	0	0	1	✓	✓	0.3	1	5
R52	Sports Arena Boulevard - Transit Priority	$24,570	0.03	-0.05	0.00	-0.01	0.00	0.00	0	0	1	3	0	0	8	2	3	1	0	2	✓	✓	0.3	1	9
R53	Washington Street Road Diet	$6,750	0.18	-0.40	-0.01	-0.02	0.03	-0.01	1	0	3	3	1	0	11	2	3	3	1	2	✓	✓	1.6	2	13
R54	College Avenue - Transit Improvement	$26,601	0.37	-0.17	-0.01	-0.03	0.05	0.00	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	0.5	1	14
R55	Friars Road & Fashion Valley Road Transit Priority	$13,962	-0.01	0.10	0.00	0.00	0.00	0.00	0	2	0	0	0	1	8	3	0	0	2	3	✓	✓	0.6	1	9
R56	Rio San Diego Drive	$4,329	0.24	-0.36	-0.01	-0.02	0.03	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	2.5	2	13
R57	Fletcher Parkway	$26,234							0	0	0	0	0	0	5	2	0	0	1	2	✓	✓	0.2	1	6
R58	College Avenue to Lemon Grove Transit Improvement	$8,927	0.16	-0.08	0.00	-0.01	0.02	0.00	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	1.0	2	11
R59	College Avenue to Lemon Grove Transit Improvement	$7,032	0.16	-0.08	0.00	-0.01	0.02	0.00	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	1.3	2	11
R60	West Mission Bay Drive / Sea World Drive	$15,486							0	0	0	0	0	0	4	2	0	0	0	2	✓	✓	0.3	1	5
R61	I-8 Urban Corridor - Segment 1[6]	$15,876	0.26	-0.44	-0.01	-0.02	0.04	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓		0.8	1	13
R62	I-8 Urban Corridor - Segment 2[7]	$79,625	0.27	-0.45	-0.01	-0.02	0.04	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓		0.2	1	13
R63	Tierrasanta Boulevard Road Diet	$17,446	0.20	-0.32	0.00	-0.01	0.03	0.00	1	0	0	3	2	0	11	3	3	0	2	3	✓	✓	0.6	1	12
NO01	Next OS - Data Hub	$1,455							0	0	0	0	0	0	0		0	0	0		✓	✓	0.0	1	
NO02	Next OS - Curb Access and Parking	$571							0	0	0	0	0	0	0		0	0	0		✓	✓	0.0	1	
NO03	Next OS - Transit Optimization	$1,232							0	0	0	0	0	0	0		0	0	0		✓	✓	0.0	1	
NO04	Next OS - Mobility as a Service App	$1,834							0	0	0	0	0	0	0		0	0	0		✓	✓	0.0	1	
NO05	Next OS - flex lanes Intersections	$1,650							0	0	0	0	0	0	0		0	0	0		✓	✓	0.0	1	
NO06	Next OS - Systems and Software	$8,030							0	0	0	0	0	0	0		0	0	0		✓	✓	0.0	1	
NO07	Next OS - Emergency Response and Other Data								0	0	0	0	0	0	0		0	0	0		✓	✓			

[6] This project was analyzed but ultimately excluded from the Transportation Solutions.

[7] This project was analyzed but ultimately excluded from the Transportation Solutions.

			Sketch Planning Outputs						Scoring (0, 1, 2, or 3)							Assessment									
ID	Name	Cost ($k)	Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Mode Share	Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Mode Share	Aggregate Score	**Accessibility**: Basic Needs, Opportunities, and	**Efficiency**: PHT by Auto	**Air Quality**: PMT by Auto	**Multimodal**: Change in Non-Auto Mode Share	**Safety:** Qualitative Assessment	Alt 1	Alt 2	**Cost Effectiveness Index**	**Cost Effectiveness Score**	**Final Aggregated**
NO08	Next OS - Regional Traveler Information/511								0	0	0	0	0	0	0		0	0	0		✓	✓			
NO09	Next OS - Next Generation Integrated Corridor Management System	$27,216							0	0	0	0	0	0	0		0	0	0		✓	✓	0.0	1	
NO10	Next OS- flex lanes Intersections - Rosecran St	$3,475	-0.11	-0.01	0.01	0.00	-0.02	0.00	0	0	0	0	0	0	5	2	0	0	0	3	✓	✓	1.4	2	7
NO11	Next OS - flex lanes Intersections - Taylor St	$360	-0.04	-0.04	0.01	0.00	0.00	0.00	0	0	0	0	0	0	5	2	0	0	0	3	✓	✓	13.9	3	8
NO12	Next OS - flex lanes Intersections - Morena Blvd	$480	-0.05	0.02	0.01	0.00	-0.01	0.00	0	0	0	0	0	0	5	2	0	0	0	3	✓	✓	10.4	3	8
NO13	Next OS - flex lanes Intersections - Linda Vista Rd	$1,438	-0.04	-0.05	0.01	0.00	-0.01	0.00	0	0	0	0	0	0	5	2	0	0	0	3	✓	✓	3.5	2	7
NO14	Next OS - flex lanes Intersections - Ulric St	$1,558	0.00	0.11	0.00	0.00	0.00	0.00	0	2	0	0	0	1	7	2	0	0	2	3	✓	✓	4.5	2	9
NO15	Next OS - flex lanes Intersections - Camino De La Reina	$480	-0.01	0.11	0.00	0.00	0.00	0.00	0	2	0	0	0	1	7	2	0	0	2	3	✓	✓	14.6	3	10
NO16	Next OS - flex lanes Intersections - Bachman Pl	$1,199	-0.01	0.12	0.00	0.00	0.00	0.00	0	2	0	0	0	1	7	2	0	0	2	3	✓	✓	5.8	2	9
NO17	Next OS - flex lanes Intersections - Park Blvd	$1,798	0.00	0.03	0.00	0.00	0.00	0.00	0	0	1	1	0	0	7	2	1	1	0	3	✓	✓	3.9	2	9
NO18	Next OS - flex lanes Intersections - Adams Ave	$2,517	0.01	0.03	0.00	0.00	0.00	0.00	0	0	0	1	0	0	6	2	1	0	0	3	✓	✓	2.4	2	8
NO19	Next OS - flex lanes Intersection - I-15	$1,438	-0.01	0.03	0.00	0.00	0.00	0.00	0	0	0	0	0	0	5	2	0	0	0	3	✓	✓	3.5	2	7
NO20	Next OS - flex lanes Intersections - El Cajon Blvd	$5,632	-0.01	0.17	0.00	0.00	0.00	0.00	0	2	0	1	0	2	8	2	1	0	2	3	✓	✓	1.4	2	10
NO21	Next OS - flex lanes Intersections - College Ave	$839	0.01	0.25	0.00	0.00	0.00	0.01	0	3	0	0	0	3	8	2	0	0	3	3	✓	✓	9.5	3	11
NO22	Next OS - flex lanes Intersections - Montezuma Rd	$2,037	0.00	0.26	0.00	0.00	0.00	0.01	0	3	0	0	0	3	8	2	0	0	3	3	✓	✓	3.9	2	10
NO23	Next OS - flex lanes Intersections - Fairmont Ave	$600	-0.02	0.05	0.00	0.00	0.00	0.00	0	1	0	0	0	0	6	2	0	0	1	3	✓	✓	10.0	3	9
NO24	Next OS - flex lanes Intersections - Camino del Rio	$2,157	-0.02	0.06	0.00	0.00	0.00	0.00	0	1	0	0	0	0	6	2	0	0	1	3	✓	✓	2.8	2	8
NO25	Next OS - flex lanes Intersections - Friars	$4,553	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	5	2	0	0	0	3	✓	✓	1.1	2	7
NO26	Next OS - flex lanes Intersections - Franklin Rd	$480	-0.01	0.05	0.00	0.00	0.00	0.00	0	1	0	0	0	0	6	2	0	0	1	3	✓	✓	12.5	3	9
NO27	Next OS - flex lanes Intersections - Murray Ridge Rd	$480	-0.01	0.05	0.00	0.00	0.00	0.00	0	1	0	0	0	0	6	2	0	0	1	3	✓	✓	12.5	3	9
NO28	Next OS- Flex Lane - Rosecrans St	$1,650	-0.11	-0.01	0.01	0.00	-0.02	0.00	0	0	0	0	0	0	4	2	0	0	0	2	✓	✓	2.4	2	6

			Sketch Planning Outputs						Scoring (0, 1, 2, or 3)							Assessment									
ID	Name	Cost ($k)	Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Mode Share	Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Mode Share	Aggregate Score	**Accessibility**: Basic Needs, Opportunities, and	**Efficiency**: PHT by Auto	**Air Quality**: PMT by Auto	**Multimodal**: Change in Non-Auto Mode Share	**Safety:** Qualitative Assessment	Alt 1	Alt 2	**Cost Effectiveness Index**	**Cost Effectiveness Score**	**Final Aggregated**
NO29	Next OS - Flex Lane - Taylor St	$421	-0.04	-0.04	0.01	0.00	0.00	0.00	0	0	0	0	0	0	4	2	0	0	0	2	✓	✓	9.5	3	7
NO30	Next OS - Flex Lane - Morena Blvd	$421	-0.05	0.02	0.01	0.00	-0.01	0.00	0	0	0	0	0	0	4	2	0	0	0	2	✓	✓	9.5	3	7
NO31	Next OS - Flex Lane - Linda Vista Rd	$421	-0.04	-0.05	0.01	0.00	-0.01	0.00	0	0	0	0	0	0	4	2	0	0	0	2	✓	✓	9.5	3	7
NO32	Next OS - Flex Lane - Ulric St	$421	0.00	0.11	0.00	0.00	0.00	0.00	0	2	0	0	0	1	6	2	0	0	2	2	✓	✓	14.3	3	9
NO33	Next OS - Flex Lane - Camino De La Reina	$421	-0.01	0.11	0.00	0.00	0.00	0.00	0	2	0	0	0	1	6	2	0	0	2	2	✓	✓	14.3	3	9
NO34	Next OS - Flex Lane - Bachman Pl	$421	-0.01	0.12	0.00	0.00	0.00	0.00	0	2	0	0	0	1	6	2	0	0	2	2	✓	✓	14.3	3	9
NO35	Next OS - Flex Lane - Park Blvd	$421	0.00	0.03	0.00	0.00	0.00	0.00	0	0	1	1	0	0	6	2	1	1	0	2	✓	✓	14.3	3	9
NO36	Next OS - Flex Lane - admass Ave	$842	0.01	0.03	0.00	0.00	0.00	0.00	0	0	0	1	0	0	5	2	1	0	0	2	✓	✓	5.9	2	7
NO37	Next OS - Flex Lane - I-15	$421	-0.01	0.03	0.00	0.00	0.00	0.00	0	0	0	0	0	0	4	2	0	0	0	2	✓	✓	9.5	3	7
NO38	Next OS - Flex Lane - El Cajon Blvd	$842	-0.01	0.17	0.00	0.00	0.00	0.00	0	2	0	1	0	2	7	2	1	0	2	2	✓	✓	8.3	3	10
NO39	Next OS - Flex Lane - College Ave	$421	0.01	0.25	0.00	0.00	0.00	0.01	0	3	0	0	0	3	7	2	0	0	3	2	✓	✓	16.6	3	10
NO40	Next OS - Flex Lane - Montezuma Rd	$842	0.00	0.26	0.00	0.00	0.00	0.01	0	3	0	0	0	3	7	2	0	0	3	2	✓	✓	8.3	3	10
NO41	Next OS - Flex Lane - Fairmont Ave	$421	-0.02	0.05	0.00	0.00	0.00	0.00	0	1	0	0	0	0	5	2	0	0	1	2	✓	✓	11.9	3	8
NO42	Next OS - Flex Lane - Camino del Rio	$421	-0.02	0.06	0.00	0.00	0.00	0.00	0	1	0	0	0	0	5	2	0	0	1	2	✓	✓	11.9	3	8
NO43	Next OS -Flex Lane- Friars	$842	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	4	2	0	0	0	2	✓	✓	4.8	2	6
NO44	Next OS - Flex Lane - Franklin Rd	$421	-0.01	0.05	0.00	0.00	0.00	0.00	0	1	0	0	0	0	5	2	0	0	1	2	✓	✓	11.9	3	8
NO45	Next OS - Flex Lane - Murray Ridge Rd	$421	-0.01	0.05	0.00	0.00	0.00	0.00	0	1	0	0	0	0	5	2	0	0	1	2	✓	✓	11.9	3	8
NO46	Next OS - Dynamic Shared Street - Grantville	$3,195	-0.02	0.06	0.00	0.00	0.00	0.00	0	1	0	0	0	0	5	2	0	0	1	2	✓	✓	1.6	2	7
NO47	Next OS - Dynamic Shared Street - Fenton Parkway	$5,325	0.00	0.01	0.00	0.00	0.00	0.00	0	0	0	0	0	0	4	2	0	0	0	2	✓	✓	0.8	1	5
NO48	ATDM - I-8	$51,046	-0.13	0.48	0.01	0.00	-0.02	0.01	0	3	0	0	0	3	5	1	0	0	3	1	✓	✓	0.1	1	6
NO49	ATDM - SR 163	$9,008	-0.02	0.14	0.00	0.00	0.00	0.00	0	2	0	0	0	2	4	1	0	0	2	1	✓	✓	0.4	1	5
NO50	ATDM - I-805	$7,507	-0.01	0.06	0.00	0.00	0.00	0.00	0	1	0	0	0	0	3	1	0	0	1	1	✓	✓	0.4	1	4
NO51	ATDM - I-15	$13,512	-0.02	0.06	0.00	0.00	0.00	0.00	0	1	0	0	0	0	3	1	0	0	1	1	✓	✓	0.2	1	4
NO52	ATDM - Integration	$5,325							0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	0.4	1	3
NO53	flex lanes Parking - grantville	$1,736	-0.03	0.04	0.00	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	1.2	2	4
NO54	flex lanes Parking - SDSU	$1,736	0.01	0.10	0.00	0.00	0.00	0.00	0	2	0	0	0	1	4	1	0	0	2	1	✓	✓	2.3	2	6
NO55	flex lanes Parking - SnapDragon	$1,736	-0.02	0.02	0.00	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	1.2	2	4
NO56	flex lanes Parking - Grossmont	$1,736	-0.01	0.05	0.00	0.00	0.00	0.00	0	1	0	0	0	0	3	1	0	0	1	1	✓	✓	1.7	2	5
NO57	flex lanes Parking - Fashion Valley	$1,736	-0.03	0.12	0.00	0.00	0.00	0.00	0	2	0	0	0	1	4	1	0	0	2	1	✓	✓	2.3	2	6
NO58	Variable Speed Limits	$20,598							0	0	0	0	0	0	4	0	2	0	0	2	✓	✓	0.2	1	5
NO59	Next OS - Incident Response	$666							0	0	0	0	0	0	0		0	0	0		✓	✓	0.0	1	
NO60	Next OS - Performance Monitoring	$9,500							0	0	0	0	0	0	0		0	0	0		✓	✓	0.0	1	
NO61	Next OS - Performance Assessment, Evaluation, Optimization	$9,500							0	0	0	0	0	0	0		0	0	0		✓	✓	0.0	1	
NO62	Next OS - Fleet and Vehicle tracking								0	0	0	0	0	0	0		0	0	0		✓	✓			

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NO63	Next OS - Passenger Counting								0	0	0	0	0	0	0		0	0	0		✓	✓			
NO64	Next OS - Integrated fare payment and trip-planning portal								0	0	0	0	0	0	0		0	0	0		✓	✓			
NO66	Next OS - Real-time Information	$1,191							0	0	0	0	0	0	0		0	0	0		✓	✓	0.0	1	
NO67	Next OS - Wi-Fi								0	0	0	0	0	0	0		0	0	0		✓	✓			
NO68	Next OS - Audio and visual next stop announcements								0	0	0	0	0	0	0		0	0	0		✓	✓			
NO69	Next OS - Transportation Management Center	$490							0	0	0	0	0	0	0		0	0	0		✓	✓	0.0	1	
NO70	Next OS - Universal Transportation Account								0	0	0	0	0	0	0		0	0	0		✓	✓			
NO71	Next OS - Bike Signals								0	0	0	0	0	0	0		0	0	0		✓	✓			
NO72	Next OS - Transit Signal Priority								0	0	0	0	0	0	0		0	0	0		✓	✓			
Other1	I-8 Complete Corridor flex lanes Intersection Systems project	$126,900							0	0	0	0	0	0	0		0	0	0		✓	✓	0.0	1	
Other2	Pavement Rehabilitation from Lake Murray Boulevard to West of Jackson Drive								0	0	0	0	0	0	0		0	0	0		✓	✓			
Other3	Upgrade MBGR, end treatments, crash cushions, and dike from Nimitz Boulevard to Lake Jennings Park Road								0	0	0	0	0	0	0		0	0	0		✓	✓			
Other4	Upgrade median guardrail to concrete from Waring Road undercrossing to west of College Avenue undercrossing								0	0	0	0	0	0	0		0	0	0		✓	✓			
Other5	Add Fiber Optics, CCTV and Detector Stations (Loops) to replace regular supply line from Fairmont Road to West Main Street								0	0	0	0	0	0	0		0	0	0		✓	✓			
Other6	Slab replacement and cleanup from Johnson Avenue undercrossing to Flinn Springs undercrossing								0	0	0	0	0	0	0		0	0	0		✓	✓			
Other7	Add/Upgrade curb ramps from Ocean Beach to Alpine								0	0	0	0	0	0	0		0	0	0		✓	✓			
Other8	Bridge preservation and seismic retrofit efforts along I-8								0	0	0	0	0	0	0		0	0	0		✓	✓			
Other9	Adaptation of asphalt grades								0	0	0	0	0	0	0		0	0	0		✓	✓			
Other10	Signal re-optimization at Qualcomm Way and I-8 westbound off-ramp/Camino del Rio North								0	0	0	0	0	0	0		0	0	0		✓	✓			
AT1	45th Street Bike Blvd	$2,757	0.03	-0.07	0.00	-0.01	0.01	0.00	0	0	1	2	0	0	5	1	2	1	0	1	✓	✓	1.8	2	7

			Sketch Planning Outputs						Scoring (0, 1, 2, or 3)							Assessment									
ID	Name	Cost ($k)	Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Mode Share	Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Mode Share	Aggregate Score	**Accessibility**: Basic Needs, Opportunities, and	**Efficiency**: PHT by Auto	**Air Quality**: PMT by Auto	**Multimodal**: Change in Non-Auto Mode Share	**Safety:** Qualitative Assessment	Alt 1	Alt 2	**Cost Effectiveness Index**	**Cost Effectiveness Score**	**Final Aggregated**
AT2	54th Street Class III	$95	0.07	-0.19	0.01	0.00	0.01	0.00	0	0	0	1	0	0	3	1	1	0	0	1	✓	✓	31.6	3	6
AT3	63rd Street Class II	$380	0.40	-0.62	-0.01	-0.03	0.06	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	34.2	3	16
AT4	70th Street Class I		0.72	-1.02	-0.03	-0.05	0.10	-0.02	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓			
AT6	70th Street Transit Station Class I Bridge	$614	0.69	-0.98	-0.03	-0.05	0.10	-0.02	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	24.4	3	18
AT7	Aero Drive Class I	$20,777	0.20	-0.31	0.00	-0.01	0.03	0.00	1	0	1	3	1	0	11	3	3	1	1	3	✓	✓	0.5	1	12
AT8	Aero Drive Class IV	$20,895	0.10	-0.18	0.00	-0.01	0.01	0.00	0	0	0	2	0	0	6	2	2	0	0	2	✓	✓	0.3	1	7
AT9	Alvarado Canyon Road/Adobe Falls Road Class IV	$7,907	0.37	-0.58	-0.01	-0.03	0.05	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	1.6	2	15
AT10	Alvarado Creek Class I	$12,974	0.75	-1.08	-0.03	-0.06	0.11	-0.02	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	1.2	2	17
AT11	Anza Street Class III	$54	-0.02	-0.10	0.01	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	37.0	3	5
AT12	Arnele Avenue Class III	$29	-0.01	-0.10	0.00	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	69.0	3	5
AT13	Auto Circle Class IV	$1,360	0.20	-0.28	-0.01	-0.02	0.03	0.00	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	8.1	3	14
AT14	Avenida Del Rio & Camino De La Reina Class IV	$3,203	0.14	-0.75	-0.01	-0.02	0.02	-0.01	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	3.1	2	12
AT15	Avocado Avenue Class II (south)	$738	0.23	-0.43	-0.01	-0.02	0.03	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	14.9	3	14
AT17	Bachman Place Class II	$542	-0.05	-0.73	0.01	0.00	-0.01	-0.01	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	3.7	2	4
AT18	Baja Drive Class III	$69	0.07	-0.19	0.01	0.00	0.01	0.00	0	0	0	1	0	0	3	1	1	0	0	1	✓	✓	43.5	3	6
AT21	Baltimore Drive Class II	$1,204	0.32	-0.44	-0.01	-0.02	0.05	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	9.1	3	14
AT22	Baltimore Drive Class IV	$10,783	0.34	-0.51	-0.01	-0.02	0.05	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	1.0	2	13
AT23	Bancroft Drive Class II	$441	0.21	-0.39	-0.01	-0.02	0.03	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	24.9	3	14
AT24	Bancroft Drive Class IV	$18,978	0.18	-0.32	-0.01	-0.02	0.03	0.00	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	0.5	1	11
AT25	Barnett Avenue & Lytton Street Class I	$12,001	0.33	-1.23	-0.01	-0.03	0.05	-0.02	2	0	3	3	2	0	14	3	3	3	2	3	✓	✓	1.2	2	16
AT26	Bostonia Street Class III	$42	-0.01	-0.09	0.01	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	47.6	3	5
AT27	Bradley Avenue Class II	$8,576	0.22	-0.42	-0.01	-0.02	0.03	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓	1.4	2	14
AT28	Broadway Class II	$122	0.18	-0.26	-0.01	-0.01	0.03	0.00	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	82.0	3	13
AT29	Broadway Class IV (El Cajon)	$15,082	0.24	-0.43	-0.01	-0.02	0.03	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	0.7	1	12
AT30	Broadway Class IV (Lemon Grove)	$18,401	0.25	-0.32	-0.01	-0.02	0.04	0.00	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	0.6	1	12
AT31	Camino de la Reina Class II (east)		0.27	-0.43	-0.01	-0.03	0.04	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓			
AT32	Camino de la Reina Class II (west)		0.21	-0.32	-0.01	-0.02	0.03	0.00	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓			
AT33	Camino del Rio N Class II		0.33	-0.47	-0.01	-0.03	0.05	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓			
AT34	Camino del Rio N Class IV	$28,499	0.52	-0.77	-0.02	-0.04	0.07	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	0.5	1	14
AT35	Camino Del Rio South Class IV	$32,435	0.53	-1.32	-0.02	-0.05	0.07	-0.02	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	0.4	1	14
AT36	Campanile Drive Class III	$48	0.06	-0.17	0.01	0.00	0.01	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	41.7	3	5
AT37	Campo Road Class IV	$17,633	0.13	-0.23	0.00	-0.01	0.02	0.00	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	0.5	1	10
AT38	Cañon Street Class I	$11,473	0.12	-0.71	-0.01	-0.01	0.02	-0.01	1	0	2	3	1	0	12	3	3	2	1	3	✓	✓	1.0	2	14
AT39	Catalina Boulevard Bike Boulevard >> Catalina Boulevard Class II	$1,510	0.05	-0.86	0.00	-0.01	0.01	-0.01	0	0	1	2	0	0	7	2	2	1	0	2	✓	✓	4.6	2	9

			Sketch Planning Outputs						Scoring (0, 1, 2, or 3)							Assessment									
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AT40	Catoctin Drive Class III	$37	0.08	-0.19	0.01	0.00	0.01	0.00	0	0	0	1	0	0	3	1	1	0	0	1	✓	✓	81.1	3	6
AT41	Central Avenue Bikeway Class I (north)	$9,596	0.75	-1.06	-0.04	-0.07	0.11	-0.02	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	1.6	2	17
AT42	Central Avenue Bikeway Class I (south)	$3,153	0.50	-0.72	-0.03	-0.05	0.07	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	4.8	2	17
AT43	Chamoune Avenue Bike Blvd	$3,585	0.08	-0.18	0.00	-0.01	0.01	0.00	0	0	0	2	0	0	4	1	2	0	0	1	✓	✓	1.1	2	6
AT45	Chatsworth Boulevard/Lyton Street Bike Boulevard	$15,933	-0.07	-0.69	0.01	0.00	-0.01	-0.01	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	0.1	1	3
AT48	Clairemont Drive Class IV	$7,105	0.06	-0.07	0.00	-0.01	0.01	0.00	0	0	1	2	0	0	7	2	2	1	0	2	✓	✓	1.0	2	9
AT49	Clairemont Drive Class IV	$9,782	0.07	-0.10	0.00	-0.01	0.01	0.00	0	0	1	2	0	0	7	2	2	1	0	2	✓	✓	0.7	1	8
AT52	Coastal Rail Trail San Diego - Mission Bay (Clairemont Dr to Sea World Dr)	$19,571	0.29	-1.02	-0.01	-0.03	0.04	-0.02	2	0	3	3	2	0	14	3	3	3	2	3	✓	✓	0.7	1	15
AT53	Coastal Rail Trail San Diego - Pac Hwy (Fiesta Island Rd to Taylor St)	$7,104	0.12	-0.98	0.00	-0.01	0.02	-0.02	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	1.3	2	11
AT54	College Avenue Class I (north)	$20,114	0.87	-1.27	-0.03	-0.07	0.12	-0.02	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	0.7	1	16
AT55	College Avenue Class I (south)	$3,793	0.52	-0.70	-0.02	-0.05	0.07	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	4.0	2	17
AT56	College Avenue Class II	$503	0.41	-0.65	-0.01	-0.03	0.06	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	25.8	3	16
AT57	College Avenue Class IV (north)	$5,713	0.31	-0.46	-0.01	-0.02	0.04	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	1.9	2	13
AT58	College Avenue Class IV (south)	$6,789	0.36	-0.58	-0.01	-0.03	0.05	-0.01	3	0	2	3	3	0	12	2	3	2	3	2	✓	✓	1.8	2	14
AT59	Collwood Boulevard/54th Street Class IV	$13,503	0.40	-0.65	-0.01	-0.03	0.06	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	1.0	1	14
AT60	Congress Street / San Diego Avenue Class II	$1,028	0.14	-0.98	-0.01	-0.02	0.02	-0.02	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	8.8	3	12
AT61	Connection Between Friars Road & San Diego River Trail (north)	$1,671	0.38	-1.27	-0.02	-0.04	0.05	-0.02	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	9.0	3	18
AT62	Connection Between San Diego River Trail North & South (near Riverwalk Street "J" [as named in Mission Valley Community Plan])	$1,920	0.39	-1.27	-0.02	-0.04	0.06	-0.02	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	7.8	2	17
AT66	Coronado Avenue Bike Boulevard	$11,435	0.14	-0.94	-0.01	-0.02	0.02	-0.01	1	0	2	3	1	0	8	1	3	2	1	1	✓	✓	0.7	1	9
AT70	Couts Street/Bandini Street Class II	$413	0.14	-0.97	-0.01	-0.02	0.02	-0.02	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	21.8	3	12
AT71	Curlew Street Class III	$74	-0.05	-0.71	0.00	0.00	-0.01	-0.01	0	0	0	1	0	0	3	1	1	0	0	1	✓	✓	40.5	3	6
AT72	Cuyamaca Street Class II	$478	0.20	-0.39	-0.01	-0.02	0.03	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	23.0	3	14
AT73	Cuyamaca Street Class III	$181	-0.01	-0.07	0.01	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	11.0	3	5
AT74	Duke Street Class I	$818	0.24	-1.07	-0.01	-0.02	0.03	-0.02	2	0	3	3	2	0	14	3	3	3	2	3	✓	✓	17.1	3	17
AT75	Dutch Flasts Parkway Class I	$3,657	0.32	-1.22	-0.02	-0.03	0.04	-0.02	2	0	3	3	2	0	14	3	3	3	2	3	✓	✓	3.8	2	16
AT76	El Cajon Boulevard Bus-Bike Lane (Illinois to College)	$2,641	0.21	-0.39	0.00	-0.02	0.03	-0.01	2	0	0	3	2	0	9	2	3	0	2	2	✓	✓	3.4	2	11
AT77	El Cajon Boulevard Class II	$673	0.26	-0.42	-0.01	-0.02	0.04	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓	17.8	3	15
AT78	El Cajon Boulevard Class IV (College to Baltimore)	$18,908	0.45	-0.71	-0.01	-0.03	0.06	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	0.7	1	14

			Sketch Planning Outputs						Scoring (0, 1, 2, or 3)							Assessment									
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AT79	El Cajon Boulevard Class IV (Park to Illinois)	$7,809	0.27	-0.37	-0.02	-0.03	0.04	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓	1.5	2	14
AT80	Emerald Avenue Class III	$15	-0.01	-0.08	0.00	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	133.3	3	5
AT81	Enterprise Street Class II	$111	0.11	-0.94	0.00	-0.01	0.02	-0.02	0	0	1	3	0	0	8	2	3	1	0	2	✓	✓	72.1	3	11
AT82	Esther Street Class III	$19	0.07	-0.18	0.01	0.00	0.01	0.00	0	0	0	1	0	0	3	1	1	0	0	1	✓	✓	157.9	3	6
AT83	Estrella Avenue Bike Boulevard	$1,763	0.09	-0.18	0.00	-0.01	0.01	0.00	0	0	0	2	0	0	4	1	2	0	0	1	✓	✓	2.3	2	6
AT84	Fairmount Avenue Bike Blvd	$8,317	0.38	-0.57	-0.02	-0.03	0.05	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	1.6	2	15
AT85	Fairmount Avenue Class IV	$11,557	0.41	-0.63	-0.01	-0.03	0.06	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	1.1	2	15
AT86	Fairmount Drive Class I	$347	0.66	-0.95	-0.03	-0.06	0.09	-0.02	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	43.2	3	18
AT87	Famosa Slough Class I	$3,994	0.21	-1.05	-0.01	-0.02	0.03	-0.02	2	0	3	3	2	0	14	3	3	3	2	3	✓	✓	3.5	2	16
AT89	Fashion Valley Road Class IV	$3,909	0.15	-0.97	0.00	-0.02	0.02	-0.02	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	2.3	2	11
AT90	First Avenue Class III	$37	-0.05	-0.72	0.00	0.00	-0.01	-0.01	0	0	0	1	0	0	3	1	1	0	0	1	✓	✓	81.1	3	6
AT91	First Street Class III	$62	-0.02	-0.11	0.01	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	32.3	3	5
AT92	Fletcher Parkway Class IV	$38,322	0.43	-0.63	-0.02	-0.03	0.06	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	0.3	1	14
AT93	Fourth Avenue Class IV	$970	0.14	-0.74	-0.01	-0.02	0.02	-0.01	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	10.3	3	13
AT94	Frazee Road Class II	$448	0.18	-0.27	-0.01	-0.02	0.03	0.00	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	22.3	3	13
AT95	Friars Road Class IV	$2,606	0.19	-0.31	-0.01	-0.02	0.03	0.00	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	3.8	2	12
AT96	Friars Road Class IV (one-way) (east)	$28,259	0.41	-0.59	-0.01	-0.03	0.06	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	0.5	1	14
AT97	Friars Road Class IV (one-way) (west)	$3,827	0.19	-0.54	0.00	-0.02	0.03	-0.01	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	2.4	2	11
AT98	Friars Road to Fashion Valley Class I connection	$3,190	0.39	-1.28	-0.02	-0.04	0.06	-0.02	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	4.7	2	17
AT99	Galveston Street Class III	$48	0.01	-0.30	0.00	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	41.7	3	5
AT100	Gateside Road/Riviera Drive/Grove Street Class IV	$9,836	0.17	-0.27	-0.01	-0.01	0.03	0.00	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	0.9	1	10
AT101	Genesee Avenue Class IV	$11,940	0.09	-0.16	0.00	-0.01	0.01	0.00	0	0	0	2	0	0	6	2	2	0	0	2	✓	✓	0.5	1	7
AT102	Granite Hills Drive Class II	$393	0.18	-0.27	-0.01	-0.01	0.03	0.00	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	25.4	3	13
AT103	Granite Hills Drive Class III (east)	$28	0.01	-0.03	0.00	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	71.4	3	5
AT104	Granite Hills Drive Class III (west)	$59	-0.01	-0.10	0.01	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	33.9	3	5
AT105	Grape Street Class IV	$2,582	0.08	-0.87	-0.01	-0.01	0.01	-0.01	0	0	1	3	0	0	8	2	3	1	0	2	✓	✓	3.1	2	10
AT106	Graves Avenue Class II	$305	0.18	-0.35	-0.01	-0.02	0.03	-0.01	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	32.8	3	13
AT107	Graves Avenue Class IV Cycle Track	$6,689	0.22	-0.41	-0.01	-0.02	0.03	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓	1.8	2	14
AT108	Greenfield Drive/3rd Street Class III	$109	-0.01	-0.10	0.01	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	18.3	3	5
AT109	Grossmont Avenue/Grant Avenue Class III	$56	-0.01	-0.09	0.00	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	35.7	3	5
AT110	Hancock Street Class II	$827	0.11	-0.96	0.00	-0.01	0.02	-0.02	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	10.9	3	12
AT111	Hancock Street Class IV	$15,348	0.14	-0.98	-0.01	-0.02	0.02	-0.02	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	0.6	1	10
AT112	Harbor Drive Class IV	$23,844	0.11	-0.93	-0.01	-0.02	0.02	-0.01	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	0.4	1	10
AT113	Hawthorn Street Class IV	$2,418	0.08	-0.87	-0.01	-0.01	0.01	-0.01	0	0	1	3	0	0	8	2	3	1	0	2	✓	✓	3.3	2	10

			Sketch Planning Outputs						Scoring (0, 1, 2, or 3)							Assessment									
ID	Name	Cost ($k)	Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Mode Share	Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Mode Share	Aggregate Score	**Accessibility**: Basic Needs, Opportunities, and	**Efficiency**: PHT by Auto	**Air Quality**: PMT by Auto	**Multimodal**: Change in Non-Auto Mode Share	**Safety:** Qualitative Assessment	Alt 1	Alt 2	**Cost Effectiveness Index**	**Cost Effectiveness Score**	**Final Aggregated**
AT114	Herbert Street Bike Blvd	$985	0.00	-0.16	0.00	-0.01	0.00	0.00	0	0	0	1	0	0	3	1	1	0	0	1	✓	✓	3.0	2	5
AT115	Hillcrest - El Cajon Corridor Bike Blvd (Orange Ave/Sharon Pl/Trojan Ave/60th St/Adeliaide Ave/ Trarragona Dr/Malcom Dr/Alamo Wy)	$35,943	0.95	-1.36	-0.04	-0.08	0.13	-0.02	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	0.4	1	16
AT116	Historic Decatur Road Bike Boulevard	$7,494	-0.06	-0.69	0.01	0.00	-0.01	-0.01	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	0.3	1	3
AT117	Hotel Circle North & South Class IV	$19,687	0.17	-1.02	-0.01	-0.02	0.02	-0.02	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	0.5	1	10
AT118	Howard Avenue Class II	$8,836	0.28	-0.39	-0.02	-0.03	0.04	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓	1.4	2	14
AT119	I-15 Bikeway - Camino del Rio South to Rancho Mission Road	$6,095	0.65	-0.91	-0.03	-0.06	0.09	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	2.5	2	17
AT120	I-15 Bikeway - Rancho Mission Road to Murhpy Canyon Bike Path	$3,414	0.41	-0.61	-0.02	-0.04	0.06	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	4.4	2	17
AT121	Illion Street/Knoxville Street Class III	$103	-0.03	-0.59	0.00	0.00	0.00	-0.01	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	19.4	3	5
AT122	Jackson Drive Class IV	$5,940	0.19	-0.28	-0.01	-0.02	0.03	0.00	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	1.7	2	12
AT123	Johnson Avenue Class I	$12,739	0.52	-0.81	-0.03	-0.04	0.07	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	1.2	2	17
AT124	Johnson Avenue Class II (north)	$1,112	0.22	-0.41	-0.01	-0.02	0.03	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓	10.8	3	15
AT125	Johnson Avenue Class II (south)	$186	0.23	-0.41	-0.01	-0.02	0.03	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓	64.5	3	15
AT126	Johnson Avenue Class III	$80	-0.01	-0.10	0.00	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	25.0	3	5
AT127	Juan Street Class II	$604	0.15	-0.98	-0.01	-0.02	0.02	-0.02	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	14.9	3	12
AT129	Mesa College Road/Kearny Via Road Class IV Cycle Track	$26,891	0.08	-0.15	0.00	-0.01	0.01	0.00	0	0	0	1	0	0	5	2	1	0	0	2	✓	✓	0.2	1	6
AT130	Kemper Street Class II	$423	0.09	-0.90	0.00	-0.01	0.01	-0.01	0	0	1	3	0	0	8	2	3	1	0	2	✓	✓	18.9	3	11
AT131	Kurtz Street Class II	$499	0.11	-0.96	0.00	-0.01	0.02	-0.02	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	18.0	3	12
AT132	La Mesa Boulevard Bike Blvd	$6,211	0.03	-0.02	0.01	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	0.3	1	3
AT133	La Mesa Boulevard Class IV	$12,390	0.25	-0.39	-0.01	-0.02	0.03	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	0.9	1	12
AT134	La Mesa Corridor - SR 125 Corridor to East County Northern Loop Class III (Grossmont College Dr/Katherine St/Garfield Ave)	$73	-0.02	-0.06	0.01	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	27.4	3	5
AT135	Lake Murray Boulevard Class II	$2,272	0.35	-0.54	-0.01	-0.02	0.05	-0.01	3	0	2	3	3	0	12	2	3	2	3	2	✓	✓	5.3	2	14
AT136	Lake Murray Boulevard Class IV	$21,137	0.41	-0.67	-0.01	-0.03	0.06	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	0.6	1	14
AT137	Laurel Street Class IV	$8,262	0.12	-0.93	-0.01	-0.02	0.02	-0.01	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	1.2	2	12
AT138	Lewis Street Class III	$6	-0.05	-0.72	0.00	0.00	-0.01	-0.01	0	0	0	1	0	0	3	1	1	0	0	1	✓	✓	500.0	3	6
AT139	Lewis Street Class IV	$644	0.14	-0.96	-0.01	-0.02	0.02	-0.02	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	15.5	3	13
AT140	Lexington Avenue Class II	$1,092	0.24	-0.44	-0.01	-0.02	0.03	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	10.1	3	14
AT141	Lincoln Avenue Bike Boulevard (east)	$5,694	0.05	-0.07	0.00	-0.01	0.01	0.00	0	0	1	2	0	0	5	1	2	1	0	1	✓	✓	0.9	1	6
AT142	Lincoln Avenue Class I	$813	0.41	-0.55	-0.02	-0.04	0.06	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	18.5	3	18
AT143	Lincoln Avenue Class III	$107	-0.01	-0.10	0.01	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	18.7	3	5

			Sketch Planning Outputs						Scoring (0, 1, 2, or 3)							Assessment									
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AT144	Lincoln Avenue/Vermont Street Bike Blvd (west)	$1,553	0.01	-0.60	0.00	-0.01	0.00	-0.01	0	0	0	2	0	0	2	0	2	0	0	0	✓	✓	1.3	2	4
AT145	Linda Vista Road Class IV	$33,418	0.18	-1.05	0.00	-0.02	0.03	-0.02	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	0.3	1	10
AT146	Long Branch Avenue Bike Boulevard	$7,338	-0.08	-0.67	0.00	0.00	-0.01	-0.01	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	0.3	1	3
AT147	Madison Avenue Class II	$1,139	0.24	-0.44	-0.01	-0.02	0.03	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	9.7	3	14
AT148	Magnolia Avenue Class II	$187	0.17	-0.34	-0.01	-0.02	0.02	0.00	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	53.5	3	13
AT149	Magnolia Avenue Class IV Cycle Track	$7,520	0.22	-0.41	-0.01	-0.02	0.03	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓	1.6	2	14
AT150	Main Street Class II (east)	$567	0.22	-0.41	-0.01	-0.02	0.03	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	19.4	3	14
AT151	Main Street Class II (west)		0.23	-0.42	-0.01	-0.02	0.03	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓			
AT152	Main Street Class III	$1,696	0.25	-0.46	-0.01	-0.02	0.04	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓	7.1	2	14
AT153	Main Street Class IV (El Cajon)	$5,252	0.25	-0.44	-0.01	-0.02	0.04	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓	2.3	2	14
AT154	Main Street/Highway 8 Business Loop Class IV (Lakeside)	$26,441	0.18	-0.26	-0.01	-0.01	0.03	0.00	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	0.4	1	11
AT156	Mapleview Street/Lake Jennings Park Road Class IV	$24,536	0.01	-0.03	0.00	0.00	0.00	0.00	0	0	0	0	0	0	4	2	0	0	0	2	✓	✓	0.2	1	5
AT157	Marshall Avenue Class IV	$6,290	0.22	-0.41	-0.01	-0.02	0.03	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓	1.9	2	14
AT159	Michaels Class II	$165	0.11	-0.97	0.00	-0.01	0.02	-0.02	0	0	1	3	0	0	8	2	3	1	0	2	✓	✓	48.5	3	11
AT160	Midway Drive Class I	$20,024	0.33	-1.23	-0.01	-0.03	0.05	-0.02	2	0	3	3	2	0	14	3	3	3	2	3	✓	✓	0.7	1	15
AT161	Milton Street Class II	$343	0.11	-0.44	0.00	-0.01	0.02	-0.01	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	26.2	3	12
AT162	Milton Street/Burgener Boulevard Class III	$150	0.00	-0.27	0.01	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	13.3	3	5
AT163	Mission Bay Drive Class I	$13,344	0.10	-0.15	-0.01	-0.01	0.01	0.00	0	0	1	2	0	0	9	3	2	1	0	3	✓	✓	0.7	1	10
AT164	Mission Bay Drive Class IV	$6,784	0.07	-0.73	0.00	-0.01	0.01	-0.01	0	0	1	2	0	0	7	2	2	1	0	2	✓	✓	1.0	2	9
AT165	Mission Bay Drive to Sea World Drive Class I	$4,346	0.23	-1.07	-0.01	-0.02	0.03	-0.02	2	0	3	3	2	0	14	3	3	3	2	3	✓	✓	3.2	2	16
AT166	Mission Boulevard Class II	$9,460	0.12	-0.40	-0.01	-0.01	0.02	-0.01	1	0	1	3	1	0	11	3	3	1	1	3	✓	✓	1.2	2	13
AT167	Mission City Parkway Class IV	$2,467	0.21	-0.30	-0.01	-0.02	0.03	0.00	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓	4.9	2	14
AT168	SDSU Street "A" (as named in SDSU Mission Valley EIR) Class II	$120	0.17	-0.23	-0.01	-0.02	0.02	0.00	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	83.3	3	13
AT170	Mission Gorge Road Class IV	$6,340	0.33	-0.49	-0.01	-0.03	0.05	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓	1.9	2	14
AT171	Mission Gorge Road/Father Junipero Serra Trail Class I	$3,605	0.13	-0.19	-0.01	-0.01	0.02	0.00	1	0	2	3	1	0	12	3	3	2	1	3	✓	✓	3.3	2	14
AT172	Mission Gorge Road/Rancho Mission Road Class IV	$33,012	0.32	-0.47	-0.01	-0.03	0.05	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓	0.4	1	13
AT174	Mission Valley Road/Metropolitan Drive Loop Class II	$509	0.16	-0.24	-0.01	-0.01	0.02	0.00	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	17.7	3	12
AT175	Mohawk Street Class III	$98	0.08	-0.17	0.01	0.00	0.01	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	20.4	3	5
AT176	Mollison Avenue Class II (north)	$703	0.22	-0.42	-0.01	-0.02	0.03	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	15.6	3	14

			Sketch Planning Outputs						Scoring (0, 1, 2, or 3)							Assessment									
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AT177	Mollison Avenue Class II (south)	$368	0.22	-0.41	-0.01	-0.02	0.03	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	29.9	3	14
AT178	Monroe Avenue Bike Boulevard	$9,543	0.08	-0.20	0.00	-0.01	0.01	0.00	0	0	0	1	0	0	3	1	1	0	0	1	✓	✓	0.3	1	4
AT179	Montezuma Class I	$4,662	0.81	-1.18	-0.03	-0.07	0.12	-0.02	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	3.2	2	17
AT180	Montezuma Class IV	$19,551	0.51	-0.80	-0.01	-0.04	0.07	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	0.7	1	14
AT181	Montezuma Road Class I	$2,211	0.77	-1.13	-0.03	-0.06	0.11	-0.02	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	6.8	2	17
AT182	Morena Boulevard Class III	$24	-0.03	-0.59	0.00	0.00	0.00	-0.01	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	83.3	3	5
AT183	Morena Boulevard Class IV	$37,053	0.13	-0.96	0.00	-0.02	0.02	-0.02	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	0.2	1	10
AT184	Murphy Canyon Road Class I	$11,509	0.21	-0.33	-0.01	-0.02	0.03	0.00	2	0	2	3	2	0	13	3	3	2	2	3	✓	✓	1.1	2	15
AT186	Murray Canyon Road Class II	$167	0.18	-0.26	-0.01	-0.02	0.03	0.00	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	59.9	3	13
AT187	N Magnolia Avenue Class II Bike Lane	$269	0.22	-0.42	-0.01	-0.02	0.03	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓	44.6	3	15
AT188	Narragansett Avenue Bike Boulevard	$998	0.02	-0.79	0.00	-0.01	0.00	-0.01	0	0	1	2	0	0	7	2	2	1	0	2	✓	✓	7.0	2	9
AT189	Navajo Road Class IV	$30,327	0.40	-0.63	-0.01	-0.03	0.06	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	0.4	1	14
AT190	Nimitz Boulevard Class I	$2,976	0.19	-1.06	-0.01	-0.02	0.03	-0.02	1	0	3	3	1	0	13	3	3	3	1	3	✓	✓	4.4	2	15
AT191	Nimitz Boulevard Class IV	$3,406	0.02	-0.79	0.00	-0.01	0.00	-0.01	0	0	1	2	0	0	7	2	2	1	0	2	✓	✓	2.1	2	9
AT192	Noell Street Class IV	$1,661	0.12	-0.95	0.00	-0.02	0.02	-0.02	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	5.4	2	11
AT193	Normal Street Class I	$3,797	0.39	-0.66	-0.02	-0.04	0.05	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	4.0	2	17
AT194	Normal Street Class IV	$1,293	0.20	-0.26	-0.01	-0.02	0.03	0.00	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓	9.3	3	15
AT195	Old Town Avenue Class IV	$1,326	0.12	-0.95	0.00	-0.01	0.02	-0.02	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	6.8	2	11
AT196	Orange Avenue Class II	$14,774	0.84	-1.20	-0.04	-0.07	0.12	-0.02	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	1.0	2	17
AT197	Pacific Highway Class IV	$30,753	0.14	-0.99	-0.01	-0.02	0.02	-0.02	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	0.3	1	10
AT198	Palm Avenue Bike Blvd	$5,057	0.01	-0.08	0.01	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	0.4	1	3
AT199	Palm Street Class I	$1,865	0.29	-1.15	-0.02	-0.03	0.04	-0.02	2	0	3	3	2	0	14	3	3	3	2	3	✓	✓	7.5	2	16
AT200	Park Boulevard Class IV	$7,888	0.18	-0.39	-0.01	-0.02	0.03	-0.01	1	0	3	3	1	0	11	2	3	3	1	2	✓	✓	1.4	2	13
AT201	Park Center Drive Class III		-0.03	-0.04	0.00	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓			
AT202	Parkway Drive Class I	$13,129	0.75	-1.08	-0.03	-0.06	0.11	-0.02	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	1.1	2	17
AT203	Pechanga Arena Class II	$147	0.09	-0.90	0.00	-0.01	0.01	-0.01	0	0	1	3	0	0	8	2	3	1	0	2	✓	✓	54.4	3	11
AT204	Petree Street Class III	$62	-0.01	-0.10	0.00	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	32.3	3	5
AT205	Pine Drive Class III	$47	-0.01	-0.06	0.00	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	42.6	3	5
AT206	Point Loma Avenue Bike Boulevard	$7,606	-0.06	-0.49	0.00	0.00	-0.01	-0.01	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	0.3	1	3
AT207	Point Loma Bouelvard Class IV	$4,137	0.06	-0.86	0.00	-0.01	0.01	-0.01	0	0	1	2	0	0	7	2	2	1	0	2	✓	✓	1.7	2	9
AT208	Princess View Drive Class IV	$5,032	0.22	-0.33	0.00	-0.02	0.03	0.00	2	0	1	3	2	0	10	2	3	1	2	2	✓	✓	2.0	2	12
AT209	Prospect Avenue Class II (east)	$109	0.14	-0.29	-0.01	-0.01	0.02	0.00	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	91.7	3	13
AT211	Qualcomm Way/Texas Street Class IV	$2,274	0.23	-0.36	-0.01	-0.02	0.03	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	4.8	2	13
AT213	Renette Avenue Class III	$107	-0.01	-0.10	0.01	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	18.7	3	5
AT214	Reservoir Drive Class II	$427	0.38	-0.59	-0.01	-0.03	0.05	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	30.4	3	16
AT215	Richmond Street Class II	$54	0.16	-0.37	-0.01	-0.02	0.02	-0.01	1	0	3	3	1	0	11	2	3	3	1	2	✓	✓	203.7	3	14
AT216	Rio San Diego Drive Class II	$569	0.24	-0.37	-0.01	-0.02	0.04	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	19.3	3	14

			Sketch Planning Outputs						Scoring (0, 1, 2, or 3)							Assessment									
ID	Name	Cost ($k)	Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Mode Share	Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Mode Share	Aggregate Score	**Accessibility**: Basic Needs, Opportunities, and	**Efficiency**: PHT by Auto	**Air Quality**: PMT by Auto	**Multimodal**: Change in Non-Auto Mode Share	**Safety:** Qualitative Assessment	Alt 1	Alt 2	**Cost Effectiveness Index**	**Cost Effectiveness Score**	**Final Aggregated**
AT218	Riverwalk Drive Class II	$449	0.15	-0.98	-0.01	-0.02	0.02	-0.02	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	20.0	3	12
AT219	Riverwalk Street "J" (as named in Mission Valley Community Plan) Class II	$354	0.14	-0.75	-0.01	-0.02	0.02	-0.01	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	28.2	3	13
AT220	Riverwalk Street "U" (as named in Mission Valley Community Plan) Class IV	$4,986	0.20	-0.54	0.00	-0.02	0.03	-0.01	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	1.8	2	11
AT221	Robinson Avenue Class I	$2,815	0.41	-0.71	-0.02	-0.04	0.06	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	5.3	2	17
AT222	Robinson Avenue Class II	$758	0.18	-1.01	-0.01	-0.02	0.03	-0.02	1	0	3	3	1	0	11	2	3	3	1	2	✓	✓	14.5	3	14
AT223	Rosecrans Bus-Bike Lane	$1,465	-0.02	-0.76	0.00	0.00	0.00	-0.01	0	0	0	1	0	0	5	2	1	0	0	2	✓	✓	3.4	2	7
AT224	Rosecrans Plaza Class II	$71	0.09	-0.91	0.00	-0.01	0.01	-0.01	0	0	1	3	0	0	8	2	3	1	0	2	✓	✓	112.7	3	11
AT225	Rosecrans Street Class I	$11,799	0.34	-1.26	-0.02	-0.03	0.05	-0.02	2	0	3	3	3	0	15	3	3	3	3	3	✓	✓	1.3	2	17
AT226	Rosecrans Street Class IV	$2,571	0.11	-0.97	0.00	-0.01	0.02	-0.02	0	0	1	3	1	0	9	2	3	1	1	2	✓	✓	3.5	2	11
AT229	San Diego Avenue/India Street Class IV	$11,680	0.12	-0.96	-0.01	-0.02	0.02	-0.02	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	0.8	1	10
AT230	San Diego Mission Road Class II	$4,327	0.24	-0.37	0.00	-0.02	0.03	-0.01	2	0	1	3	2	0	10	2	3	1	2	2	✓	✓	2.3	2	12
AT231	San Diego River Bikeway Connections (Riverwalk and Fashion Valley Mall south Class I)	$22,439	0.45	-1.38	-0.02	-0.04	0.06	-0.02	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	0.7	1	16
AT232	San Diego River Trail - I-805 to Fenton Parkway Class I	$6,404	0.46	-0.66	-0.02	-0.04	0.07	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	2.3	2	17
AT234	San Diego River Trail - Qualcomm Stadium to Ward Road (Rancho Mission Road Class II)	$196	0.29	-0.41	-0.01	-0.02	0.04	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	56.1	3	14
AT236	San Diego River Trail (north) Connection	$16,254	0.44	-1.37	-0.02	-0.04	0.06	-0.02	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	0.9	1	16
AT238	San Diego River Trail (south) Class I connection to Camino del Rio N	$3,446	0.37	-0.53	-0.02	-0.04	0.05	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	3.8	2	15
AT239	San Diego River Trail Bridge Class I	$888	0.37	-0.52	-0.02	-0.04	0.05	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	16.9	3	18
AT241	San Diego River Trail: Stadium Segment	$9,720	0.60	-0.84	-0.03	-0.05	0.08	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	1.5	2	17
AT242	Sassafras Street Class IV	$1,148	0.10	-0.90	0.00	-0.01	0.01	-0.01	0	0	1	3	0	0	8	2	3	1	0	2	✓	✓	7.0	2	10
AT243	Sea World Drive/Tecolote Road Class I	$4,168	0.29	-1.02	-0.01	-0.03	0.04	-0.02	2	0	3	3	2	0	14	3	3	3	2	3	✓	✓	3.4	2	16
AT244	Second Street Class III	$72	-0.01	-0.10	0.01	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	27.8	3	5
AT245	Severin Drive Class II	$270	0.21	-0.36	-0.01	-0.02	0.03	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	40.7	3	14
AT246	Severin Drive/Garfield Avenue Bike Blvd	$8,666	-0.02	-0.07	0.01	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	0.2	1	3
AT248	Sports Arena Boulevard Class I	$14,483	0.34	-1.25	-0.02	-0.03	0.05	-0.02	2	0	3	3	2	0	14	3	3	3	2	3	✓	✓	1.0	2	16
AT249	Sports Arena Boulevard Class II	$365	0.11	-0.95	0.00	-0.01	0.02	-0.02	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	24.7	3	12
AT252	State Street Class IV	$5,244	0.10	-0.90	-0.01	-0.01	0.02	-0.01	0	0	1	3	0	0	8	2	3	1	0	2	✓	✓	1.5	2	10
AT253	Sweetwater Springs Boulevard Class IV	$8,665	0.02	-0.05	0.00	0.00	0.00	0.00	0	0	0	1	0	0	5	2	1	0	0	2	✓	✓	0.6	1	6
AT254	Taylor Street Class IV	$6,597	0.14	-0.97	0.00	-0.02	0.02	-0.02	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	1.4	2	11
AT256	Telecote Road Class IV	$4,102	0.11	-0.78	0.00	-0.01	0.02	-0.01	1	0	1	3	0	0	9	2	3	1	1	2	✓	✓	2.2	2	11

			Sketch Planning Outputs						Scoring (0, 1, 2, or 3)							Assessment									
ID	Name	Cost ($k)	Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Mode Share	Percent Change in Bike and Walk Trips	Percent Change in Transit Trips	Percent Change in Auto PMT	Percent Change in Auto PHT	Percent Change in Bike and Walk Mode Share	Percent Change to Transit Mode Share	Aggregate Score	**Accessibility**: Basic Needs, Opportunities, and	**Efficiency**: PHT by Auto	**Air Quality**: PMT by Auto	**Multimodal**: Change in Non-Auto Mode Share	**Safety:** Qualitative Assessment	Alt 1	Alt 2	**Cost Effectiveness Index**	**Cost Effectiveness Score**	**Final Aggregated**
AT257	Third Avenue Class Bike Boulevard	$4,183	-0.05	-0.71	0.00	0.00	-0.01	-0.01	0	0	0	1	0	0	3	1	1	0	0	1	✓	✓	0.7	1	4
AT258	Third Avenue Class II	$100	0.14	-0.96	-0.01	-0.02	0.02	-0.02	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	100.0	3	13
AT259	Third Street Class II	$188	0.22	-0.30	-0.01	-0.02	0.03	0.00	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	58.5	3	14
AT260	Thorn Street Bike Blvd	$2,251	0.04	-0.12	0.00	-0.01	0.01	0.00	0	0	1	2	0	0	5	1	2	1	0	1	✓	✓	2.2	2	7
AT261	Twain Avenue Class II	$161	0.25	-0.38	-0.01	-0.02	0.04	-0.01	2	0	1	3	2	0	10	2	3	1	2	2	✓	✓	62.1	3	13
AT262	Ulric Class I connection	$3,929	0.39	-0.57	-0.02	-0.04	0.06	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	3.8	2	17
AT263	Ulric Street Class IV	$9,627	0.19	-0.31	-0.01	-0.02	0.03	0.00	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	1.0	2	12
AT264	University Avenue Class II (central)	$100	0.36	-0.57	-0.01	-0.03	0.05	-0.01	3	0	2	3	3	0	12	2	3	2	3	2	✓	✓	120.0	3	15
AT265	University Avenue Class II (east)	$313	0.36	-0.55	-0.01	-0.03	0.05	-0.01	3	0	2	3	3	0	12	2	3	2	3	2	✓	✓	38.3	3	15
AT266	University Avenue Class II (west)	$316	0.36	-0.57	-0.01	-0.03	0.05	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	41.1	3	16
AT267	University Avenue Class IV	$7,360	0.18	-1.01	-0.01	-0.02	0.03	-0.02	1	0	3	3	1	0	11	2	3	3	1	2	✓	✓	1.5	2	13
AT268	University Avenue Class IV (central)	$4,988	0.39	-0.62	-0.01	-0.03	0.06	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	2.6	2	15
AT269	University Avenue Class IV (east)	$2,253	0.37	-0.59	-0.01	-0.03	0.05	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	5.8	2	15
AT270	University Avenue Class IV (La Mesa)	$10,502	0.36	-0.56	-0.01	-0.02	0.05	-0.01	3	0	2	3	3	0	12	2	3	2	3	2	✓	✓	1.1	2	14
AT271	University Avenue Class IV (west)	$4,514	0.36	-0.57	-0.01	-0.03	0.05	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	2.9	2	15
AT272	Val las Cumbres Class II connection	$120	0.14	-0.97	0.00	-0.02	0.02	-0.02	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	75.0	3	12
AT273	Venice Street/Savoy Street/Tarento Drive/Garden Lane Bike Boulevard	$29,529	0.14	-0.94	-0.01	-0.02	0.02	-0.01	1	0	2	3	1	0	12	3	3	2	1	3	✓	✓	0.4	1	13
AT274	Vernon Way Class III	$54	0.00	-0.10	0.00	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	37.0	3	5
AT276	Walnut Avenue Bike Boulevard	$973	-0.05	-0.70	0.00	0.00	-0.01	-0.01	0	0	0	1	0	0	3	1	1	0	0	1	✓	✓	3.1	2	5
AT277	Waring Road Class IV	$12,113	0.34	-0.53	-0.01	-0.02	0.05	-0.01	3	0	2	3	2	0	12	2	3	2	3	2	✓	✓	1.0	2	14
AT278	Washington Avenue Class IV (west)	$7,884	0.14	-0.98	-0.01	-0.02	0.02	-0.02	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	1.3	2	12
AT279	Washington Avenue Class IV (east)	$5,638	0.17	-0.77	-0.01	-0.02	0.02	-0.01	1	0	3	3	1	0	11	2	3	3	1	2	✓	✓	2.0	2	13
AT280	Westwind Drive/Murray Avenue/Murray Drive Class III	$182	-0.01	-0.07	0.01	0.00	0.00	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	11.0	3	5
AT281	Winter Gardens Boulevard/2nd Street/Jamacha Road Class IV	$50,464	0.22	-0.41	-0.01	-0.02	0.03	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	0.2	1	12
AT282	Witherby Street Class IV	$955	0.11	-0.95	0.00	-0.01	0.02	-0.02	1	0	1	3	0	0	9	2	3	1	1	2	✓	✓	9.4	3	12
AT284	YMCA to Sefton Field Class I	$2,002	0.37	-1.26	-0.02	-0.04	0.05	-0.02	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	7.5	2	17
AT285	Zion Avenue Bike Boulevard	$721	0.25	-0.38	0.00	-0.02	0.04	-0.01	2	0	1	3	2	0	10	2	3	1	2	2	✓	✓	13.9	3	13
AT286	Friars Road Ped/Bike Bridge at Frazee Road	$280	0.36	-0.50	-0.02	-0.03	0.05	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	53.6	3	18
AT287	Friars Road Ped/Bike Bridge east of Russell Park Way	$503	0.37	-0.53	-0.02	-0.04	0.05	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	29.8	3	18
AT288	San Diego River Trail Bridge Class I at Mission Valley Transit Center	$717	0.38	-0.54	-0.02	-0.04	0.05	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	20.9	3	18
AT289	Adams Avenue Class III	$24	0.07	-0.20	0.01	0.00	0.01	0.00	0	0	0	1	0	0	3	1	1	0	0	1	✓	✓	125.0	3	6

			Sketch Planning Outputs						Scoring (0, 1, 2, or 3)							Assessment									
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AT290	56th Street Class III	$57	0.07	-0.20	0.01	0.00	0.01	0.00	0	0	0	1	0	0	3	1	1	0	0	1	✓	✓	52.6	3	6
AT291	Madison Avenue Class III	$32	0.07	-0.19	0.01	0.00	0.01	0.00	0	0	0	1	0	0	3	1	1	0	0	1	✓	✓	93.8	3	6
AT292	Soria Drive/Arosa Street/Rose Street Class III	$46	0.07	-0.20	0.01	0.00	0.01	0.00	0	0	0	1	0	0	3	1	1	0	0	1	✓	✓	65.2	3	6
AT293	Harbison Avenue Class III	$22	0.07	-0.17	0.01	0.00	0.01	0.00	0	0	0	0	0	0	2	1	0	0	0	1	✓	✓	90.9	3	5
AT294	Dana Landing Road Class II	$377	0.11	-0.44	0.00	-0.01	0.02	-0.01	0	0	1	2	0	0	7	2	2	1	0	2	✓	✓	18.6	3	10
AT295	Sports Arena to SD River Path Class I Bridge (over I-8)	$606	0.24	-1.07	-0.01	-0.02	0.03	-0.02	2	0	3	3	2	0	14	3	3	3	2	3	✓	✓	23.1	3	17
AT296	SDSU to Adobe Falls Class I Bridge (over I-8)	$2,298	0.67	-0.96	-0.03	-0.05	0.10	-0.02	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	6.5	2	17
AT297	University Avenue Bus-Bike Lane	$880	0.10	-0.15	-0.01	-0.02	0.02	0.00	0	0	2	3	0	0	9	2	3	2	0	2	✓	✓	10.2	3	12
AT298	Adams Avenue Class IV	$731	0.24	-0.38	-0.01	-0.03	0.04	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓	16.4	3	15
AT299	Murray Ridge Road Class IV	$3,261	0.13	-0.21	0.00	-0.01	0.02	0.00	1	0	0	2	1	0	7	2	2	0	1	2	✓	✓	2.1	2	9
AT300	Lincoln Avenue Class III (west)	$20	-0.03	-0.48	0.00	-0.01	0.00	-0.01	0	0	0	1	0	0	3	1	1	0	0	1	✓	✓	150.0	3	6
AT301	Lincoln Avenue Class II	$133	0.17	-0.38	-0.01	-0.02	0.02	-0.01	1	0	3	3	1	0	11	2	3	3	1	2	✓	✓	82.7	3	14
AT302	San Diego River Trail (east) Class I	$59,391	0.69	-0.95	-0.03	-0.06	0.10	-0.02	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	0.3	1	16
AT303	Massachusetts Avenue Class IV	$1,825	0.22	-0.29	-0.01	-0.02	0.03	0.00	2	0	1	3	2	0	10	2	3	1	2	2	✓	✓	5.5	2	12
AT304	Severin Drive Class IV	$995	0.20	-0.35	-0.01	-0.02	0.03	-0.01	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	10.1	3	13
AT305	Spring Street to I-8 WB Class I	$5,428	0.44	-0.57	-0.02	-0.04	0.06	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	2.8	2	17
AT306	Spring Street Class IV	$2,326	0.12	-0.21	0.00	-0.01	0.02	0.00	1	0	1	3	1	0	9	2	3	1	1	2	✓	✓	3.9	2	11
AT307	Mollison Avenue Class IV	$349	0.22	-0.42	-0.01	-0.02	0.03	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	31.5	3	14
AT308	Sunset Cliffs Boulevard Class IV	$2,709	0.05	-0.86	0.00	-0.01	0.01	-0.01	0	0	1	2	0	0	7	2	2	1	0	2	✓	✓	2.6	2	9
AT309	Conrad Drive/Resmar Road Class II	$1,357	0.18	-0.22	-0.01	-0.02	0.03	0.00	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	7.4	2	12
AT310	Edgewood Drive/Grandview Drive Class II	$1,373	0.18	-0.27	-0.01	-0.02	0.03	0.00	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	7.3	2	12
AT311	Fuerte Drive Class II	$3,432	0.28	-0.47	-0.01	-0.02	0.04	-0.01	2	0	3	3	2	0	12	2	3	3	2	2	✓	✓	3.5	2	14
AT312	Chase Avenue Class IV	$16,383	0.19	-0.34	-0.01	-0.02	0.03	-0.01	1	0	2	3	1	0	10	2	3	2	1	2	✓	✓	0.6	1	11
AT313	Hillsdale Road Class IV	$3,098	0.05	-0.07	0.00	0.00	0.01	0.00	0	0	1	1	0	0	6	2	1	1	0	2	✓	✓	1.9	2	8
AT314	Pepper Drive Class IV	$18,010	0.21	-0.38	-0.01	-0.02	0.03	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	0.6	1	12
AT315	1st Street Class IV	$6,307	0.22	-0.40	-0.01	-0.02	0.03	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	1.7	2	13
AT316	Greenfield Drive Class IV	$12,408	0.24	-0.44	-0.01	-0.02	0.03	-0.01	2	0	2	3	2	0	11	2	3	2	2	2	✓	✓	0.9	1	12
AT317	Los Coches Road Class IV	$16,800	0.04	-0.09	0.00	0.00	0.01	0.00	0	0	0	0	0	0	4	2	0	0	0	2	✓	✓	0.2	1	5
AT318	Julian Avenue Class IV	$10,914	0.01	-0.04	0.00	0.00	0.00	0.00	0	0	0	0	0	0	4	2	0	0	0	2	✓	✓	0.4	1	5
AT319	University Avenue Class II, Wabash Avenue to 44th Street	$910	0.39	-0.55	-0.02	-0.04	0.05	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	14.3	3	16
AT320	University Avenue Class II, 47th Street to Estrella Avenue	$138	0.35	-0.53	-0.01	-0.03	0.05	-0.01	3	0	3	3	3	0	13	2	3	3	3	2	✓	✓	94.2	3	16
AT321	Franklin Ridge Road Class IV	$530	0.13	-0.20	0.00	-0.01	0.02	0.00	1	0	0	3	1	0	8	2	3	0	1	2	✓	✓	15.1	3	11

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AT322	Santo Road Class IV	$16,729	0.20	-0.32	0.00	-0.01	0.03	0.00	1	0	0	3	2	0	9	2	3	0	2	2	✓	✓	0.5	1	10
AT323	Tierrasanta Boulevard Class IV	$14,193	0.20	-0.29	0.00	-0.01	0.03	0.00	1	0	0	3	2	0	9	2	3	0	2	2	✓	✓	0.6	1	10
T1	Rapid 10	$48,600	-0.18	0.29	0.01	0.00	-0.03	0.01	0	3	0	0	0	3	7	2	0	0	3	2		✓	0.1	1	8
T2	LRT 510	$1,377,000	-0.15	0.12	0.00	0.00	-0.02	0.00	0	2	0	0	0	1	6	2	0	0	2	2	✓		0.0	1	7
T3	LRT 530	$518,400	-0.25	0.68	0.01	0.00	-0.03	0.01	0	3	0	0	0	3	9	3	0	0	3	3	✓		0.0	1	10
T4	LRT 520	$369,900	-0.09	0.18	0.01	0.00	-0.01	0.00	0	3	0	0	0	2	9	3	0	0	3	3	✓		0.0	1	10
T5	Mission Valley Skyway	$227,000	-0.01	0.12	0.00	0.00	0.00	0.00	0	2	0	0	0	1	8	3	0	0	2	3	✓		0.0	1	9
T6	Riverwalk Street "J" (as named in Mission Valley Community Plan) Station		-0.01	0.04	0.00	0.00	0.00	0.00	0	0	0	0	0	0	6	3	0	0	0	3	✓	✓			
T7	Tram	$1,586,250	0.01	0.04	0.00	0.00	0.00	0.00	0	0	1	1	0	0	6	2	1	1	0	2	✓	✓	0.0	1	7
T8	Rapid 28	$97,438	-0.18	0.24	0.01	0.01	-0.03	0.00	0	3	0	0	0	3	7	2	0	0	3	2	✓	✓	0.1	1	8
T9	Rapid 120	$112,867	-0.02	0.18	0.01	0.00	0.00	0.00	0	3	0	0	0	2	7	2	0	0	3	2		✓	0.1	1	8
T10	Rapid 290	$2,448	-0.10	0.36	0.01	0.00	-0.01	0.01	0	3	0	0	0	3	7	2	0	0	3	2	✓	✓	2.9	2	9
T11	Rapid 295	$101,940	-0.05	0.45	0.01	0.01	-0.01	0.01	0	3	0	0	0	3	7	2	0	0	3	2	✓	✓	0.1	1	8
T12	Rapid 235/280	$2,448	-0.08	0.18	0.00	0.00	-0.01	0.00	0	3	0	0	0	2	7	2	0	0	3	2	✓	✓	2.9	2	9
T13	Rapid 215	$26,093	0.01	0.31	0.00	0.00	0.00	0.01	0	3	0	1	0	3	8	2	1	0	3	2	✓	✓	0.3	1	9
T14	Rapid 625	$89,295	-0.01	0.30	0.01	0.00	0.00	0.01	0	3	0	0	0	3	7	2	0	0	3	2	✓	✓	0.1	1	8
T15	Rapid 11	$94,852	0.00	0.32	0.00	0.00	0.00	0.01	0	3	0	1	0	3	8	2	1	0	3	2	✓	✓	0.1	1	9
T16	All other Rapids and Locals in Study Area								0	0	0	0	0	0	0		0	0	0		✓	✓			
T17	Commuter Rail 583	$31,950,000	-0.16	0.09	0.00	0.00	-0.02	0.00	0	1	0	0	0	1	5	2	0	0	1	2	✓	✓	0.0	1	6
T18	Commuter Rail 582	$17,091,000	-0.03	0.10	0.00	0.00	-0.01	0.00	0	2	0	0	0	1	6	2	0	0	2	2	✓	✓	0.0	1	7
T19	Lemon Grove Rapid 856	$89,295	-0.01	0.31	0.01	0.00	0.00	0.01	0	3	0	0	0	3	7	2	0	0	3	2	✓	✓	0.1	1	8
T20	Light Rail Transit PTC to OB	$1,704,000	-0.15	0.12	0.01	0.00	-0.02	0.00	0	2	0	0	0	1	8	3	0	0	2	3	✓		0.0	1	9
T21	Rapid 10	$48,600							0	0	0	0	0	0	8	2	1	1	2	2	✓		0.2	1	9
FF1	Flexible Fleets	$401	0.06	-0.08	0.00	0.00	0.01	0.00	0	0	1	1	0	0	8	3	1	1	0	3	✓	✓	20.0	3	11
FF2	Flexible Fleets		0.64	-1.58	-0.04	-0.06	0.09	-0.03	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓			
FF3	Flexible Fleets		0.64	-1.58	-0.04	-0.06	0.09	-0.03	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓			
FF4	Flexible Fleets	$551	0.07	-0.07	0.00	-0.01	0.01	0.00	0	0	1	1	0	0	8	3	1	1	0	3	✓	✓	14.5	3	11
FF5	Flexible Fleets	$163	0.07	-0.07	0.00	-0.01	0.01	0.00	0	0	1	1	0	0	8	3	1	1	0	3	✓	✓	49.1	3	11
FF6	Flexible Fleets	$603	0.34	-0.44	-0.01	-0.02	0.05	-0.01	2	0	3	3	2	0	14	3	3	3	2	3	✓	✓	23.2	3	17
FF7	Flexible Fleets	$1,440	0.34	-0.44	-0.01	-0.02	0.05	-0.01	2	0	3	3	2	0	14	3	3	3	2	3	✓	✓	9.7	3	17
FF8	Flexible Fleets		0.34	-0.44	-0.01	-0.02	0.05	-0.01	2	0	3	3	2	0	14	3	3	3	2	3	✓	✓			
FF9	Flexible Fleets	$115	0.16	-0.19	-0.01	-0.01	0.02	0.00	1	0	2	3	1	0	12	3	3	2	1	3	✓	✓	104.3	3	15
FF10	Flexible Fleets	$1,713	0.16	-0.19	-0.01	-0.01	0.02	0.00	1	0	2	3	1	0	12	3	3	2	1	3	✓	✓	7.0	2	14
FF11	Flexible Fleets	$96	0.48	-0.67	-0.03	-0.04	0.07	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	156.3	3	18
FF12	Flexible Fleets	$1,529	0.48	-0.67	-0.03	-0.04	0.07	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	9.8	3	18
FF13	Flexible Fleets	$71	0.48	-0.67	-0.03	-0.04	0.07	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	211.3	3	18

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FF14	Flexible Fleets	$51	0.64	-1.58	-0.04	-0.06	0.09	-0.03	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	294.1	3	18
MH1	Mobility Hub - City Heights	$7,324	0.38	-0.53	-0.03	-0.04	0.05	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	2.0	2	17
MH2	Mobility Hub - Linda Vista	$4,970	0.11	-0.13	-0.01	-0.01	0.02	0.00	0	0	1	2	0	0	9	3	2	1	0	3	✓	✓	1.8	2	11
MH3	Mobility Hub - Hillcrest	$4,195	0.28	-0.34	-0.02	-0.03	0.04	-0.01	2	0	3	3	2	0	14	3	3	3	2	3	✓	✓	3.3	2	16
MH4	Mobility Hub - SDSU	$3,727	0.49	-0.54	-0.02	-0.04	0.07	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	4.0	2	17
MH5	Mobility Hub - La Mesa	$6,031	0.24	-0.29	-0.01	-0.02	0.03	0.00	2	0	3	3	2	0	14	3	3	3	2	3	✓	✓	2.3	2	16
MH6	Mobility Hub - Downtown El Cajon	$15,059	0.48	-0.66	-0.03	-0.04	0.07	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	1.0	2	17
MH7	Mobility Hub - Gillepsie Field	$3,064	0.46	-0.65	-0.03	-0.04	0.07	-0.01	3	0	3	3	3	0	15	3	3	3	3	3	✓	✓	4.9	2	17
Re1	El Cajon / La Mesa bus route pavement resilience								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re2	El Cajon / La Mesa Cool Zones service								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re3	Orange / Green Line station shade structures								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re4	El Cajon / La Mesa bus route shade structures								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re5	Eastern corridor shade and pavement improvements for pedestrians and bicyclists								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re6	Vegetation management for wildfire resilience								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re7	Post-wildfire resilience plan								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re8	ITS implementation for eastern corridor wildfire evacuations								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re9	ITS implementation for Escondido Fwy wildfire evacuations								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re10	ITS implementation for San Diego River flood evacuations								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re11	Evacuation route planning for wildfire resilience								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re12	Flooding pain point study								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re13	ID locations for rainfall sensors								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re14	Rainfall sensors linked to flood warning system								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re15	San Diego River and floodplain permeable pavement								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re16	San Diego River green infrastructure								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re17	Mission and San Diego Bays green infrastructure								0	0	0	0	0	0	0		0	0	0		✓	✓			

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Re18	Mission Beach / Mission Blvd stormwater infrastructure upgrades								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re19	San Diego River and Tecolote Creek stormwater infrastructure upgrades								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re20	Upsizing drainage with infrastructure improvements								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re21	Planned retreat								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re22	Flood-related detours and redundancy								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re23	Pre- and post-event maintenance and inspections								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re24	Mission Bay Golf Course bus stops moved outside floodplain								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re25	Tecolote Road trolley station moved outside floodplain								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re26	Bridge crossing Mission Beach / Ingraham St floodproofing								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re27	Tecolote Creek station and trolley route flood management infrastructure improvements								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re28	Mission Bay / San Diego River / San Diego Bay sea level rise resilience planning								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re29	Grid outage resilience for EV charging								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re30	Flood resilience for EV charging								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re31	Resilience in siting for EV charging								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re32	Resilience to PSPS events for EV charging								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re33	Dynamic in-road charging for EVs								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re34	Access to EV charging								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re35	Improvements to Wildlife crossings								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re36	New infrastructure resilience improvements								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re37	San Diego River bridge crossing floodproofing								0	0	0	0	0	0	0		0	0	0		✓	✓			
Re38	Famosa Slough green infrastructure								0	0	0	0	0	0	0		0	0	0		✓	✓			