

Attachment 4

Existing Roadway Conditions (Key Roadway Metrics) for De La Cruz Boulevard, Lick Mill Boulevard, and Scott Boulevard

Safety

Collision data between 2018 and 2023 was reviewed and is summarized below.

De La Cruz Boulevard: There were 68 reported collisions during the timeframe. Of the 68 collisions, 28 resulted in some level of injury or complaint of pain. There were two pedestrian-involved collisions and two bicycle-involved collisions, each of which resulted in an injury.

Lick Mill Boulevard: There were 47 reported collisions during the timeframe. Of the 47 collisions, 13 resulted in some level of injury or complaint of pain. There were two bicycle-involved collisions, both of which resulted in an injury or complaint of pain.

Scott Boulevard: There were 231 reported collisions during the timeframe. Of the 231 collisions, 96 resulted in some level of injury or complaint of pain. There were seven pedestrian-involved collisions, six of which resulted in an injury or complaint of pain, and seven bicycle-involved collisions, each of which resulted in an injury.

Average Daily Traffic

Daily traffic counts were collected at nine locations across the three corridors for a 48-hour weekday period. The Average Daily Traffic (ADT) for each Study roadway is:

- De La Cruz Boulevard ADT - 9,949 vehicles
- Lick Mill Boulevard ADT - 9,753 vehicles
- Scott Boulevard ADT - 15,757 vehicles.

Bicycle Counts

Bicycle counts were collected for each of the three corridors. Average bicycle count data for each roadway during the AM and PM peak hour periods is:

- De La Cruz Boulevard - Three bicyclists per hour
- Lick Mill Boulevard - Four bicyclists per hour
- Scott Boulevard - Five bicyclists per hour

Vehicle Speeds

Speed data was collected at nine locations across the three corridors for a 48-hour weekday period. Vehicle speed data for each roadway is:

- De La Cruz Boulevard – 40 mph (85th percentile speed*)
- Lick Mill Boulevard - 43 mph (85th percentile speed)
- Scott Boulevard - 39 mph (85th percentile speed)

*85th percentile speeds is the speed at which 85 percent of all motorists travel at or below.

Traffic Operations

A traffic operations analysis was completed at 46 study intersections along De La Cruz Boulevard, Lick Mill Boulevard, and Scott Boulevard. The traffic analysis evaluated the current Level of Service (LOS) for each study intersection based on criteria established in the City's Transportation Analysis Policy. Per City policy, intersections on City-owned streets should meet Level of Service D or better and per County policy intersections on County-owned and operated expressways should meet Level of Service E or better.

De La Cruz Boulevard: Based on the analysis, eight of nine De La Cruz Boulevard intersections operate acceptably under existing conditions during the AM and PM peak hours. The one intersection that currently does not meet the LOS standard is De La Cruz Boulevard and Laurelwood Avenue, a City-owned intersection.

Lick Mill Boulevard: Based on the analysis, 14 of 16 intersections operate acceptably under existing conditions during AM peak hours and 15 of 16 operate acceptably during PM peak hours. The intersections that currently do not meet the LOS standard in the AM period are Lick Mill Boulevard and East River Parkway, and Lick Mill Boulevard and Fitzpatrick Way. The intersection that does not meet the LOS standard in the PM period is Lick Mill Boulevard and East Tasman Drive. All three of these intersections are City-owned.

Scott Boulevard: Based on the analysis, 20 of 21 intersections operate acceptably under existing conditions during the AM peak hours and 18 of 21 operate acceptably during PM peak hours. The intersection that currently does not meet the LOS standard in the AM period is Scott Boulevard and Cabrillo Avenue. The intersections that do not meet the LOS standard in the PM period are Scott Boulevard and Cabrillo Avenue, Scott Boulevard and Harrison Street, and Scott Boulevard and Serra Avenue. All three of these intersections are City-owned.

Travel Time

A travel time analysis was completed to evaluate the time it takes to travel the entire length of each study corridor in a vehicle. Travel time data was averaged for both travel directions from 7 a.m. to 7 p.m. across typical weekdays (Tuesday, Wednesday, and Thursday) from September 1 to September 30, 2024, to capture traffic conditions during the school year.

De La Cruz Boulevard: The peak hour with the highest average travel time was 2 p.m. to 3 p.m. with an average travel time of five minutes and 16 seconds.

Lick Mill Boulevard: The peak hour with the highest average travel time was 6 p.m. to 7 p.m. with an average travel time of six minutes and 33 seconds.

Scott Boulevard: The peak hour with the highest average travel time was 5 p.m.

to 6 p.m. with an average travel time of 15 minutes and 23 seconds.

Parking Analysis

A parking analysis was completed to determine parking occupancy along each of the three Study corridors, as well as adjacent side streets within 500-feet of each corridors. Parking counts were collected on three consecutive weekdays (Tuesday through Thursday) on October 8, 9, and 10, 2024, and on Saturday, October 12, 2024. Data was collected in 30-minute periods from 7 a.m. to 7 p.m. and 11 p.m. to 2 a.m. and counts were also collected on all side streets within 500 feet of the three Study corridors. Parking availability for each street (including side streets) is shown below.

De La Cruz Boulevard: The highest average occupancy was on weekdays from 10 a.m. to 11 a.m. Within the Project area, an average of 66 percent of parking spaces were available.

Lick Mill Boulevard: The highest average occupancy was on weekdays from 7 a.m. to 8 a.m. Within the Project area, an average of 54 percent of parking spaces were available. It should be noted that portions of Lick Mill Boulevard near Laird Circle and near Tasman Drive were observed to have parking availability less than 10 percent. The parking demand on Lick Mill Boulevard near Tasman Drive is expected to be temporary, as parking patterns (i.e. occupied mostly during the day and less demand on weekends) suggest that the parked cars are associated with temporary construction north of Lick Mill Boulevard.

Scott Boulevard: The highest average parking occupancy was on weekends from 12 a.m. to 1 a.m. Within the Project area, an average of 38 percent of parking spaces were available. It should be noted that portions of Scott Boulevard were observed to have parking availability less than 10 percent.