

Traffic Impact Analysis

Barrio Logan Community Plan Mobility Element Existing Conditions

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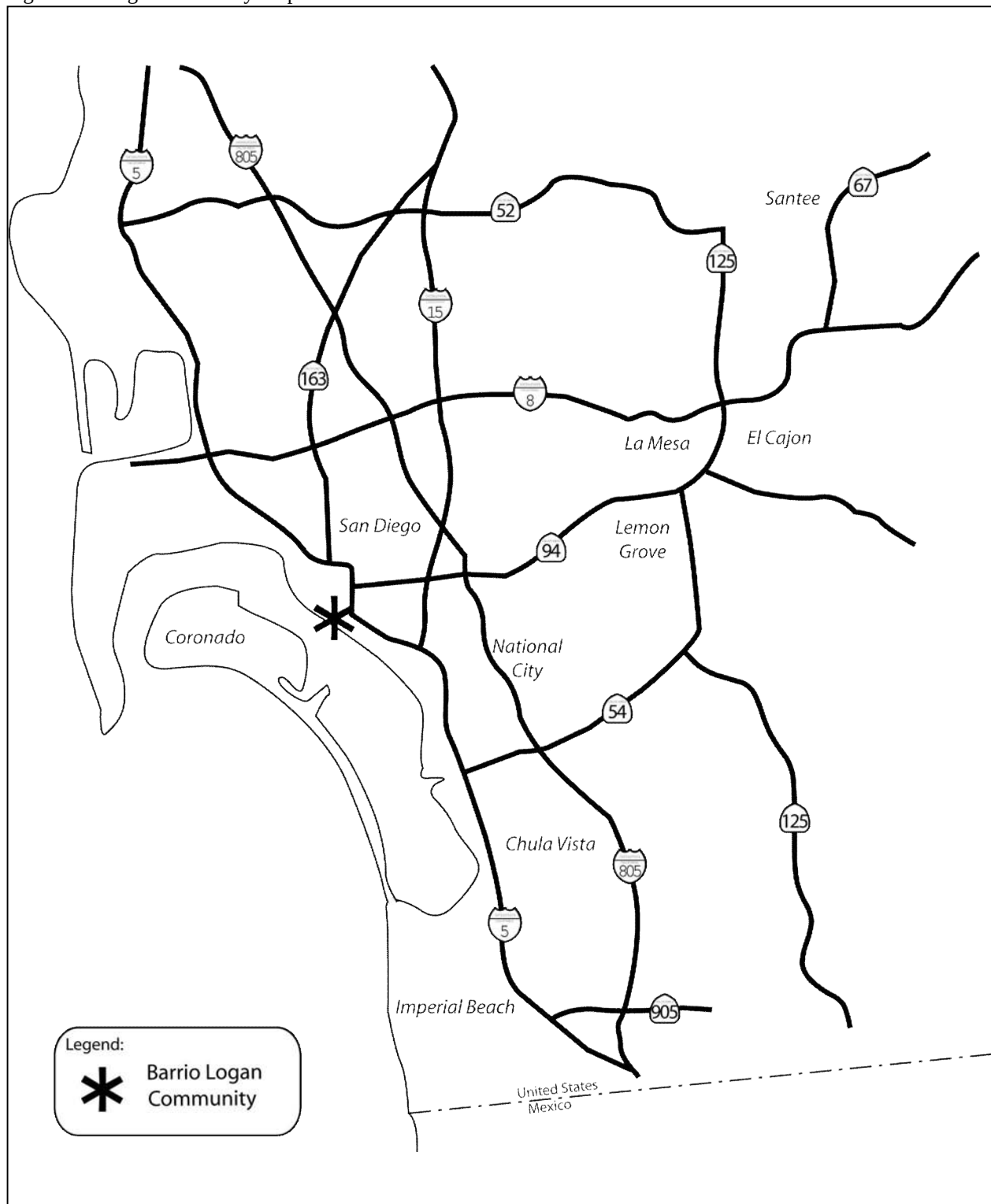
1.0 INTRODUCTION

The following section provides a summary of the purpose and goals of the Mobility Element of the Barrio Logan Community Plan Update.

Background

The purpose of the Mobility Element is to establish goals and policies that that will guide future street network and design, street classification, level of service, transit facilities and service, pedestrian and bicycle accommodations, and facility improvements needed to support future travel needs within the Barrio Logan Community. **Figure 1-1** depicts the location of the project in a regional context and **Figure 1-2** shows the project boundary study area for the Barrio Logan Community.

Figure 1-1 Regional Vicinity Map



LEGEND

- Barrio Logan Community Plan Area
- City Boundary
- Freeway/Ramp
- SDMTS Trolley and Station
- Park/Open Space
- School
- Port District*

*The Port District is not within the jurisdiction of the City but the existing plan shows it within its boundaries.

Project Boundary Study Area
Barrio Logan Community Plan Update

SanGIS, M, I, G, and other logos are visible at the bottom right.

2.0 METHODOLOGY

The following section describes the methodology used to determine the study intersections and the processes to evaluate intersections, roadway segments, pedestrians, and bicycles.

Study Intersections

The intersections within the project boundary were selected based on several factors, which included the following:

- Roadways intersecting with each other that function as a collector or higher
- On- and off-ramp intersections to/from freeways
- Intersections near approved and pending projects

Based on the criteria listed above, a total of 41 intersections have been selected for analyses and are shown in **Table 2-1** below.

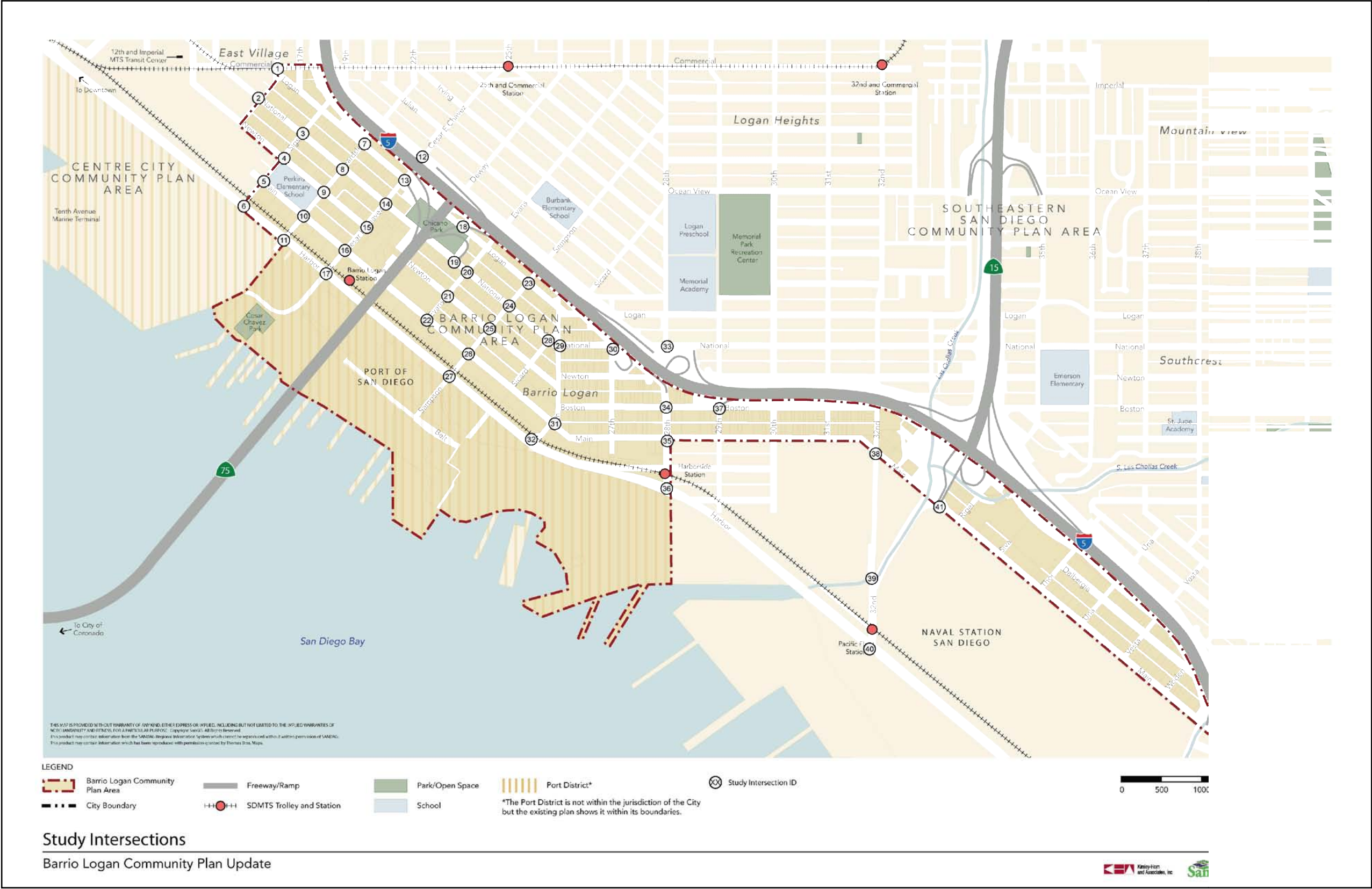
TABLE 2-1 STUDY INTERSECTIONS	
Intersection	Traffic Control (a)
1 Commercial St & 16th St	Signal
2 National Ave & 16th St	TWSC
3 National Ave & Sigsbee St	Signal
4 Newton Ave & Sigsbee St	AWSC
5 Main St and Sigsbee St	AWSC
6 Harbor Dr & Sigsbee	Signal
7 Logan Ave & I-5 SB off-ramp	AWSC
8 National Ave & Beardsley St	Signal
9 Newton Ave & Beardsley St	AWSC
10 Main St & Beardsley St	AWSC
11 Harbor Dr & Beardsley St	Signal
12 Kearney Ave & Cesar Chavez Pkwy	Signal
13 Logan Ave & Cesar Chavez Pkwy/SR-75 on-ramp	Signal
14 National Ave & Cesar Chavez Pkwy	Signal
15 Newton Ave & Cesar Chavez Pkwy	Signal
16 Main St & Cesar Chavez Pkwy	Signal
17 Harbor Dr & Cesar Chavez Pkwy	Signal
18 Logan Ave & I-5 SB on-ramp	Uncontrolled
19 National Ave & SR-75 off-ramp	OWSC
20 National Ave & Evans St	TWSC
21 Newton Ave & Evans St	TWSC
22 Main St & Evans St	OWSC
23 Logan Ave & Sampson St	AWSC
Notes: (a) Signal = Traffic signal, OWSC = One-Way Stop-Control, Two-Way Stop-Control, AWSC = All-Way Stop-Control	

TABLE 2-1.1
STUDY INTERSECTIONS (cont.)

Intersection		Traffic Control (a)
24	National Ave & Sampson St	Signal
25	Newton Ave & Sampson St	AWSC
26	Main St & Sampson St	AWSC
27	Harbor Dr & Sampson St	AWSC
28	National Ave & Sicard St	AWSC
29	National Ave & 26th St	AWSC
30	National Ave & I-5 SB off-ramp	OWSC
31	Main St & 26th St	AWSC
32	Harbor Dr & Schley St	Signal
33	National Ave & 28th St	Signal
34	Boston Ave & 28th St	Signal
35	Main St & 28th St	Signal
36	Harbor Dr & 28th St	Signal
37	Boston Ave & 29th St/I-5 SB on-ramp	OWSC
38	Main St & 32nd St	Signal
39	Wabash & 32nd St	Signal
40	Harbor Dr & 32nd St	Signal
41	Main St & I-15 ramps	Signal
Notes:		
(a) Signal = Traffic signal, OWSC = One-Way Stop-Control, Two-Way Stop-Control, AWSC = All-Way Stop-Control		

As shown in the table, 21 of the 41 intersections evaluated are signalized while 20 intersections are unsignalized with vehicles required to stop on one leg, two legs, or all legs of the intersection. Two of the intersections (Kearney Avenue/Cesar Chavez Parkway and National Avenue/28th Street) are outside of the project area boundary. However, these intersections have been included as part of the study area since traffic heading to/from the Barrio Logan community via the freeway would travel through these two locations. **Figure 2-1** displays the location of the study intersections.

Figure 2-1 Study Intersections



Analysis Process

The analysis process includes determining the levels of service at the study intersections for the a.m. and p.m. peak-hours and levels of service on roadway segments using ADT volumes. In addition, an assessment of pedestrians and bicycles at selected intersections and roadway segments are included in the analysis process.

Analysis Software

To analyze the operations of both signalized and unsignalized intersections, Synchro 6 (Trafficware) was used for the analysis. Synchro 6 uses the methodologies outlined in the 2000 *Highway Capacity Manual (HCM)*.

The following list contains the assumptions used for the intersection analyses:

- Peak-hour factor (PHF) = Measured in field PHF were used for existing and future conditions analyses
- Percent of heavy vehicle (PHV) = Measured in field PHV were used at all locations with available data. For locations with no PHV data, a 2 percent value was used.
- Pedestrians & Bicycles = Measured in field pedestrian and bicycle data were used for the Existing Conditions intersection analyses. For the future year analyses, all pedestrian and bicycle data were factored up by 5 percent.
- Signal Timing = All cycle lengths were optimized and account for the minimum pedestrian crossing times.

Signalized and Unsignalized Intersections

The 2000 *HCM* published by the Transportation Research Board establishes procedures to evaluate highway facilities and rate their ability to process traffic volumes. The terminology "level of service" is used to provide a qualitative evaluation based on certain quantitative calculations, which are related to empirical values.

Level of service (LOS) for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in addition to the stop delay. The LOS for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. At an all-way stop control intersection, the delay reported is the average control delay of the intersection. At a one-way or two-way stop control intersection, the delay reported represents the worst movement, which is typically the left-turns from the minor street approach.

The criteria for the various levels of service designations are given in **Table 2-2**.

TABLE 2-2
LOS CRITERIA FOR INTERSECTIONS

LOS	Control Delay (sec/veh)		Description
	Signalized Intersections (a)	Unsignalized Intersections (b)	
A	≤ 10.0	≤ 10.0	Operations with very low delay and most vehicles do not stop.
B	> 10.0 and ≤ 20.0	> 10.0 and ≤ 15.0	Operations with good progression but with some restricted movement.
C	> 20.0 and ≤ 35.0	> 15.0 and ≤ 25.0	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	> 35.0 and ≤ 55.0	> 25.0 and ≤ 35.0	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines
E	> 55.0 and ≤ 80.0	> 35.0 and ≤ 50.0	Operations where there is significant delay, extensive queuing, and poor progression.
F	> 80.0	> 50.0	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.
Notes: (a) 2000 Highway Capacity Manual, Chapter 16, Page 2, Exhibit 16-2 (b) 2000 Highway Capacity Manual, Chapter 17, Page 2, Exhibit 17-2			

The acceptable Level of Service (LOS) standard for roadways and intersections in the City of San Diego is LOS D, except in the Centre City Community Plan area (Downtown) for which the acceptable LOS is E.

Roadway Segments

In order to determine the operations along the study area roadway segments, **Table 2-3** has been developed by the City of San Diego and is used as a reference. The segment traffic volumes under LOS E as shown in this table are considered at capacity because at LOS E the volume-to-capacity Ratio (v/c Ratio) is equal to 1.0. It should be noted that the values listed in the table are planning-level estimates only. The actual operations of a roadway segment would be affected by the type and number of traffic control, terrain, lane width, percent of heavy vehicles, etc.

TABLE 2-3 ROADWAY SEGMENT CAPACITY AND LOS						
Road		Level of Service (LOS)				
Class	Lanes	A	B	C	D	E
Expressway	6	30,000	42,000	60,000	70,000	80,000
Prime Arterial	6	25,000	35,000	50,000	55,000	60,000
Major Arterial	6	20,000	28,000	40,000	45,000	50,000
Major Arterial	4	15,000	21,000	30,000	35,000	40,000
Collector	4	10,000	14,000	20,000	25,000	30,000
Collector (No center lane) (Continuous left-turn lane)	4 2	5,000	7,000	10,000	13,000	15,000
Collector (No fronting property)	2	4,000	5,500	7,500	9,000	10,000
Collector (Commercial/Industrial fronting)	2	2,500	3,500	5,000	6,500	8,000
Collector (Multi-family)	2	2,500	3,500	5,000	6,500	8,000
Sub-Collector (Single family)	2	---	---	2,200	---	---
Notes: The volumes and the average daily level of service listed above are only intended as a general planning guideline. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors. Source: <i>City of San Diego Traffic Impact Study Manual</i> , Table 2, Page 8, July 1998.						

Pedestrians and Bicycles at Intersections

The methodology contained in the Charlotte Department of Transportation *Pedestrian & Bicycle Level of Service Methodology for Crossings at Signalized Intersections* (2007) was used for the evaluation of pedestrians and bicycles at some of the study intersections (see **Appendix A**). This methodology was selected for use because it assesses the important design features that affect pedestrians and bicyclists crossing intersections. The resulting LOS is an objective measure of safety and comfort for pedestrians and bicyclists crossing signalized intersections.

Not all of the study intersections were analyzed using the *Pedestrian & Bicycle Level of Service* methodology. Signalized study intersections along each district, corridor, and connector pedestrian route (based on the Pedestrian Master Plan definitions) was analyzed. Based on the criteria listed above, a total of 14 intersections were selected for analyses and are shown in **Table 2-4** below.

TABLE 2-4 INTERSECTIONS ANALYZED FOR PEDESTRIAN & BICYCLE LEVEL OF SERVICE	
Intersection	
3	National Ave & Sigsbee St
13	National Ave & 16th St
14	National Ave & Sigsbee St
16	Newton Ave & Sigsbee St
17	Main St and Sigsbee St
24	Harbor Dr & Sigsbee St
27	Logan Ave & I-5 SB off-ramp
32	National Ave & Beardsley St
35	Newton Ave & Beardsley St
36	Main St & Beardsley St
38	Harbor Dr & Beardsley St
39	Kearney Ave & Cesar Chavez Pkwy
40	Logan Ave & Cesar Chavez Pkwy/SR-75 on-ramp
41	Main St & I-15 Ramps

Using the Charlotte pedestrian intersection LOS methodology, the following key features determine the LOS of pedestrian crossings at signalized intersections:

- Crossing distance
- Signal phasing & timing (including the pedestrian phase)
- Corner radius
- Right turns on red
- Crosswalk treatment

Using the Charlotte bicycle LOS methodology, the following seven key features determine the LOS:

- Crossing distance
- Bicycle travel way
- Speed of adjacent traffic
- Left-turn phasing
- Stop bar location
- Right-turn traffic conflict (vehicle traveling alongside a bicyclist, then turns right)
- Right turns on red (vehicle turning into the travel path of the bicyclist from a perpendicular street)

Each of the key features, weighted by relative importance, was used to determine the bicycle or pedestrian LOS. A numerical LOS score is determined along with the corresponding LOS letter grade. **Table 2-5** summarizes the criteria for the various designations used to determine the LOS for pedestrians and bicycles at intersections.

TABLE 2-5 LOS CRITERIA FOR BICYCLES AND PEDESTRIANS AT INTERSECTIONS	
LOS	Score
A	≥ 93
B	$> 74 \text{ and } \leq 92$
C	$> 55 \text{ and } \leq 73$
D	$> 37 \text{ and } \leq 54$
E	$> 19 \text{ and } \leq 36$
F	≤ 18

Bicycles Level of Service along Roadway Segments

The methodology contained in the Florida Department of Transportation 2002 *Quality/Level of Service Handbook* was used for the evaluation of pedestrian level of service along roadway segments. This methodology was selected for use because the equations were statistically calibrated, widely accepted throughout the United States, easily updated, and provides an objective perspective. The bicycle LOS measures the safety and comfort of bicycles along a roadway without extensive data collection efforts.

The following five variables are used to determine the bicycle LOS along roadway segments:

- Average effective width of the outside through lane
- Motorized vehicle volumes
- Motorized vehicle speeds
- Heavy vehicle (truck) volumes (taken from *Barrio Logan Truck Study* & new counts)
- Pavement conditions

Pedestrians Level of Service along Roadway Segments

Similar to the bicycle LOS methodology, the pedestrian LOS measures the safety and comfort of pedestrians along a roadway without extensive data collection efforts.

For the pedestrian roadway segment LOS model, four variables are used to determine the pedestrian LOS, which are the following:

- Existence of sidewalk
- Lateral separation of pedestrians from motorized vehicles
- Motorized vehicle volumes
- Motorized vehicle speeds

Each of the variables used to determine the bicycle or pedestrian roadway segment LOS is weighted by relative importance (determined by stepwise regression modeling). A numerical LOS score, generally ranging from 0.5 to 6.5, is determined along with the corresponding LOS letter grade. **Table 2-6** summarizes the criteria for the various designations used to determine the LOS for pedestrians and bicycles along roadway segments.

TABLE 2-6 LOS CRITERIA FOR BICYCLES AND PEDESTRIANS ALONG ROADWAY SEGMENTS	
LOS	Score
A	≤ 1.5
B	$> 1.5 \text{ and } \leq 2.5$
C	$> 2.5 \text{ and } \leq 3.5$
D	$> 3.5 \text{ and } \leq 4.5$
E	$> 4.5 \text{ and } \leq 5.5$
F	> 5.5
Source: Florida Department of Transportation 2002 <i>Quality/Level of Service Handbook</i> , Table 2-1	

A graphical representation of the LOS definitions for the different facilities is shown in **Figure 2-2**.

Figure 2-2 Graphical Summary of LOS Definitions

Level of Service	Automobile	Bicycle	Pedestrian	Bus
A/B	   			 >4 buses/hour
C/D	  			 2 to 4 buses/hour
E/F	  			 ≤ 1 bus/hour 

Source: Florida Department of Transportation 2002 *Quality/Level of Service Handbook*, Figure 1-2

3.0 EXISTING CONDITIONS

This section summarizes the existing conditions within the Barrio Logan community with respect to the following modes of transportation:

- Pedestrians
- Transit (Trolley and Bus)
- Streets and Freeways
- Bicycles
- Parking

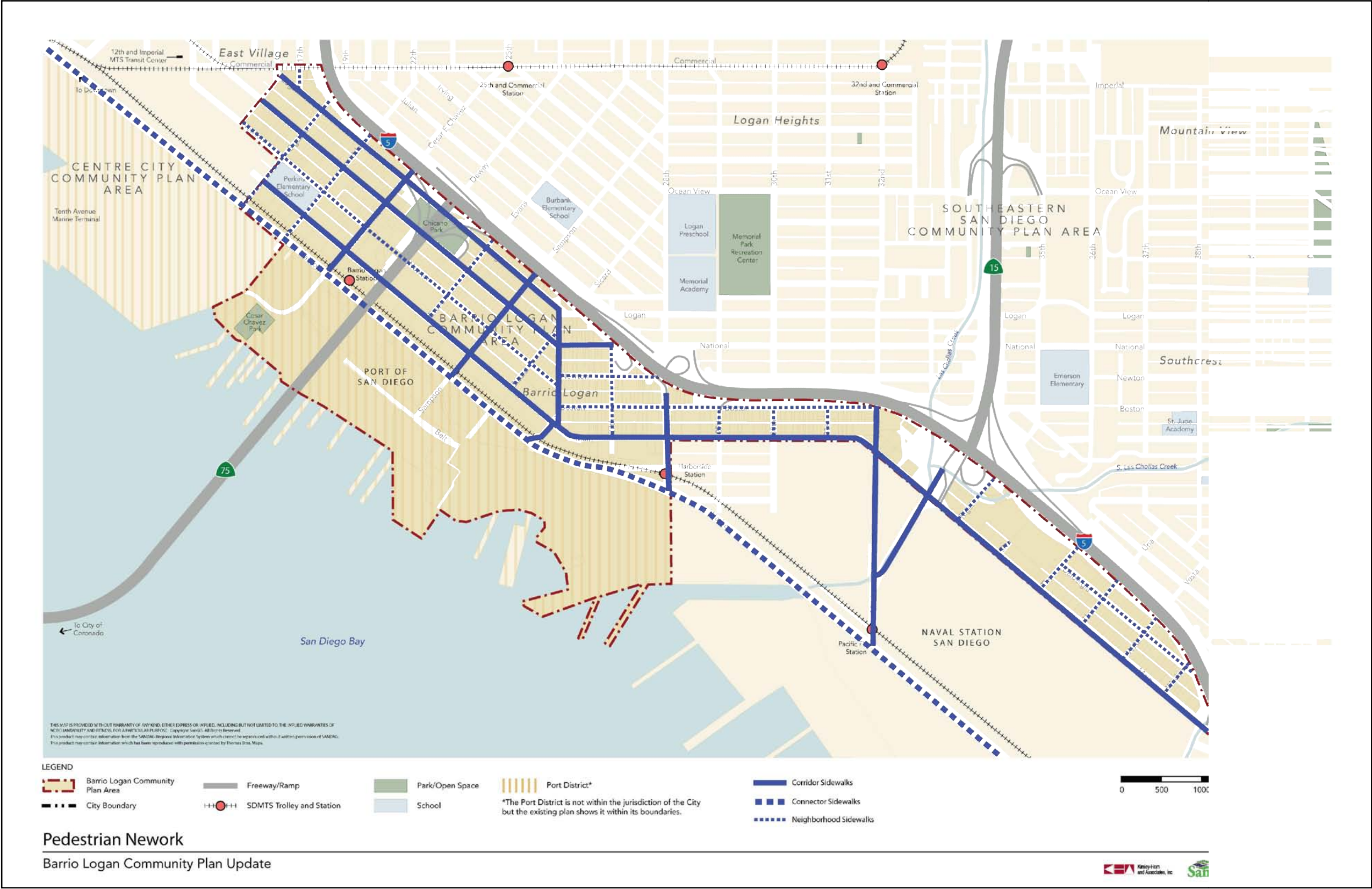
Pedestrians

The City of San Diego *Pedestrian Master Plan* defines seven different types of pedestrian facilities by which all walkway facilities in San Diego can be categorized. These seven categorizes group pedestrian facilities by function, adjacent use, and walking environment characteristics. The following three facility types can be found in Barrio Logan:

- Corridor Sidewalks – sidewalks along roads that support moderate density business and shopping districts with moderate pedestrian levels
- Connector Sidewalks – sidewalks along roads that support institutional, industrial or business complexes with limited lateral access and low pedestrian levels
- Neighborhood Sidewalks – sidewalks along roads that support low to moderate density housing with low to moderate pedestrian levels

Figure 3-1 shows the existing pedestrian network in Barrio Logan based on the *Pedestrian Master Plan* route type definitions.

Figure 3-1 Existing Pedestrian Network



Pedestrian Intersection Analysis

Table 3-1 displays the pedestrian LOS analysis for intersections under Existing Conditions. As shown in the table, when considering the average of the individual intersection legs, all intersections operate at a LOS C or better. It should be noted that the east leg of the intersection of Main Street and I-15 Ramps operates at a LOS E. **Appendix B** contains the pedestrian LOS worksheets.

TABLE 3-1 EXISTING CONDITIONS PEDESTRIAN PEAK-HOUR LOS AT INTERSECTIONS						
		Intersection Leg				
	Intersection	North	South	East	West	Average
3	National Ave & Sigsbee St	B	B	B	B	B
13	Logan Ave & Cesar Chavez Pkwy	C	D	C	A	C
14	National Ave & Cesar Chavez Pkwy	D	B	C	B	C
16	Main St & Cesar Chavez Pkwy	C	C	C	B	C
17	Harbor Dr & Cesar Chavez Pkwy	B	A	C	C	B
24	National Ave & Sampson St	B	B	B	B	B
27	Harbor Dr & Sampson St	A	A	C	C	B
32	Harbor Dr & Schley St	B	A	A	D	B
35	Main St & 28th St	C	D	C	C	C
36	Harbor Dr & 28th St	C	A	C	C	C
38	Main St & 32nd St	A	D	D	C	C
39	Wabash St & 32nd St	--	D	B	B	C
41	Main St & I-15 Ramps	C	--	E	C	C
Notes: Bold values indicate intersections operating at LOS E or F. LOS calculations are based on the methodology outlined in the <i>Charlotte Department of Transportation Pedestrian & Bicycle Level of Service Methodology for Crossings at Signalized Intersections</i>, dated 2007.						

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Pedestrian Segment Analysis

Table 3-2 displays the pedestrian segment LOS analysis for mid-block segments under Existing Conditions. As shown in the table, six segments operate at either a LOS B or C. Seven segments operate at a LOS D and the remaining 13 segments operate at either a LOS E or F. The primary factors that are contributing to poor operations include:

- Lack of sidewalk (especially along Harbor Drive)
- Small lateral separation of pedestrians from motorized vehicles
- Motorized vehicle volumes
- Motorized vehicle speeds

Appendix B contains the pedestrian LOS worksheets.

TABLE 3-2 EXISTING CONDITIONS PEDESTRIAN PEAK-HOUR LOS ALONG SEGMENTS	
Roadway Segment	LOS
Cesar Chavez Pkwy	
north of Logan Ave	D
between Logan Ave and Main St	E
between Main St and Harbor Dr	E
Sampson St	
between I-5 and National Ave	D
between National Ave and Harbor Dr	D
26th St	
between Logan Ave and Harbor Dr	D
28th St	
between I-5 and Main St	F
between Main St and Harbor Dr	F
32nd St	
between Newton Ave and Main St	D
between Main St and Wabash Blvd	F
between Wabash Blvd and Harbor Drive	E
Logan Ave	
between 17th St and Cesar Chavez Pkwy	C
between Cesar Chavez Pkwy and 26th St	C
National Ave	
between 16th St and Cesar Chavez Pkwy	D
between Cesar Chavez Pkwy and 27th St	D
Notes: Bold values indicate intersections operating at LOS E or F. LOS calculations are based on the methodology outlined in the Florida Department of Transportation <i>Modeling the Roadside Walking Environment: A Pedestrian Level of Service</i>, dated 2007.	

TABLE 3-2.1
EXISTING CONDITIONS
PEDESTRIAN PEAK-HOUR LOS AT MID-BLOCK SEGMENTS (cont.)

ROADWAY SEGMENT	LOS
Main St	
between Cesar Chavez Pkwy and 26th St	C
between 26th St and 27th St	D
between 27th St and 32nd St	E
between 32nd St and I-5 SB Off Ramp	F
Harbor Dr	
between Beardsley St and Cesar Chavez Pkwy	F
between Cesar Chavez Pkwy and Sampson St	F
between Sampson St and Schley St	F
between Schley St and 28th St	F
between 28th St and 32nd St	F
between 32nd St and Vesta St	F
Notes: Bold values indicate intersections operating at LOS E or F. LOS calculations are based on the methodology outlined in the Florida Department of Transportation <i>Modeling the Roadside Walking Environment: A Pedestrian Level of Service</i> , dated 2007.	

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A summary of the pedestrian intersection and segment level of service are graphically represented in **Figure 3-2**.

LEGEND

- Barrio Logan Community Plan Area
- City Boundary
- Freeway/Ramp
- SDMTS Trolley and Station
- Park/Open Space
- School
- Port District*

*The Port District is not within the jurisdiction of the City but the existing plan shows it within its boundaries.

Pedestrian Level of Service

- LOS A,B, or C
- LOS D
- LOS E
- LOS F

Scale: 0 500 1000

Transit

Trolley Service

MTS provides trolley service to the Barrio Logan community via the Blue Line with three stops, which are at the Barrio Logan Station (near Cesar Chavez Parkway/Harbor Drive), Harborside Station (near 28th Street/Harbor Drive), and Pacific Fleet Station (near 32nd Street/Harbor Drive). The Blue Line provides service between the Old Town and San Ysidro Transit Center. Service is provided daily with headways of seven to eight minutes during the morning and afternoon peaks (7:00 a.m. to 8:30 a.m. and 2:30 p.m. to 6:00 p.m.) and headways of 15 minutes during the off peak periods. On Saturdays, service is provided with headways of 15 minutes from 5:30 a.m. to 9:30 p.m. and with headways of 30 minutes after 9:30 p.m. On Sundays and holidays, service is provided with headways of 15 minutes from 9:30 a.m. to 9:30 p.m. and with headways of 30 minutes before 9:30 a.m. and after 9:30 p.m.

Trolley Service Capacity

Passenger load data for the Blue Line was obtained from SANDAG (see **Appendix C**). The Year 2006 passenger load data was used to analyze any capacity issues of the Blue Line in or around Barrio Logan. According to the data, the passenger load for the inbound direction was above seating capacity and sometimes exceeded standing capacity on the majority of the AM trips. The passenger load for the outbound direction was above seating capacity and sometimes above standing capacity aboard most trips between 1:00 PM and 6:00PM. The maximum passenger load reported was 346 passengers on the 4:30 PM outbound trolley. This maximum load occurred at the Crosby Station within Barrio Logan. The above capacity use of the Blue Line may divert some people who might ride the trolley to other forms of transportation.

Boardings/Alightings

Figure 3-3 graphically depicts the use of each trolley station within the Barrio Logan Community. The Harborside station is the most heavily used station and the Pacific Fleet station is the least used station. **Figures 3-4** through **3-6** show the boardings and alightings for the individual stations. The spike in use at the Harborside station between 5:00 to 6:00 AM and between 2:00 to 4:00 PM can likely be attributed to the NASSCO ship yard.

Figure 3-3 Blue Line Ridership in Barrio Logan

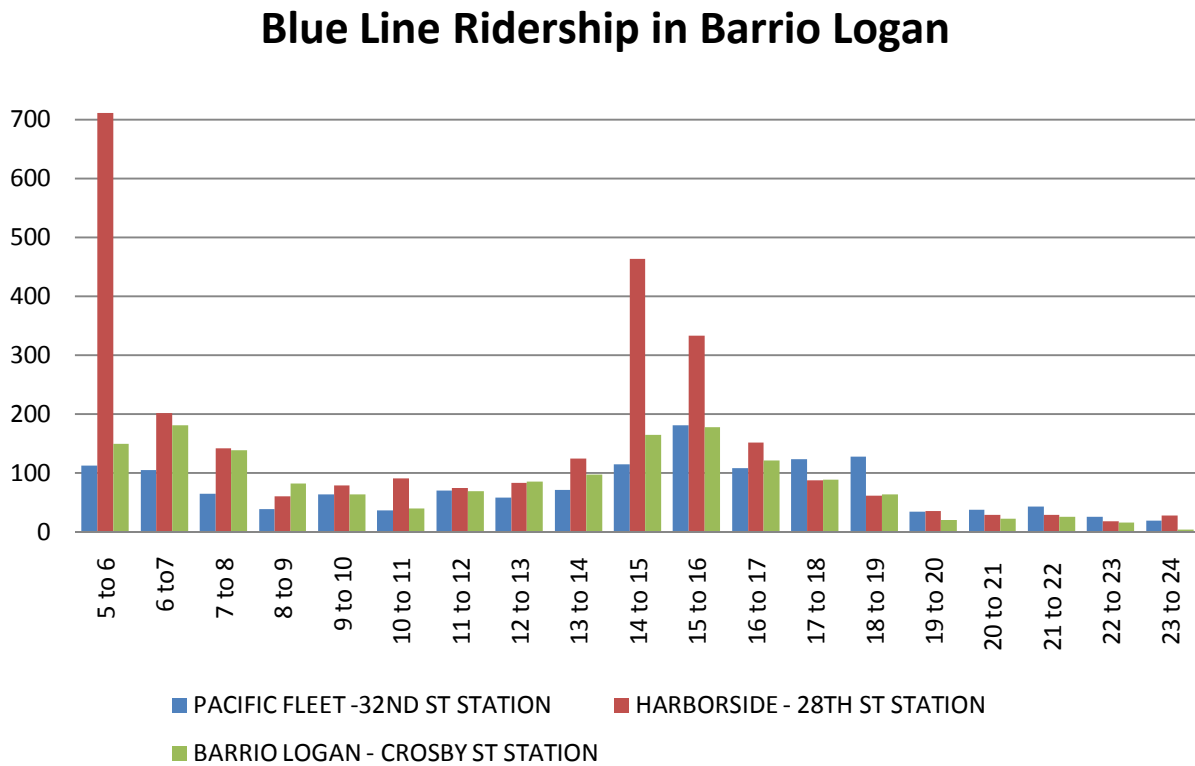


Figure 3-4 Pacific Fleet Station Boarding/Alighting

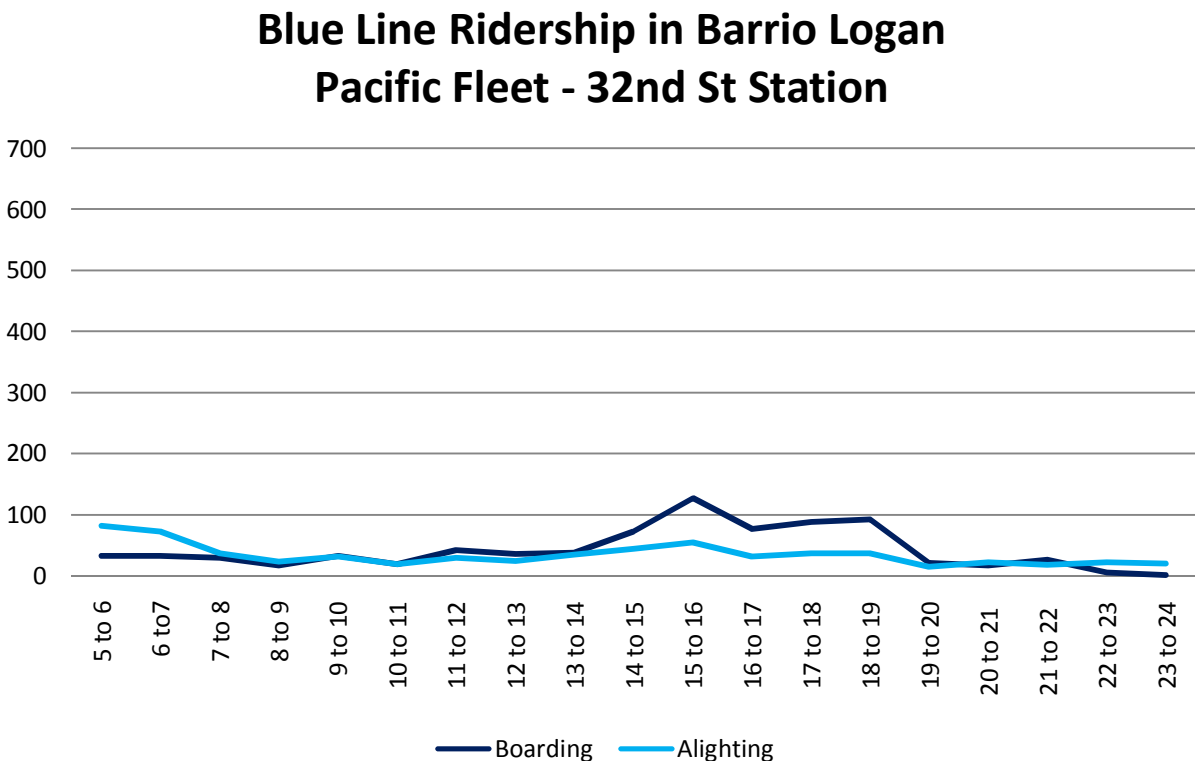


Figure 3-5 Harborside Station Boarding/Alighting

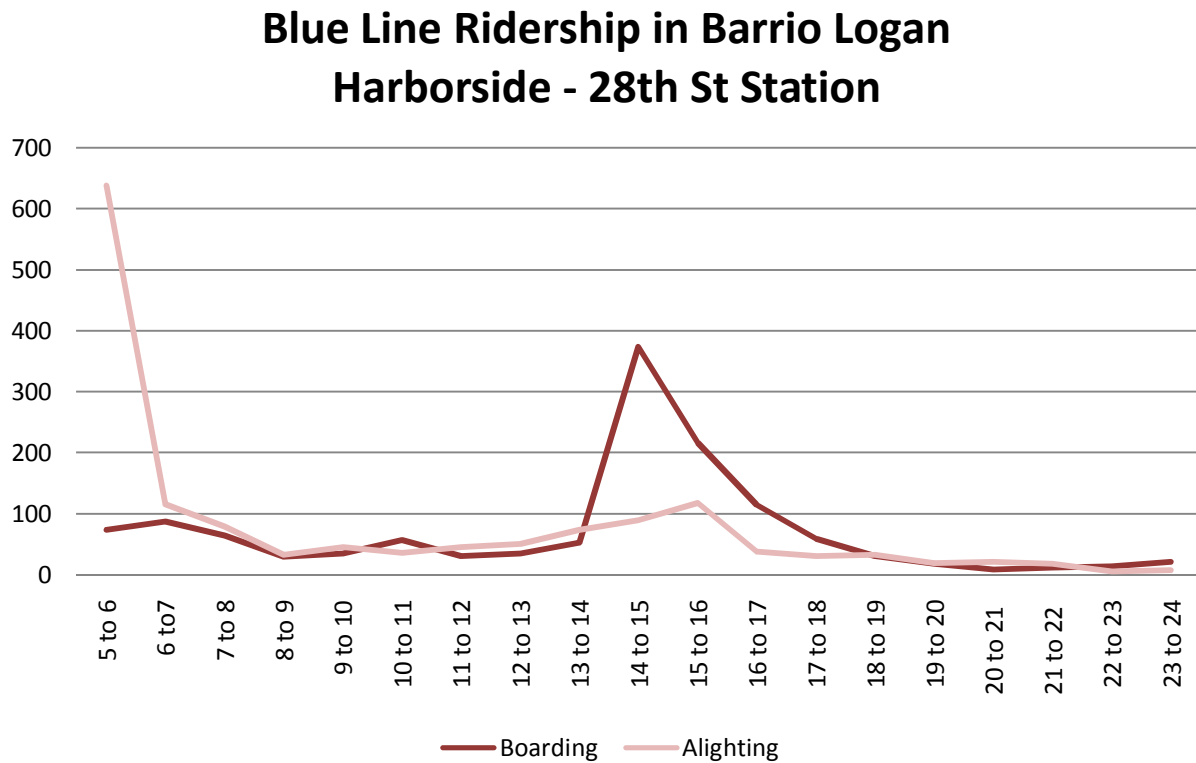
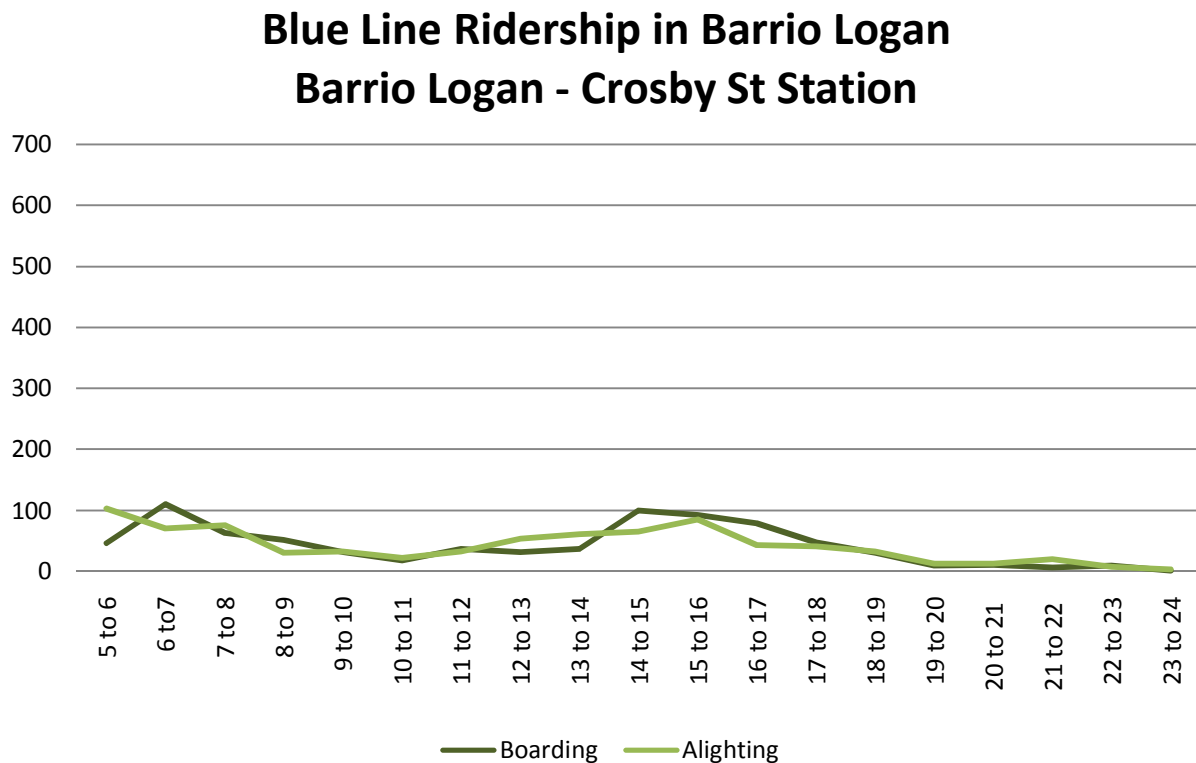


Figure 3-6 Barrio Logan Station Boarding/Alighting



Bus Routes

MTS serves the Barrio Logan community with three bus routes. Route 11 runs from San Diego State University to Skyline Hills via downtown San Diego and Barrio Logan. Within Barrio Logan, Route 11 provides service along Logan Avenue and National Avenue with seven transit stop locations. The route provides daily service ranging with headways every five to 30 minutes on weekdays and every 20 to 30 minutes on weekends and holidays.

Route 901 runs from Downtown San Diego to the City of Imperial Beach via Barrio Logan and the City of Coronado. Within Barrio Logan, Route 901 provides service along National Avenue with five transit stop locations. The route provides daily service with headways of 15 minutes on weekdays during peak periods (approximately 7:00 a.m. to 8:00 a.m. and 2:00 p.m. to 5:00 p.m.) and every 20 to 30 minutes on weekdays during non-peak periods, weekends, and holidays.

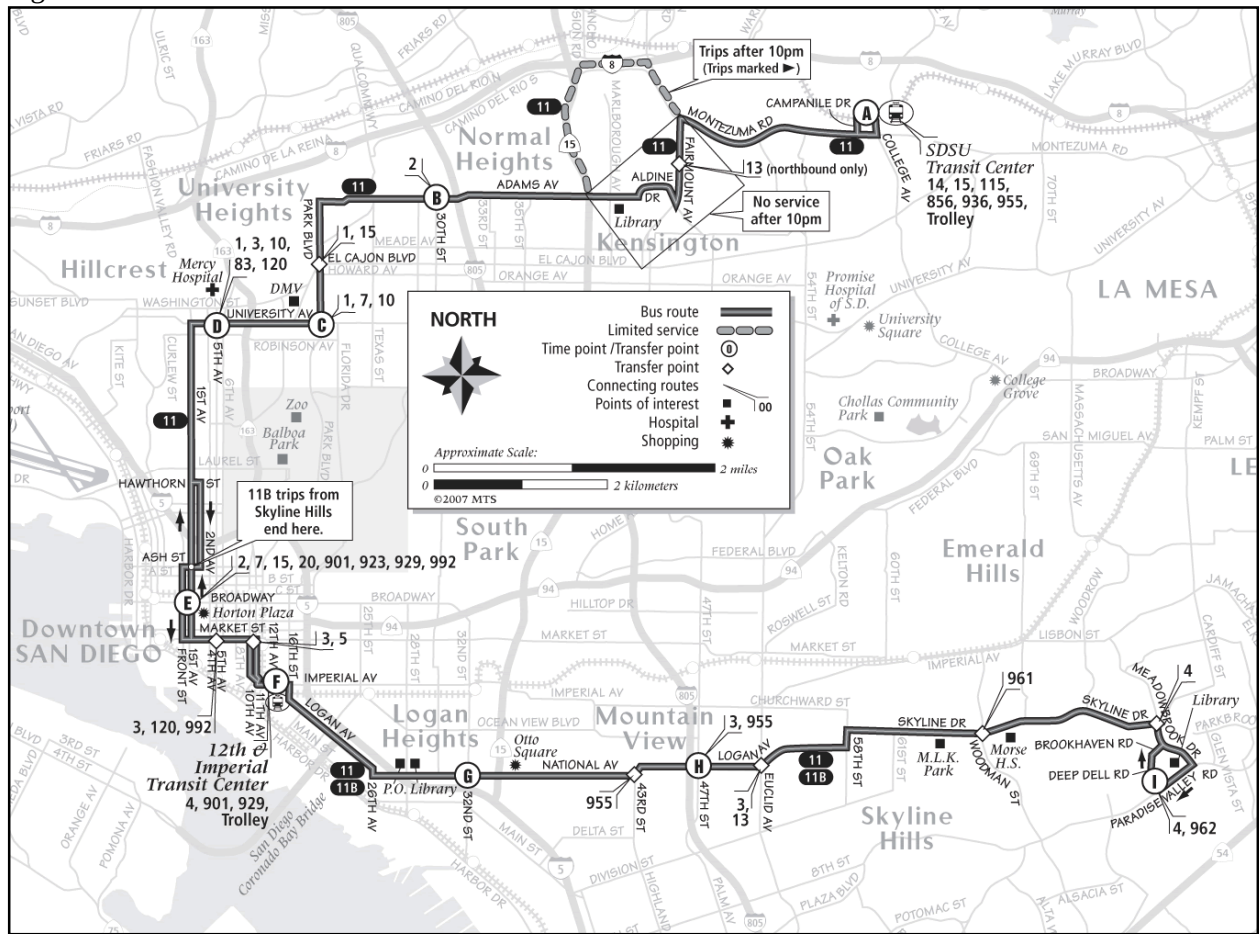
Route 929 runs from Downtown San Diego to the San Ysidro Transit Center via Barrio Logan, City of National City, and City of Chula Vista. Within Barrio Logan, Route 929 provides service along Main Street with 19 transit stop locations. The route provides daily service with headways of 15 minutes on weekdays and every 20 to 30 minutes on weekends and holidays.

Figures 3-7 to 3-9 show the routes and stops of Routes 11, 901, and 929, respectively. Ridership data is discussed under the *Boardings/Alightings* section of this report.

Bus Route Capacity

Passenger load data for Routes 11, 901, and 929 were obtained from SANDAG. The Year 2006 passenger load data was used to analyze any capacity issues along the three bus routes in or around Barrio Logan. According to the data, Route 901 operated below seating capacity in and around Barrio Logan. Routes 11 and 929 operated below seating capacity outside of the peak commute hours and below standing capacity during the peak commute hours.

Figure 3-7 MTS Route 11



Source: MTS Route Map, dated January 1, 2008

Figure 3-8 MTS Route 901



Source: MTS Route Map, dated January 1, 2008

Figure 3-9 MTS Route 929



Source: MTS Route Map, dated January 1, 2008

Transit Stops

An inventory of all existing transit stop locations within the Barrio Logan community was completed in May 2008 (see **Appendix D**). Based on the inventory, transit stops are provided along Logan Avenue between 16th Street and 26th Street, National Avenue between 16th Street and Cesar Chavez Parkway and between 26th Street and I-5, and Main Street between 16th Street and Woden Street. As shown in **Figure 3-10**, a total of 61 transit stops are provided within the Barrio Logan community.

At each transit stop, the following information was noted if it existed:

- Shelter(s)
- Bench(s)
- Lighting
- Concrete Pad
- Trash Container
- Stop Location on Block
- Route(s) Served

In general, approximately 60 percent of the transit stops contained a bench. Approximately 15 percent of the stops provided a trash container and 10 percent provided some sort of lighting. Approximately five percent of the stops provided a shelter, which are all located along Cesar Chavez Parkway.

In addition to all the transit stops for MTS transit routes, a jitney stop exists on the north side of Harbor Drive just west of 32nd Street, as shown in **Figure 3-11**. Jitney service is provided by a private company that is licensed and regulated through MTS. The jitney operates like a flexible bus route.

Figure 3-10 Existing Transit Stops

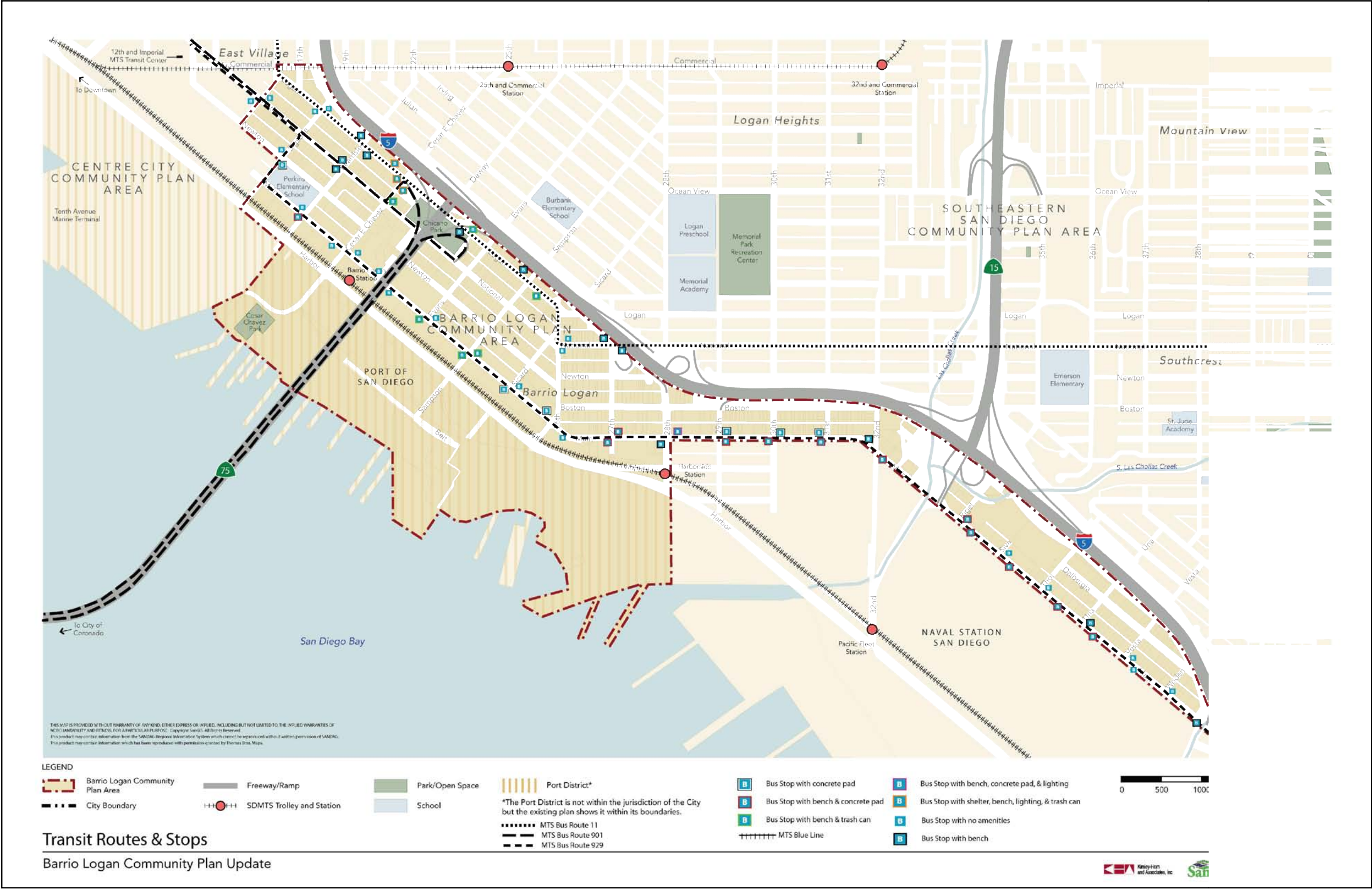


Figure 3-11 Existing Jitney Stop



Boardings/Alightings

The existing boarding and alighting data for the three transit routes serving the Barrio Logan community have been provided by SANDAG. The latest available data was for Fiscal Year 2006. **Table 3-3** summarizes the daily boardings/alightings at all transit stops within the community. As shown in the table, there were 872 boardings and 1,048 alightings for a total of 1,920 boardings/alightings at all stops in the community. Route 901 consisted of approximately half of all boardings/alightings. The stops with the highest usage were the Logan Avenue/Sampson Street and Logan Avenue/Cesar Chavez Parkway stops.

**TABLE 3-3
EXISTING TRANSIT BOARDING AND ALIGHTING**

Bus Stop	Inbound & Outbound (Daily)	
	Boarding	Alighting
ROUTE 11		
National Ave & Cesar Chavez Pkwy	85	79
National Ave & Beardsley St	61	82
National Ave & 16 th St	3	17
<i>Subtotal</i>	149	178
ROUTE 901		
National Ave & 27 th St	29	25
National Ave & 26 th St	26	38
Logan Ave & Sampson St	132	132
Logan Ave & I-5 (ramp)/Cesar Chavez Pkwy (at park)	35	46
Logan Ave & Cesar Chavez Pkwy	124	144
Logan Ave & Beardsley St	66	96
Logan Ave & Sigsbee St	25	28
<i>Subtotal</i>	437	509
ROUTE 929		
Main St & Woden St	9	4
Main St & Vesta St	52	67
Main St & Una St	10	13
Main St & Thor St	10	4
Main St & Siva St	1	2
Main St & Rigel St	6	3
Main St & 32 nd St	56	58
Main St & 31 st St	7	6
Main St & 30 th St	10	10
Main St & 29 th St	3	8
Main St & 28 th St	54	62
Main St & 27 th St	8	9
Main St & 26 th St	5	6
Main St & Sicard St	1	9
Main St & Sampson St	13	19
Main St & Evans St	8	18
Main St & Dewey St	7	6
Main St & Cesar Chavez Pkwy	5	16
Main St & Beardsley St	16	20
Sigsbee St & Newton Ave	5	21
<i>Subtotal</i>	286	361
TOTAL	872	1,048
Notes: Boarding and alighting data provided by SANDAG for the Fiscal Year 2006.		

Streets & Freeways

The following section provides a description of the existing study streets within the Barrio Logan community. Roadway classifications for the different roadways in the study area were based on field observations.

Cesar Chavez Parkway functions as a north-south, 4-lane collector between Logan Avenue and National Avenue and between Main Street and Harbor Drive. This road also functions as a 3-lane collector between Logan Avenue and Kearny Avenue and between National Avenue and Main Street. Cesar Chavez Parkway is lined with sidewalks and curbs on both sides of the road, for the entire length of the street. Parallel parking is available on the west side of the street between National Avenue and Main Street. Signs prohibit trucks above five tons from traveling along Cesar Chavez Parkway. A northbound, I-5 on-ramp is located at the intersection of Cesar Chavez Parkway and Kearney Avenue. A westbound, SR-75 on-ramp is located at the intersection of Cesar Chavez Parkway and Logan Avenue. The posted speed limit is 30 miles per hour (mph).

Sampson Street functions as a north-south, 2-lane collector between I-5 and Harbor Drive. Sidewalks, curbs, and parallel-parking spaces are located on both sides of the road. Trucks above five tons are prohibited by signage to travel along Sampson Street. The speed limit along Sampson Street is 25 mph within the study area.

26th Street functions as a north-south, 2-lane collector between National Avenue and Newton Avenue. Sidewalks, curbs, and parallel-parking spaces are located on both sides of the road. Signs prohibit trucks above five tons from traveling along 26th Street. The posted speed limit is 25 mph.

28th Street functions as a north-south, 4-lane collector between I-5 and Main Street and a 4-lane major arterial between Main Street and Harbor Drive. This street is a designated truck route. Sidewalks and curbs line both sides of the street, for the entire length of the segment. Parallel parking is available on both sides of the street between Main Street and Harbor Drive. The NASSCO shipyard is located at the southern end of 28th Street. I-5 on and off-ramps connect 28th Street to I-5 near the northern end of the segment. The posted speed limit is 30 mph.

32nd Street functions as a north-south, 2-lane collector between Main Street and Wabash Street and a 6-lane major arterial between Wabash Street and Harbor Drive. This segment is a designated truck route. Sidewalks and curbs are located on both sides of the road. 32nd Street provides access to I-15 via Wabash Street, which functions as an on and off-ramp. South of Main Street, 32nd Street is completely fronted by Navy property. The entrance to Naval Base San Diego is located at the south end of 32nd Street. The speed limit along 32nd Street is 30 mph within the study area.

Rigel Street functions as a north-south, 2-lane collector between Dalbergia Street and I-5. This segment has sidewalks, curbs, and parallel-parking spaces on both sides of the street. The posted speed limit is 25 mph.

Vesta Street functions as a north-south, 2-lane collector between Dalbergia Street and I-5. The road has sidewalks, curbs, and parallel-parking spaces on both sides of the road. The posted speed limit is 25 mph.

Logan Avenue functions as an east-west, 2-lane collector between 17th Street and Sampson Street. This road has a two-way left-turn lane. Logan Avenue has a southbound I-5 off-ramp at the intersection with Beardsley Street and a southbound I-5 on-ramp located between Cesar Chavez Parkway and Evans Street. Signs prohibit trucks above five tons from traveling along Logan Avenue. This segment has sidewalks, curbs, and parallel-parking on both sides of the road. The posted speed limit is 25 mph.

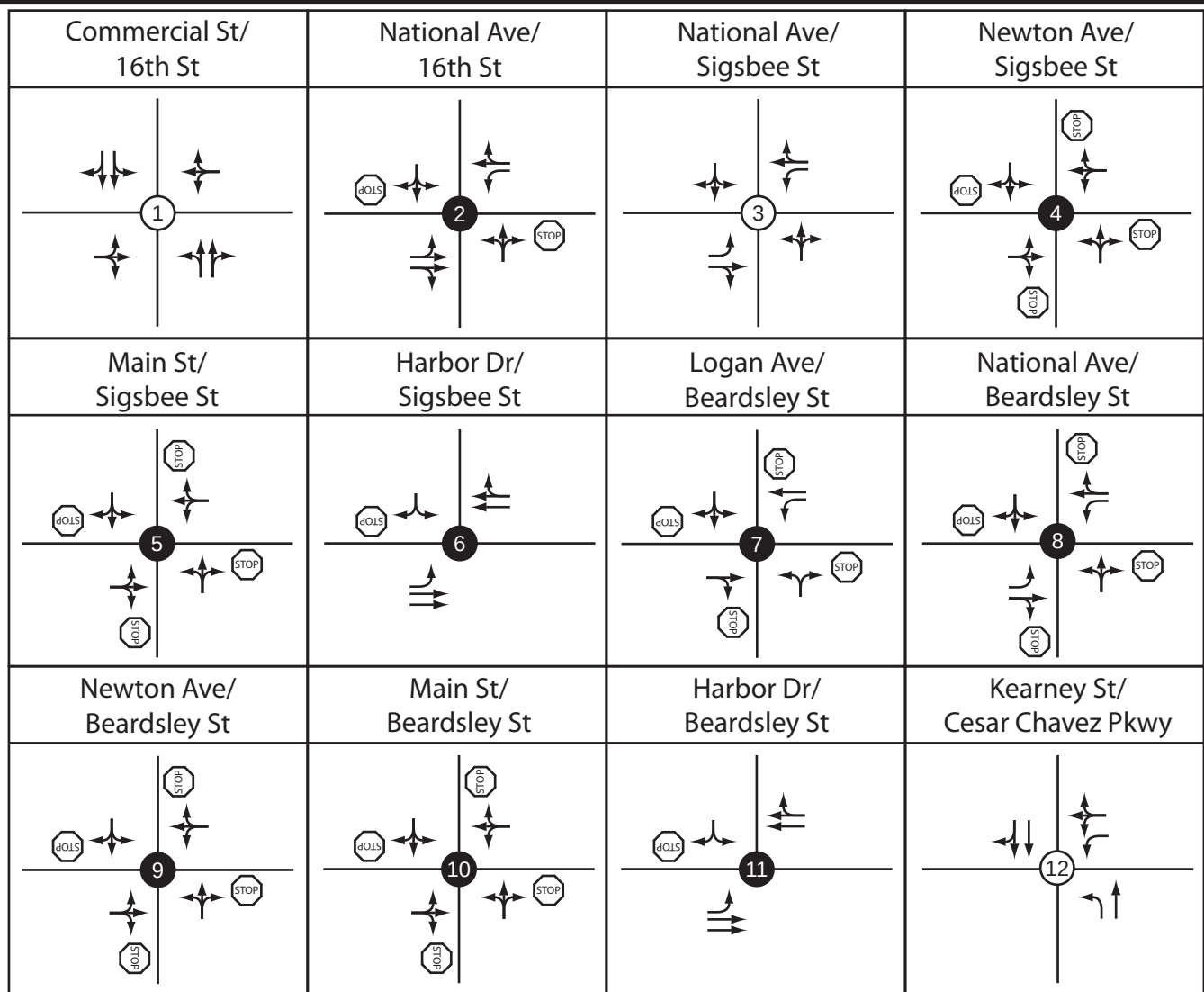
National Avenue functions as an east-west, 2-lane collector between 16th Street and 27th Street and a 4-lane collector between Commercial Street and 16th Street. Trucks above five tons are prohibited by signage to travel along National Avenue. An eastbound, SR-75 off-ramp is located along National Avenue between Cesar Chavez Parkway and Evans Street. This segment of National Avenue has sidewalks, curbs, and parallel-parking on both sides of the road. The posted speed limit is 30 mph.

Boston Avenue functions as an east-west, 2-lane collector between 29th Street and 30th Street. This road has sidewalks, curbs, and parallel-parking spaces on both sides of the street. A southbound, I-5 on-ramp is located at the intersection with 29th Street. The posted speed limit is 25 mph.

Main Street functions as an east-west, 2-lane collector between Beardsley Street and 26th Street and between Rigel Street and Yama Street. Main Street also functions as a 3-lane collector between 26th Street and 32nd Street, and a 4-lane collector between 32nd Street and Rigel Street. Curbs and sidewalks are located on both sides of the road, along the entire length of the segment. Signs prohibit trucks over five tons from traveling on Main Street, west of 28th Street. A northbound I-15 on-ramp and a southbound I-15 off-ramp is located between 32nd Street and Rigel Street. Southbound I-5 on and off-ramps are also located near the intersection with Yama Street. Main Street is a designated class III bikeway. Parallel parking is intermittently permitted along both sides of the road. The posted speed limit is 35 mph.

Harbor Drive functions as an east-west, 4-lane major arterial between Beardsley Street and Vesta Street. The road has a raised or landscaped median along the entire length of the segment. Harbor Drive is a designated truck route and a class II bikeway with bike lanes along both sides of the road. The street has intermittent curbs, sidewalks, and parallel parking along the northern side of the road. The southern side of Harbor Drive has limited curbs and sidewalks. Parallel parking is intermittently permitted between Schley Street and 32nd Street. The posted speed limit is 40 mph.

Figures 3-12 through 3-12.3 show the existing geometrics of the study intersections within the study area and **Figure 3-13** shows the functional classification for the roadway segments in the study area.



Legend:

- Signalized
- Unsignalized



NOT TO SCALE

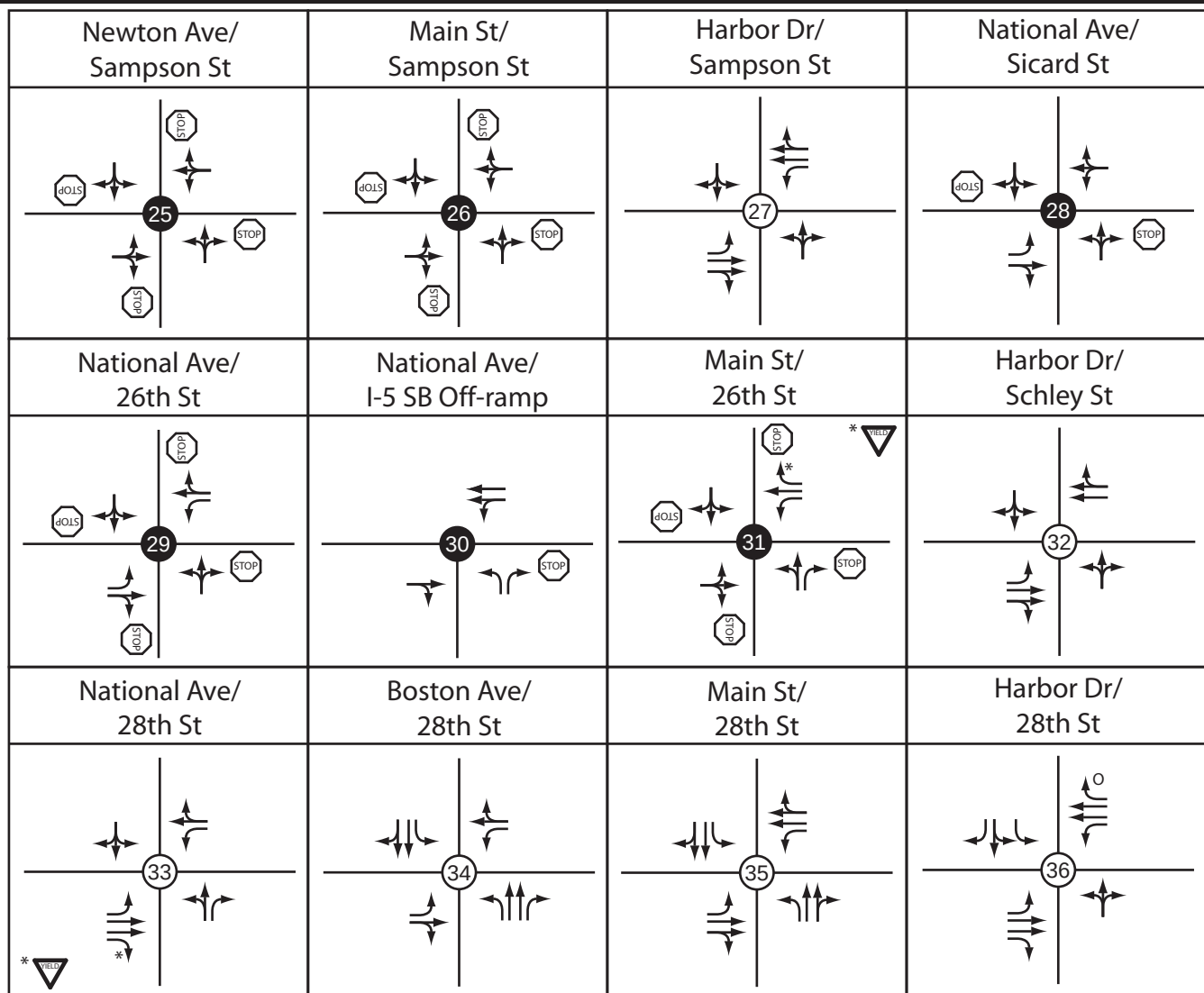
Logan Ave/ Cesar E. Chavez Pkwy	National Ave/ Cesar E. Chavez Pkwy	Newton Ave/ Cesar E. Chavez Pkwy	Main St/ Cesar E. Chavez Pkwy
Harbor Dr/ Cesar E. Chavez Pkwy	Logan Ave/ I-5 SB On-ramp	National Ave/ SR-75 Off-ramp	National Ave/ Evans St
Newton Ave/ Evans St	Main St/ Evans St	Logan Ave/ Sampson St	National Ave/ Sampson St

Legend:

- Signalized
- Unsignalized



NOT TO SCALE

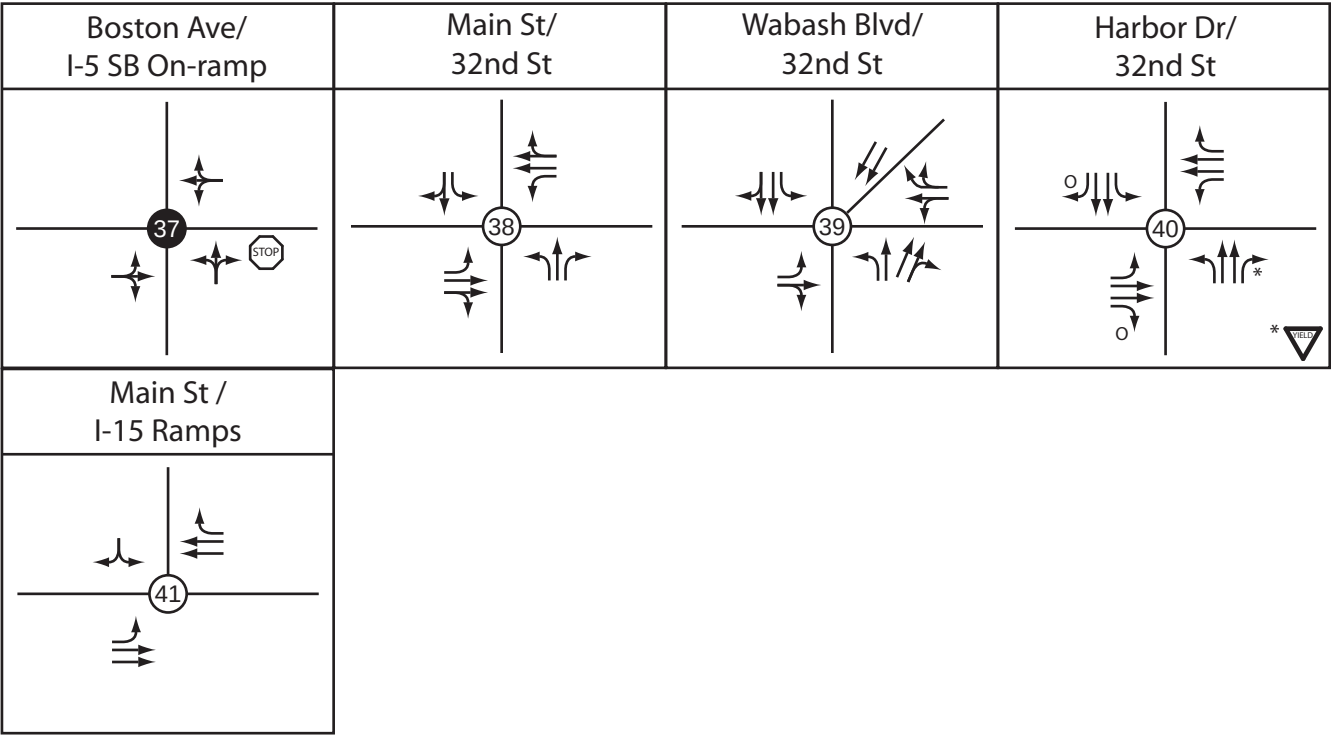


Legend:

- Signalized
- Unsignalized
- Right-turn overlap



NOT TO SCALE



Legend:

 Signalized

 Unsignalized

 Right-turn overlap



NOT TO SCALE

Existing Roadway Classifications

Barrio Logan Community Plan Update

LEGEND

- Barrio Logan Community Plan Area
- City Boundary
- Freeway/Ramp
- SDMTS Trolley and Station
- Park/Open Space
- School
- Port District*

*The Port District is not within the jurisdiction of the City but the existing plan shows it within its boundaries.

- 2-Lane Collector
- 2-Lane Collector (with TWLTL)
- 3-Lane Collector
- 4-Lane Collector
- 4-Lane Major
- 6-Lane Major

0 500 1000

Traffic Volumes

The peak-hour intersection turning movements at all study area intersections were obtained from several sources. Where appropriate, traffic counts from previous studies were utilized since traffic volumes generally remained constant. For the counts listed in the Year 2003, traffic data was obtained from the *Barrio Logan Truck Study*, prepared by Willdan. For the counts listed in the Year 2005/2006, traffic data was obtained from the *Mercado Traffic Study*, prepared by Darnell and Associates. For the counts listed in the Year 2008, traffic data was obtained by National Data and Surveying Services.

Similar to the study area intersections, the roadway segment traffic data were obtained from several sources. All of the ramp volumes for I-5 and I-15 were obtained from Caltrans and with most of the data coming from 2005/2006. All of the traffic counts prior to the Year 2008 were obtained from the *Barrio Logan Truck Study*, prepared by Willdan, *Mercado Traffic Study*, prepared by Darnell and Associates, City of San Diego, and Wilson and Company. For the counts listed in the Year 2008, traffic data was obtained by National Data and Surveying Services.

Table 3-4 summarizes the date of the counts for the study intersections and **Table 3-5** summarizes the date of the counts for roadway segments. It should be noted that peak one-hour during the morning peak occurred between 7:30 a.m. and 8:30 a.m. and the peak one-hour during the afternoon peak occurred between 4:00 p.m. and 5:00 p.m. The existing traffic volume data is contained in **Appendix E**.

Figure 3-14 illustrates the existing peak-hour traffic volumes at the study intersections. **Figure 3-15** illustrates the existing ADT volumes along the roadway segments in the study area.

TABLE 3-4 STUDY INTERSECTIONS COUNT SOURCE DATA	
Intersection	Date of Count (a)
1 Commercial St & 16th St	6/3/08
2 National Ave & 16th St	6/3/08
3 National Ave & Sigsbee St	6/5/08
4 Newton Ave & Sigsbee St	6/4/08
5 Main St and Sigsbee St	6/4/08
6 Harbor Dr & Sigsbee St	2/16/06
7 Logan Ave & I-5 SB off-ramp	5/24/05
8 National Ave & Beardsley St	6/5/08
9 Newton Ave & Beardsley St	6/5/08
10 Main St & Beardsley St	6/5/08
11 Harbor Dr & Beardsley St	2/16/06
12 Kearney Ave & Cesar Chavez Pkwy	5/19/05
13 Logan Ave & Cesar Chavez Pkwy/SR-75 on-ramp	6/5/08
14 National Ave & Cesar Chavez Pkwy	5/19/05
Notes: (a) Traffic counts in the Year 2003 were obtained from the <i>Barrio Logan Truck Study</i> performed by Willdan. Traffic counts in the Years 2005 and 2006 were obtained from the <i>Mercado Traffic Study</i> performed by Darnell and Associates. Traffic counts in the Year 2008 were obtained by National Data and Surveying Services.	

TABLE 3-4.1
STUDY INTERSECTIONS COUNT SOURCE DATA (cont.)

Intersection		Date of Count (a)
15	Newton Ave & Cesar Chavez Pkwy	2/16/06
16	Main St & Cesar Chavez Pkwy	6/5/08
17	Harbor Dr & Cesar Chavez Pkwy	6/4/08
18	Logan Ave & I-5 SB on-ramp	5/26/05
19	National Ave & SR-75 off-ramp	3/7/06
20	National Ave & Evans St	3/7/06
21	Newton Ave & Evans St	3/7/06
22	Main St & Evans St	3/7/06
23	Logan Ave & Sampson St	3/15/06
24	National Ave & Sampson St	6/5/08
25	Newton Ave & Sampson St	6/5/08
26	Main St & Sampson St	6/10/08
27	Harbor Dr & Sampson St	6/11/08
28	National Ave & Sicard St	6/10/08
29	National Ave & 26th St	6/10/08
30	National Ave & I-5 SB off-ramp	6/11/08
31	Main St & 26th St	6/10/08
32	Harbor Dr & Schley St	6/10/08
33	National Ave & 28th St	10/15/03
34	Boston Ave & 28th St	10/15/03
35	Main St & 28th St	6/11/08
36	Harbor Dr & 28th St	6/11/08
37	Boston Ave & 29th St/I-5 SB on-ramp	10/15/03
38	Main St & 32nd St	6/12/08
39	Wabash & 32nd St	10/15/03
40	Harbor Dr & 32nd St	6/12/08
41	Main St & I-15 ramps	6/12/08

Notes:

(a) Traffic counts in the Year 2003 were obtained from the *Barrio Logan Truck Study* performed by Willdan. Traffic counts in the Years 2005 and 2006 were obtained from the *Mercado Traffic Study* performed by Darnell and Associates. Traffic counts in the Year 2008 were obtained by National Data and Surveying Services.

**TABLE 3-5
ROADWAY SEGMENT COUNT SOURCE DATA**

	Roadway Segment	Date of Count (a)
1	I-5 SB Off Ramp at Beardsley St	2005
2	I-5 SB On Ramp at Logan Ave	2005
3	I-5 SB Off Ramp at 27th St	2005
4	I-5 SB Off Ramp at 28th St	2005
5	I-5 SB On Ramp at Boston Ave	2006
6	I-5 SB Off Ramp at Main St	2006
7	I-15 SB Off Ramp at Main St	2006
8	I-15 NB On Ramp at Main St	1998
9	SR-75 Off Ramp at National Ave	6/10/08
10	SR-75 On Ramp at Cesar Chavez Pkwy	6/10/08
11	Cesar Chavez Pkwy north of Logan Ave	2/06
12	Cesar Chavez Pkwy between Logan Ave and National Ave	10/03
13	Cesar Chavez Pkwy between National Ave and Newton Ave	6/11/08
14	Cesar Chavez Pkwy between Newton Ave and Main St	5/06
15	Cesar Chavez Pkwy between Main St and Harbor Dr	6/10/08
16	Sampson St between I-5 and National Ave	6/10/08
17	Sampson St between National Ave and Harbor Dr	6/10/08
18	26th St between National Ave and Newton Ave	2/03
19	28th St north of I-5 SB Off ramp	6/11/08
20	28th St between I-5 and Main St	6/11/08
21	28th St between Main St and Harbor Dr	6/11/08
22	32nd St between Main St and Wabash Blvd	6/11/08
23	32nd St between Wabash Blvd and Harbor Drive	6/11/08
24	Rigel St between Dalbergia St and I-5	6/11/08
25	Vesta St between Dalbergia St and I-5	1/06
26	Logan Ave between 17th St and Sigsbee St	12/07
27	Logan Ave between I-5 SB Off ramp and Cesar Chavez Pkwy	6/10/08
28	Logan Ave between Evans St and Sampson St	6/10/08
29	National Ave between Commercial St and 16th St	2/04
30	National Ave between 16th St and Sigsbee St	12/07
31	National Ave between Sigsbee St and Beardsley St	2003
32	National Ave between Beardsley St and Cesar Chavez Pkwy	6/10/08
33	National Ave between Cesar Chavez Pkwy and Evans St	2/06
34	National Ave between Evans St and Sampson St	2/06
35	National Ave between Sampson St and 27th St	6/10/08
36	Boston Ave between 29th St and 30th St	6/10/08
37	Main St between Beardsley St and Cesar Chavez Pkwy	2/06

Notes:

(a) Traffic counts at the I-5 and I-15 ramps were provided by Caltrans. Traffic counts prior to the Year 2008 were obtained from the *Barrio Logan Truck Study* performed by Willdan, *Mercado Traffic Study* performed by Darnell and Associates, City of San Diego, and Wilson and Company. Traffic counts in the Year 2008 were obtained by National Data and Surveying Services.

TABLE 3-5.1
ROADWAY SEGMENT COUNT SOURCE DATA (cont.)

Roadway Segment		Date of Count (a)
38	Main St between Cesar Chavez Pkwy and Sampson St	6/10/08
39	Main St between 26th St and 28th St	10/06
40	Main St between 28th St and 32nd St	6/10/08
41	Main St between 32 nd St and Rigel St	1999
42	Main St between Rigel St and Siva St	1/06
43	Main St between Dalbergia St and I-5 SB Off Ramp	1/07
44	Harbor Dr between Beardsley St and Cesar Chavez Pkwy	6/10/08
45	Harbor Dr between Cesar Chavez Pkwy and Sampson St	2/06
46	Harbor Dr between Sampson St and Schley St	6/11/08
47	Harbor Dr between Schley St and 28th St	6/11/08
48	Harbor Dr between 28th St and 32nd St	6/11/08
49	Harbor Dr between 32nd St and Vesta St	10/03

Notes:

(a) Traffic counts at the I-5 and I-15 ramps were provided by Caltrans. Traffic counts prior to the Year 2008 were obtained from the *Barrio Logan Truck Study* performed by Willdan, *Mercado Traffic Study* performed by Darnell and Associates, City of San Diego, and Wilson and Company. Traffic counts in the Year 2008 were obtained by National Data and Surveying Services.

Barrio Logan Community Plan Update

1 29 / 19 49 / 16 7 / 6 16th St 22 / 24 125 / 192 13 / 0 Commercial St 3 / 18 83 / 131 19 / 11 9 / 14 20 / 21 9 / 12	2 13 / 7 36 / 25 24 / 16 16th St 25 / 25 101 / 90 3 / 3 National Ave
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4 / 8

30 / 74

14 / 8

11 / 15

34 / 41

12 / 7

Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

Barrio Logan Community Plan Update

13 ↖ 61 / 39 ↗ 528 / 394 ↘ 70 / 114 Cesar Chavez Pkwy-SR-75 On-ramp ↖ 34 / 28 ↗ 19 / 19 ↘ 14 / 9 Logan Ave 54 / 97 109 / 205 69 / 44 ↖ 11 / 9 ↗ 140 / 254 ↘ 145 / 339	14 ↖ 132 / 61 ↗ 493 / 305 ↘ 33 / 61 Cesar Chavez Pkwy ↖ 66 / 76 ↗ 91 / 58 ↘ 111 / 73 National Ave 55 / 84 29 / 67 22 / 31 ↖ 14 / 14 ↗ 360 / 435 ↘ 6 / 29	15 ↖ 49 / 23 ↗ 408 / 291 ↘ 27 / 38 Cesar Chavez Pkwy ↖ 25 / 59 ↗ 25 / 35 ↘ 22 / 17 Newton Ave 30 / 53 22 / 68 18 / 19 ↖ 12 / 8 ↗ 232 / 431 ↘ 7 / 29	16 ↖ 82 / 34 ↗ 361 / 269 ↘ 25 / 26 Cesar Chavez Pkwy ↖ 45 / 60 ↗ 47 / 22 ↘ 25 / 18 Main St 56 / 53 43 / 34 1 / 7 ↖ 7 / 4 ↗ 155 / 455 ↘ 4 / 19
17 ↖ 330 / 247 ↗ 83 / 30 ↘ 50 / 33 Cesar Chavez Pkwy ↖ 76 / 43 ↗ 422 / 166 ↘ 55 / 19 Harbor Dr 107 / 375 153 / 713 16 / 12 ↖ 4 / 11 ↗ 14 / 63 ↘ 27 / 35	18 ↖ 56 / 46 ↗ 78 / 61 ↘ 1 / 4 Logan Ave ↖ 297 / 442 ↗ 124 / 210 ↘ 1 / 7 Park Dwy 1 / 4 0 / 1 1 / 4 ↖ 1 / 4 ↗ 0 / 1 ↘ 1 / 4	19 ↖ 156 / 133 ↗ 16 / 72 ↘ 67 / 160 SR-75 Off-Ramp ↖ 142 / 134 ↗ 142 / 134 ↘ 142 / 134 National Ave 67 / 160 67 / 160 67 / 160 ↖ 67 / 160 ↗ 67 / 160 ↘ 67 / 160	20 ↖ 16 / 37 ↗ 8 / 10 ↘ 5 / 27 Evans St ↖ 16 / 15 ↗ 123 / 103 ↘ 18 / 17 National Ave 7 / 18 65 / 212 9 / 14 ↖ 10 / 5 ↗ 26 / 8 ↘ 10 / 29
21 ↖ 17 / 11 ↗ 8 / 8 ↘ 1 / 8 Evans St ↖ 8 / 7 ↗ 24 / 27 ↘ 3 / 5 Newton Ave 12 / 13 33 / 46 9 / 16 ↖ 10 / 3 ↗ 19 / 15 ↘ 6 / 6	22 ↖ 12 / 3 ↗ 6 / 13 ↘ 10 / 10 Evans St ↖ 116 / 82 ↗ 116 / 82 ↘ 116 / 82 Main St 9 / 5 44 / 97 44 / 97 ↖ 9 / 5 ↗ 44 / 97 ↘ 44 / 97	23 ↖ 14 / 13 ↗ 82 / 100 ↘ 62 / 66 Sampson St ↖ 50 / 54 ↗ 62 / 75 ↘ 17 / 29 Logan Ave 90 / 101 125 / 135 28 / 36 ↖ 62 / 63 ↗ 112 / 134 ↘ 33 / 18	24 ↖ 25 / 18 ↗ 36 / 33 ↘ 19 / 36 Sampson St ↖ 24 / 28 ↗ 94 / 70 ↘ 48 / 21 National Ave 13 / 25 50 / 111 12 / 12 ↖ 7 / 13 ↗ 41 / 77 ↘ 16 / 30

Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

Barrio Logan Community Plan Update

25 ↖ 22 / 15 ↗ 66 / 42 ↘ 3 / 5 Sampson St ↖ 8 / 6 ↗ 17 / 16 ↘ 2 / 0 Newton Ave ↖ 15 / 23 ↗ 20 / 25 ↘ 10 / 12 ↖ 4 / 6 ↗ 35 / 63 ↘ 7 / 3	26 ↖ 15 / 10 ↗ 59 / 27 ↘ 10 / 8 Sampson St ↖ 16 / 8 ↗ 115 / 44 ↘ 53 / 27 Main St ↖ 5 / 13 ↗ 33 / 82 ↘ 12 / 8 ↖ 14 / 5 ↗ 31 / 46 ↘ 35 / 49	27 ↖ 32 / 26 ↗ 75 / 66 ↘ 3 / 14 Sampson St ↖ 12 / 8 ↗ 517 / 198 ↘ 75 / 19 Harbor Dr ↖ 10 / 56 ↗ 234 / 748 ↘ 28 / 5 ↖ 14 / 23 ↗ 61 / 111 ↘ 38 / 41	28 ↖ 11 / 9 ↗ 18 / 14 ↘ 4 / 4 Seward St ↖ 3 / 1 ↗ 155 / 124 ↘ 27 / 8 National Ave ↖ 4 / 10 ↗ 79 / 162 ↘ 7 / 8 ↖ 13 / 3 ↗ 25 / 25 ↘ 12 / 17
29 ↖ 1 / 2 ↗ 8 / 21 ↘ 43 / 77 26th St ↖ 48 / 54 ↗ 191 / 117 ↘ 36 / 35 National Ave ↖ 3 / 5 ↗ 66 / 155 ↘ 10 / 23 ↖ 7 / 14 ↗ 18 / 19 ↘ 15 / 34	30 ↖ 224 / 194 ↗ 42 / 31 National Ave ↖ 110 / 275 ↗ 4 / 10 I-5 SB Off-ramp ↖ 28 / 32 ↗ 149 / 296	31 ↖ 13 / 8 ↗ 11 / 6 ↘ 16 / 26 26th St ↖ 26 / 28 ↗ 148 / 45 ↘ 59 / 19 Main St ↖ 10 / 14 ↗ 50 / 167 ↘ 7 / 7 ↖ 11 / 2 ↗ 17 / 38 ↘ 39 / 80	32 ↖ 70 / 27 ↗ 12 / 4 ↘ 12 / 16 Harbor Dr ↖ 17 / 39 ↗ 531 / 182 Schley St ↖ 58 / 75 ↗ 200 / 712 ↖ 58 / 75 ↗ 200 / 712
33 ↖ 166 / 183 ↗ 647 / 319 ↘ 141 / 127 28th St ↖ 26 / 64 ↗ 87 / 110 ↘ 14 / 26 National Ave ↖ 64 / 102 ↗ 147 / 170 ↘ 216 / 86 ↖ 91 / 75 ↗ 199 / 544 ↘ 27 / 69	34 ↖ 24 / 26 ↗ 796 / 877 ↘ 119 / 207 28th St ↖ 30 / 50 ↗ 22 / 12 ↘ 6 / 10 Boston Ave ↖ 21 / 43 ↗ 67 / 194 ↘ 12 / 11 ↖ 11 / 1 ↗ 317 / 759 ↘ 69 / 189	35 ↖ 58 / 79 ↗ 565 / 487 ↘ 211 / 294 28th St ↖ 147 / 238 ↗ 245 / 121 ↘ 49 / 78 Main St ↖ 58 / 174 ↗ 88 / 360 ↘ 24 / 19 ↖ 19 / 23 ↗ 163 / 607 ↘ 37 / 140	36 ↖ 22 / 13 ↗ 15 / 12 ↘ 333 / 480 28th St ↖ 115 / 221 ↗ 372 / 202 ↘ 13 / 8 Harbor Dr ↖ 56 / 156 ↗ 225 / 543 ↘ 2 / 1 ↖ 0 / 1 ↗ 5 / 133 ↘ 1 / 0

Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

Barrio Logan Community Plan Update

37	29th St	↖ ↗ ↘ 33 / 65 48 / 49 4 / 10 Boston Ave ↖ ↗ ↘ 281 / 554 19 / 54 8 / 10 ↖ ↗ ↘ 6 / 6 16 / 27 3 / 12	38	↖ ↗ ↘ 12 / 27 83 / 61 39 / 123 32nd St ↖ ↗ ↘ 74 / 98 317 / 241 314 / 207 Main St ↖ ↗ ↘ 9 / 24 103 / 462 158 / 136 ↖ ↗ ↘ 110 / 183 50 / 112 26 / 307	39	↖ ↗ ↘ 42 / 19 296 / 319 118 / 205 32nd St ↖ ↗ ↘ 79 / 140 29 / 34 168 / 93 Wabash Blvd ↖ ↗ ↘ 43 / 76 113 / 52 52 / 85 ↖ ↗ ↘ 63 / 116 193 / 290 263 / 169	40	↖ ↗ ↘ 136 / 180 739 / 200 89 / 219 32nd St ↖ ↗ ↘ 276 / 321 316 / 267 207 / 26 Harbor Dr ↖ ↗ ↘ 94 / 239 141 / 796 99 / 64 ↖ ↗ ↘ 20 / 48 105 / 487 19 / 97
41	I-15 Ramps	↖ ↗ ↘ 268 / 126 0 / 7 108 / 120 ↖ ↗ ↘ 107 / 154 390 / 275 Main St ↖ ↗ ↘ 36 / 254 139 / 579 ↖ ↗ ↘						

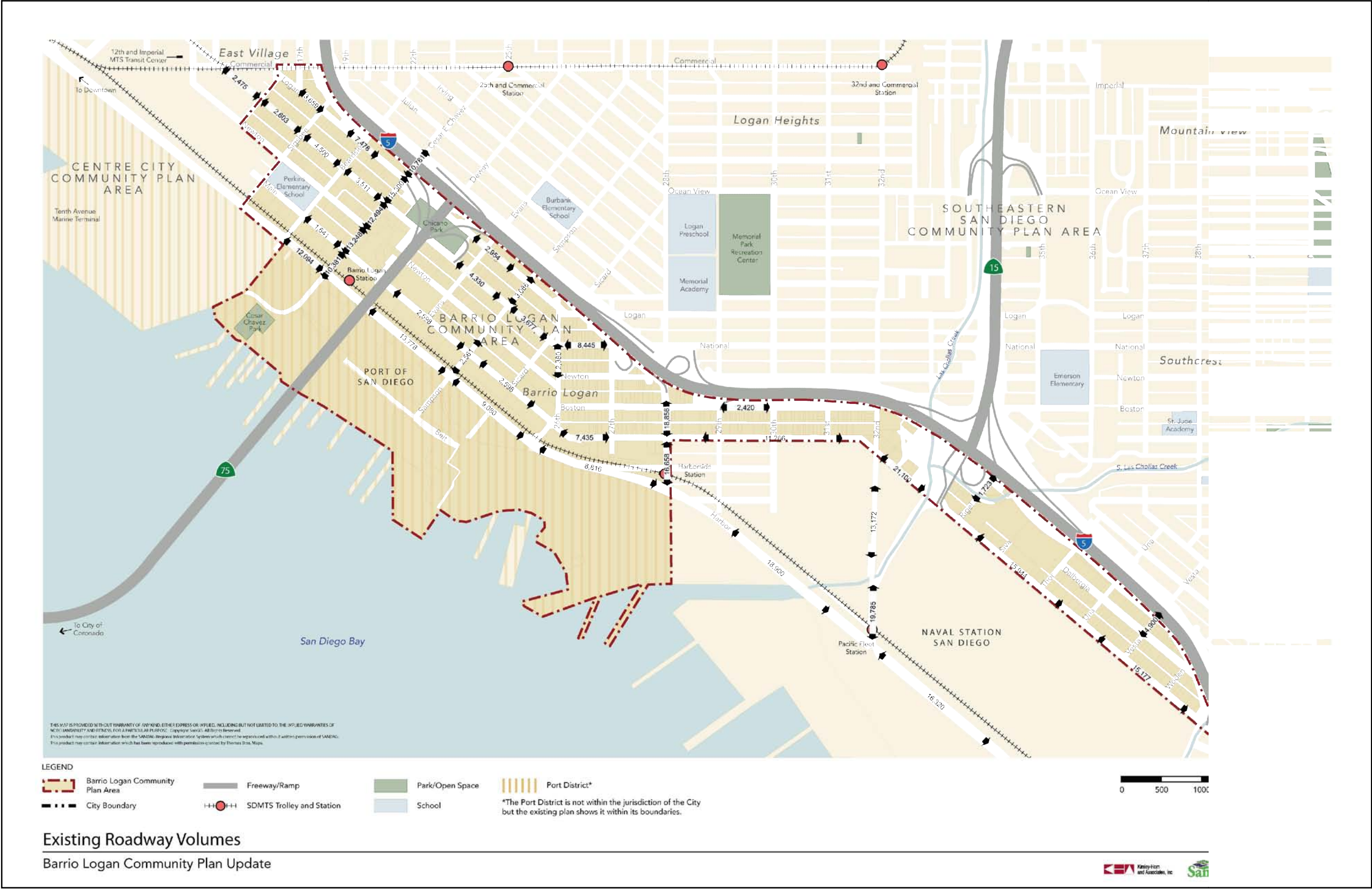
Legend

X / Y = AM / PM PEAK HOUR
TURNING VOLUMES



NOT TO SCALE

Figure 3-15 Existing ADT Volumes



Intersection Analysis

Table 3-6 displays the LOS analysis results for the study intersections under Existing Conditions. As shown in the table, all intersections currently operate at LOS D or better during both peak periods, except for the following intersections:

- Boston Avenue & I-5 SB On-Ramp (LOS F – p.m. peak)

The movement that operates at LOS F is the northbound movement, which is stop controlled. In the afternoon peak, the majority of the vehicles traveling through the intersection are making a left-turn onto the I-5 Southbound Ramp from Boston Avenue and the vehicles in the northbound approach need to find a gap to turn onto Boston Avenue or continue across the intersection.

It should be noted that the intersections along Harbor Drive (Cesar Chavez Parkway, 28th Street, and 32nd Street) experiences additional delay that is not quantified in the table due to trolley operations. In the peak periods, trolley operations would add several seconds of overall delay to the intersections along Harbor Drive. However, even with the additional delay due to the trolley crossings, all of the intersections along Harbor Drive still operate at an acceptable LOS.

Appendix F contains the LOS calculation worksheets.

Roadway Segment Analysis

Table 3-7 displays the roadway segments analysis under Existing Conditions. As shown in the table, based on planning level analysis and on ADT volumes, it is estimated that all roadway segments function at an acceptable LOS in the study area, except for the following segments:

- 32nd Street between Main Street and Wabash Boulevard (LOS E)
- National Avenue between Sampson Street and 27th Street (LOS F)
- Main Street between 32nd Street and Rigel Street (LOS F)
- Main Street between Rigel Street and Siva Street (LOS F)
- Main Street between Dalbergia Street and I-5 SB Off-Ramp (LOS F)

**TABLE 3-6
EXISTING CONDITIONS
PEAK-HOUR INTERSECTION LOS SUMMARY**

Intersection		Traffic Control	Peak Hour	Existing	
				Delay (a)	LOS (b)
1	Commercial St & 16th St	Traffic Signal	AM	29.3	C
			PM	24.6	C
2	National Ave & 16th St	Two-Way Stop	AM	11.7	B
			PM	12.5	B
3	National Ave & Sigsbee St	Traffic Signal	AM	9.6	A
			PM	9.6	A
4	Newton Ave & Sigsbee St	All-Way Stop	AM	7.9	A
			PM	7.6	A
5	Main St & Sigsbee St	All-Way Stop	AM	7.4	A
			PM	7.4	A
6	Harbor Dr & Sigsbee St	One-Way Stop	AM	21.7	C
			PM	21.6	C
7	Logan Ave & Beardsley St	All-Way Stop	AM	10.5	B
			PM	11.1	B
8	National Ave & Beardsley St	All-Way Stop	AM	8.5	A
			PM	8.7	A
9	Newton Ave & Beardsley St	All-Way Stop	AM	8.5	A
			PM	8.2	A
10	Main St & Beardsley St	All-Way Stop	AM	8.5	A
			PM	7.8	A
11	Harbor Dr & Beardsley St	One-Way Stop	AM	21.6	C
			PM	18.3	C
12	Kearney St & Cesar E. Chavez Pkwy	Traffic Signal	AM	20.8	C
			PM	21.1	C
13	Logan Ave & Cesar E. Chavez Pkwy	Traffic Signal	AM	12.7	B
			PM	13.2	B
14	National Ave & Cesar E. Chavez Pkwy	Traffic Signal	AM	7.7	A
			PM	6.6	A
15	Newton Ave & Cesar E. Chavez Pkwy	Traffic Signal	AM	6.3	A
			PM	6.9	A

Notes:

Bold values indicate intersections operating at LOS E or F.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 2000 Highway Capacity Manual and performed using Synchro 6.0

**TABLE 3-6.1
EXISTING CONDITIONS
PEAK-HOUR INTERSECTION LOS SUMMARY (cont.)**

Intersection		Traffic Control	Peak Hour	Existing	
				Delay (a)	LOS (b)
16	Main St & Cesar E. Chavez Pkwy	Traffic Signal	AM	8.9	A
			PM	6.8	A
17	Harbor Dr & Cesar E. Chavez Pkwy	Traffic Signal	AM	14.9	B
			PM	16.6	B
18	Logan Ave & I-5 SB On-ramp	One-Way Stop	AM	10.1	B
			PM	11.0	B
19	National Ave & SR-75 Off-ramp	One-Way Stop	AM	10.1	B
			PM	11.0	B
20	National Ave & Evans St	Two-Way Stop	AM	11.2	B
			PM	11.9	B
21	Newton Ave & Evans St	Two-Way Stop	AM	9.8	A
			PM	9.8	A
22	Main St & Evans St	One-Way Stop	AM	9.4	A
			PM	9.9	A
23	Logan Ave & Sampson St	All-Way Stop	AM	10.0	B
			PM	10.7	B
24	National Ave & Sampson St	Traffic Signal	AM	10.5	B
			PM	10.1	B
25	Newton Ave & Sampson St	All-Way Stop	AM	7.5	A
			PM	7.6	A
26	Main St & Sampson St	All-Way Stop	AM	8.6	A
			PM	8.2	A
27	Harbor Dr & Sampson St	Traffic Signal	AM	10.5	B
			PM	17.4	B
28	National Ave & Sicard St	Two-Way Stop	AM	12.0	B
			PM	11.4	B
29	National Ave & 26th St	All-Way Stop	AM	8.7	A
			PM	8.8	A
30	National Ave & I-5 SB Off-ramp	One-Way Stop	AM	11.5	B
			PM	17.8	C

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 2000 *Highway Capacity Manual* and performed using Synchro 6.0

**TABLE 3-6.2
EXISTING CONDITIONS
PEAK-HOUR INTERSECTION LOS SUMMARY (cont.)**

Intersection		Traffic Control	Peak Hour	Existing	
				Delay (a)	LOS (b)
31	Main St & 26th St	All-Way Stop	AM	7.6	A
			PM	7.9	A
32	Harbor Dr & Schley St	Traffic Signal	AM	10.5	B
			PM	6.5	A
33	National Ave & 28th St	Traffic Signal	AM	37.2	D
			PM	43.5	D
34	Boston Ave & 28th St	Traffic Signal	AM	16.5	B
			PM	15.6	B
35	Main St & 28th St	Traffic Signal	AM	25.2	C
			PM	29.3	C
36	Harbor Dr & 28th St	Traffic Signal	AM	19.6	B
			PM	40.4	D
37	Boston Ave & I-5 SB On-ramp	Two-Way Stop	AM	18.2	C
			PM	ECL	F
38	Main St & 32nd St	Traffic Signal	AM	21.9	C
			PM	29.2	C
39	32nd St & Wabash St	Traffic Signal	AM	42.4	D
			PM	41.9	D
40	Harbor Dr & 32nd St	Traffic Signal	AM	22.0	C
			PM	32.0	C
41	Harbor Dr & 32nd St	Traffic Signal	AM	11.7	B
			PM	11.5	B

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the 2000 *Highway Capacity Manual* and performed using Synchro 6.0

**TABLE 3-7
EXISTING CONDITIONS
ROADWAY SEGMENT LOS SUMMARY**

Roadway Segment	Roadway Classification (a)	LOS E Capacity	ADT (b)	V/C Ratio (c)	LOS
Cesar Chavez Pkwy					
north of Logan Ave	3 Lane Collector (two-way)	22,500	10,781	0.48	C
between Logan Ave and National Ave	4 Lane Collector	30,000	15,300	0.51	C
between National Ave and Newton Ave	3 Lane Collector (two-way)	22,500	12,494	0.56	C
between Newton Ave and Main St	3 Lane Collector (two-way)	22,500	13,248	0.59	C
between Main St and Harbor Dr	4 Lane Collector	30,000	10,381	0.35	B
Sampson St					
between I-5 and National Ave	2 Lane Collector (d)	8,000	3,086	0.39	B
between National Ave and Harbor Dr	2 Lane Collector (d)	8,000	2,561	0.32	B
26th St					
between National Ave and Newton Ave	2 Lane Collector (d)	8,000	2,380	0.30	A
28th St					
between I-5 and Main St	4 Lane Collector	30,000	18,856	0.63	C
between Main St and Harbor Dr	4 Lane Major Arterial	40,000	16,658	0.42	B
32nd St					
between Main St and Wabash Blvd	2 Lane Collector (continuous left-turn lane)	15,000	13,172	0.88	E
between Wabash Blvd and Harbor Drive	6 Lane Major Arterial	50,000	19,785	0.40	A
Rigel St					
between Dalbergia St and I-5	2 Lane Collector (d)	8,000	1,723	0.22	A
Vesta St					
between Dalbergia St and I-5	2 Lane Collector (d)	8,000	4,900	0.61	C

TABLE 3-7.1
EXISTING CONDITIONS
ROADWAY SEGMENT LOS SUMMARY (cont.)

Roadway Segment	Roadway Classification (a)	LOS E Capacity	ADT (b)	V/C Ratio (c)	LOS
Logan Ave					
between 17th St and Sigsbee St	2 Lane Collector (continuous left-turn lane)	15,000	3,659	0.24	A
between Sigsbee St and Cesar Chavez Pkwy	2 Lane Collector (continuous left-turn lane)	15,000	7,478	0.50	C
between Cesar Chavez Pkwy and Sampson St	2 Lane Collector (continuous left-turn lane)	15,000	2,954	0.20	A
National Ave					
between Commercial St and 16th St	4 Lane Collector	15,000	2,475	0.17	A
between 16th St and Sigsbee St	2 Lane Collector (d)	8,000	2,603	0.33	B
between Sigsbee St and Beardsley St	2 Lane Collector (continuous left-turn lane)	15,000	4,500	0.30	A
between Beardsley St and Cesar Chavez Pkwy	2 Lane Collector (d)	8,000	3,511	0.44	C
between Cesar Chavez Pkwy and Evans St	2 Lane Collector (d)	8,000	4,330	0.54	C
between Evans St and Sicard St	2 Lane Collector (continuous left-turn lane)	15,000	3,677	0.25	A
between Sicard St and 27th St	2 Lane Collector (d)	8,000	8,445	1.06	F
Boston Ave					
between 29th St and 30th St	2 Lane Collector (d)	8,000	2,420	0.30	A
Main St					
between Beardsley St and Cesar Chavez Pkwy	2 Lane Collector (d)	8,000	1,641	0.21	A
between Cesar Chavez Pkwy and 26th St	2 Lane Collector (d)	8,000	2,598	0.33	B
between 26th St and 27th St	3 Lane Collector (two-way)	22,500	7,435	0.33	A

TABLE 3-7.2
EXISTING CONDITIONS
ROADWAY SEGMENT LOS SUMMARY (cont.)

Roadway Segment	Roadway Classification (a)	LOS E Capacity	ADT (b)	V/C Ratio (c)	LOS
between 27th St and 32nd St	3 Lane Collector (two-way)	22,500	11,266	0.50	C
between 32nd St and Rigel St	4 Lane Collector	15,000	21,100	1.41	F
between Rigel St and Una St	2 Lane Collector (continuous left-turn lane)	15,000	15,944	1.06	F
between Una St and I-5 SB Off Ramp	2 Lane Collector (continuous left-turn lane)	15,000	15,177	1.01	F
Harbor Dr					
between Beardsley St and Cesar Chavez Pkwy	4 Lane Major Arterial	40,000	12,094	0.30	A
between Cesar Chavez Pkwy and Sampson St	4 Lane Major Arterial	40,000	13,778	0.34	A
between Sampson St and Schley St	4 Lane Major Arterial	40,000	9,080	0.23	A
between Schley St and 28th St	4 Lane Major Arterial	40,000	8,816	0.22	A
between 28th St and 32nd St	4 Lane Major Arterial	40,000	18,900	0.47	B
between 32nd St and Vesta St	4 Lane Major Arterial	40,000	16,320	0.41	B
Notes: Bold values indicate roadway segments operating at LOS E or F. (a) Existing roadway classifications are based on field observations. (b) Average Daily Traffic (ADT) volumes for the roadway segments were collected between 1999-2008. (c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity. (d) 2 Lane Collector (Multi-family, commercial-industrial fronting)					

K:\TP\TO\095707000\Excel\707000RS01.xlsm]Existing

Intelligent Transportation Systems (ITS)

This section does not apply.

Transportation Demand Management

This section does not apply.

Bicycle

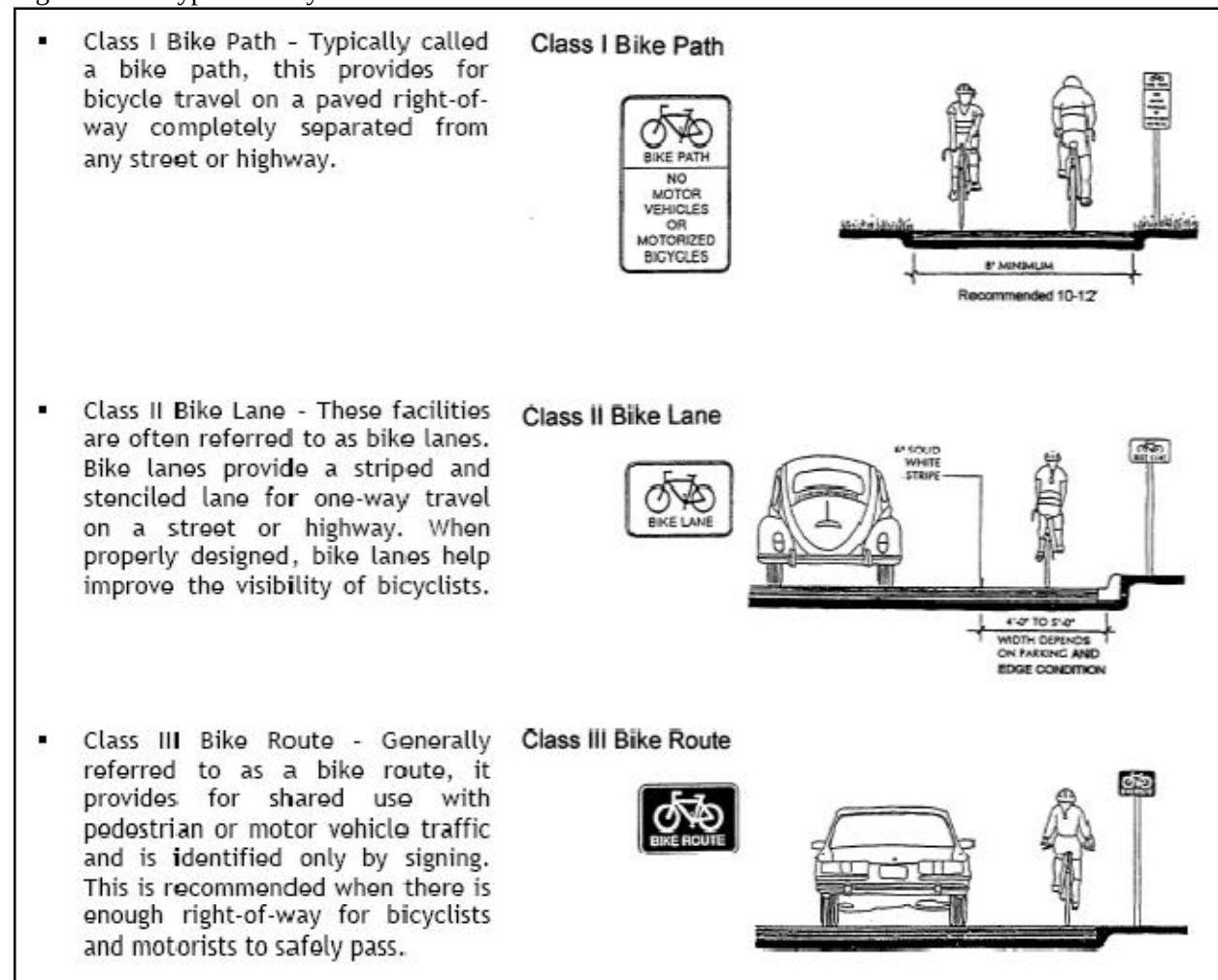
Bicycle Routes/Classification

The City of San Diego has developed a network of designated Class I, II, and III bikeways. A Class I facility is a bike path that provides for bicycles to travel on a paved right-of-way completely separated from any street or highway. A Class II facility is a bike lane that provides bicycles a lane of travel on a roadway separated by a painted line. A Class III facility is a bike route that provides for a shared use with

pedestrian or motor vehicle traffic and is only identified by signing. **Figure 3-16** provides more description and illustrates the different types of bikeways.

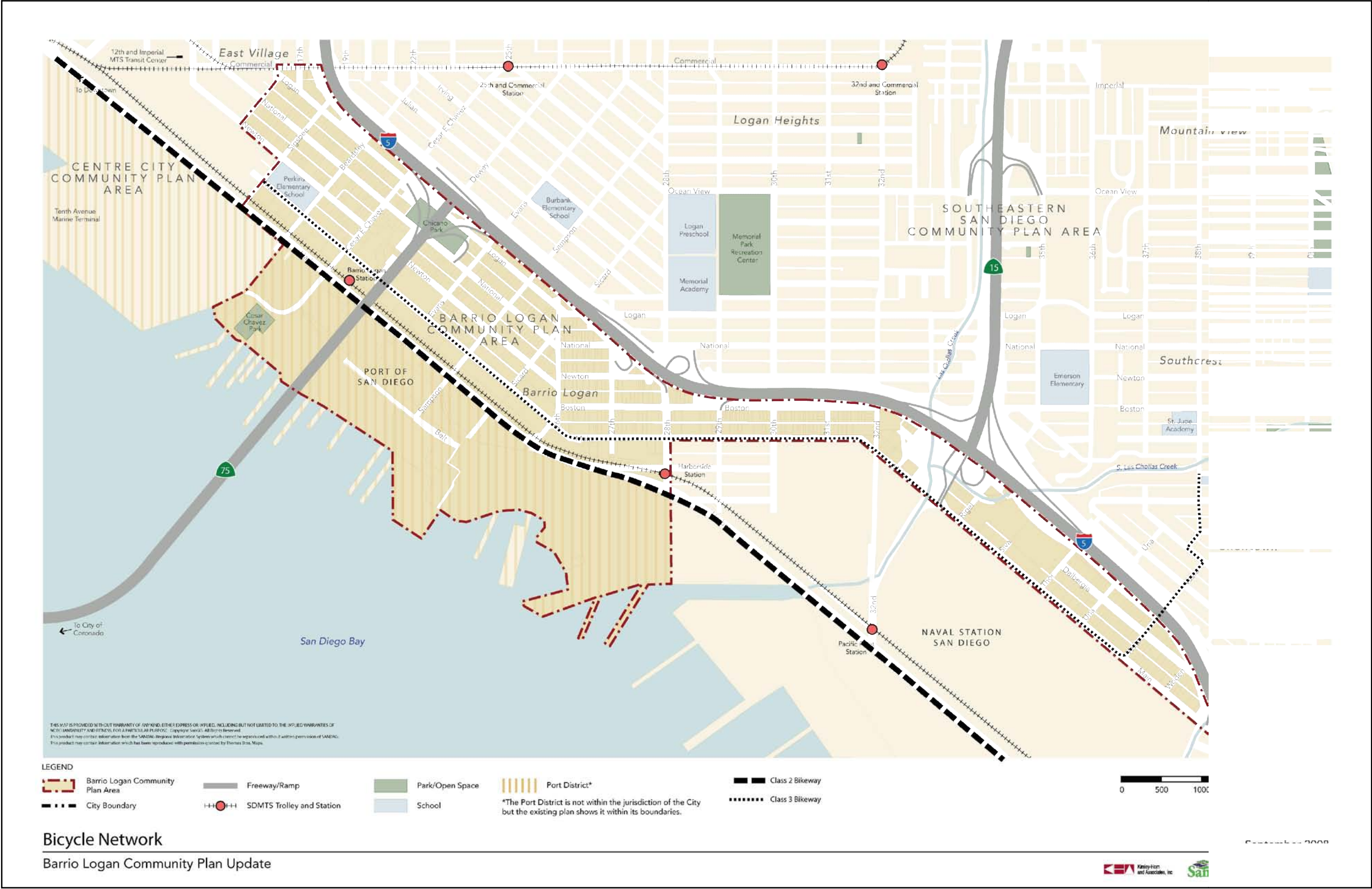
In the Barrio Logan community, only Class II and Class III bikeways exist. The Class II bikeways are provided along Harbor Drive between Sigsbee Street and 32nd Street. It should be noted that several segments along Harbor Drive do not have a striped bike lane, but a wide paved shoulder is provided for the bicyclists. The Class III bikeways are provided along Main Street between Sigsbee Street and Vesta Street and along Vesta Street between Main Street and I-5. **Figure 3-17** graphically depicts the location of the Class II and III bike routes in the Barrio Logan community.

Figure 3-16 Types of Bicycle Facilities



Source: *City of San Diego Bicycle Master Plan*, dated May 2002

Figure 3-17 Existing Bicycle Routes



Bicycle Intersection Analysis

Table 3-8 displays the bicycle level of service analysis for intersections under Existing Conditions. As shown in the table, when considering the average of the individual intersection legs, all but two intersections operate at a LOS D or better. The intersections of Main Street and Cesar Chavez Parkway, and Main Street and 28th Street operate at a LOS E. A fair amount of intersection legs operate at a LOS D or worse. The primary factors that are contributing to poor operations include:

- A lack of bike lanes
- Permitted left-turn phasing
- Intersection crossing distance
- Roadway speed

Appendix B contains the bicycle LOS worksheets.

TABLE 3-8 EXISTING CONDITIONS BICYCLE PEAK-HOUR LOS AT INTERSECTIONS						
Intersection		Intersection Leg				
		North	South	East	West	Average
3	National Ave & Sigsbee St	D	D	D	D	D
13	Logan Ave & Cesar Chavez Pkwy	D	D	C	C	D
14	National Ave & Cesar Chavez Pkwy	E	D	D	D	D
16	Main St & Cesar Chavez Pkwy	E	E	D	D	E
17	Harbor Dr & Cesar Chavez Pkwy	B	B	D	D	C
24	National Ave & Sampson St	D	D	D	D	D
27	Harbor Dr & Sampson St	B	B	D	D	C
32	Harbor Dr & Schley St	B	B	C	C	B
35	Main St & 28th St	E	E	D	D	E
36	Harbor Dr & 28th St	B	B	E	E	C
Notes: Bold values indicate intersections operating at LOS E or F. LOS calculations are based on the methodology outlined in the <i>Charlotte Department of Transportation Pedestrian & Bicycle Level of Service Methodology for Crossings at Signalized Intersections</i>, dated 2007.						

TABLE 3-8.1 EXISTING CONDITIONS BICYCLE PEAK-HOUR LOS AT INTERSECTIONS (cont.)						
Intersection		Intersection Leg				
		North	South	East	West	Average
38	Main St & 32nd St	D	D	D	D	D
39	Wabash St & 32nd St	D	D	D	D	D
40	Harbor Dr & 32nd St	B	B	E	E	C
41	Main St & I-15 Ramps	D	--	D	D	D
Notes: Bold values indicate intersections operating at LOS E or F. LOS calculations are based on the methodology outlined in the <i>Charlotte Department of Transportation Pedestrian & Bicycle Level of Service Methodology for Crossings at Signalized Intersections</i>, dated 2007.						

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Bicycle Segment Analysis

Table 3-9 displays the bicycle level of service analysis for roadway segments under Existing Conditions. As shown in the table, all but five segments operate at a LOS D or better. The five segments that operate below a LOS D are all designated bike routes. The poor operating conditions of the bike routes can be attributed to the following factors:

- A lack of bike lanes (along Main Street)
- Roadway geometry (no space buffer between bicyclist and traffic)
- Roadway volumes
- High percentage of heavy-truck traffic
- Roadway speed

TABLE 3-9 EXISTING CONDITIONS BICYCLE PEAK-HOUR LOS ALONG SEGMENTS	
Roadway Segment	LOS
Cesar Chavez Pkwy	
north of Logan Ave	B
between Logan Ave and Main St	B
between Main St and Harbor Dr	B
Notes: Bold values indicate intersections operating at LOS E or F. LOS calculations are based on the methodology outlined in the <i>Florida Department of Transportation Modeling the Roadside Walking Environment: A Pedestrian Level of Service</i>, dated 2007.	

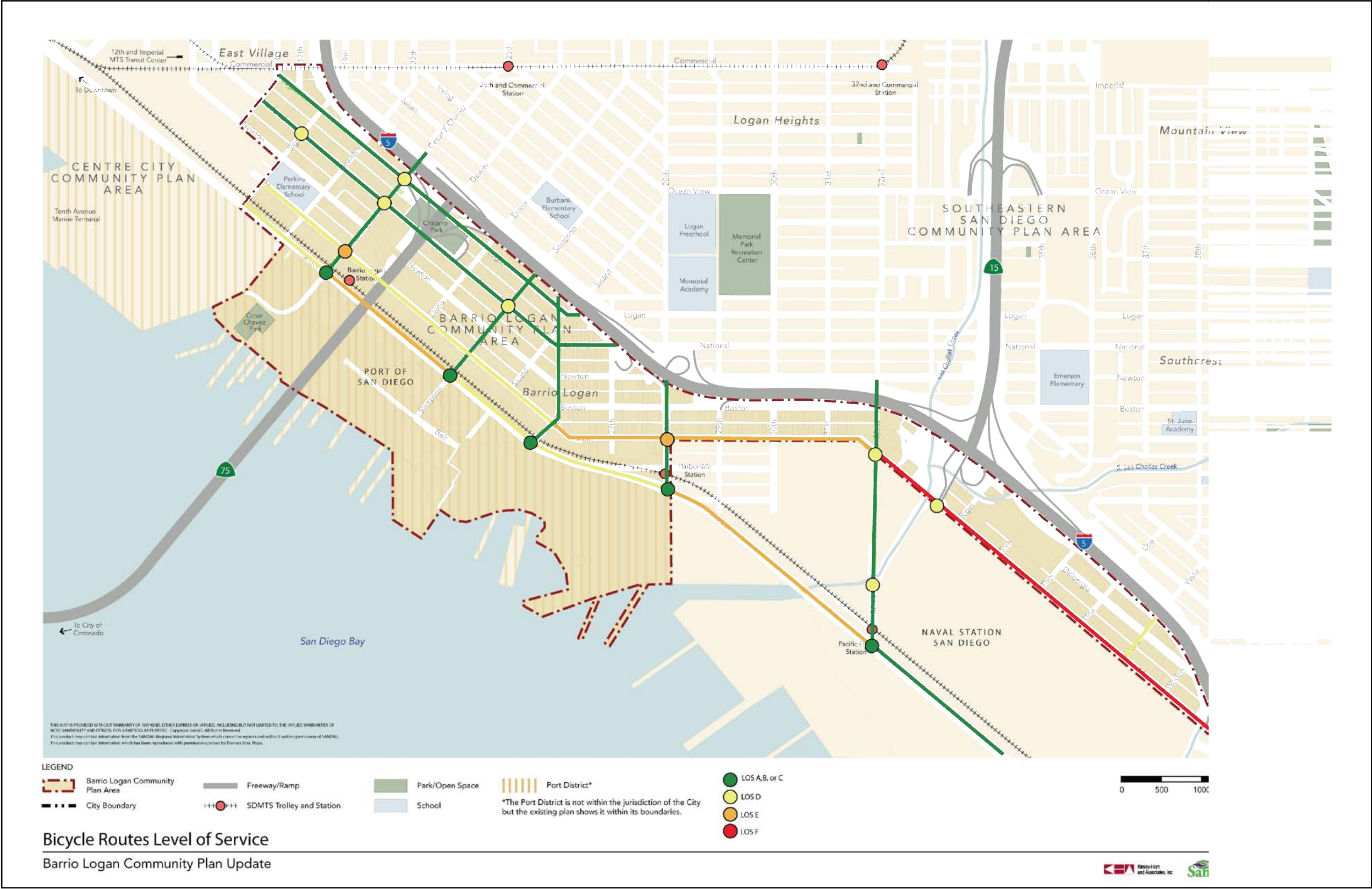
TABLE 3-9.1
EXISTING CONDITIONS
BICYCLE PEAK-HOUR LOS ALONG SEGMENTS (cont.)

Roadway Segment	LOS
Sampson St	
between I-5 and National Ave	B
between National Ave and Harbor Dr	B
26th St	
between Logan Ave and Harbor Dr	B
28th St	
between I-5 and Main St	B
between Main St and Harbor Dr	B
32nd St	
between Newton Ave and Main St	B
between Main St and Wabash Blvd	C
between Wabash Blvd and Harbor Drive	B
Logan Ave	
between 17th St and Cesar Chavez Pkwy	B
between Cesar Chavez Pkwy and 26th St	B
National Ave	
between 16th St and Cesar Chavez Pkwy	B
between Cesar Chavez Pkwy and 27th St	B
Main St	
between Cesar Chavez Pkwy and 26th St	D
between 26th St and 27th St	E
between 27th St and 32nd St	E
between 32nd St and I-5 SB Off Ramp	F
Harbor Dr	
between Beardsley St and Cesar Chavez Pkwy	D
between Cesar Chavez Pkwy and Sampson St	E
between Sampson St and Schley St	D
between Schley St and 28th St	D
between 28th St and 32nd St	E
between 32nd St and Vesta St	B
Notes: Bold values indicate intersections operating at LOS E or F. LOS calculations are based on the methodology outlined in the Florida Department of Transportation <i>Modeling the Roadside Walking Environment: A Pedestrian Level of Service</i> , dated 2007.	

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A summary of the bicycle intersection and segment levels of services are graphically represented in **Figure 3-18**.

Figure 3-18 Existing Bicycle Level of Service



Parking

Three time periods were selected for data collection to capture a snapshot of the on-street parking demand in the Barrio Logan community. The first time period selected was between 9:00 a.m. and 11:00 a.m. This time period captured the majority of the industrial and military uses as most of the employees would be at work during this time period. The second time period selected was between 12:00 p.m. and 2:00 p.m. and captured the peak retail/commercial parking demand. This time period is consistent with the data obtained from the *Barrio Logan Parking Study*, dated April 20, 1999 and prepared by Linscott, Law & Greenspan Engineers. The third time period selected was between 7:00 p.m. and 9:00 p.m. and captured the peak residential uses as most people would be home during this time.

An inventory of all on-street parking spaces was conducted in June 2008 and counted a total of 2,842 on-street parking spaces for the entire Barrio Logan community. Of the 2,842 parking spaces, the majority of them (1,699 spaces, 60 percent) are unrestricted and available for the general public. The remaining parking spaces have some sort of restriction, such as time restrictions or residential permit parking.

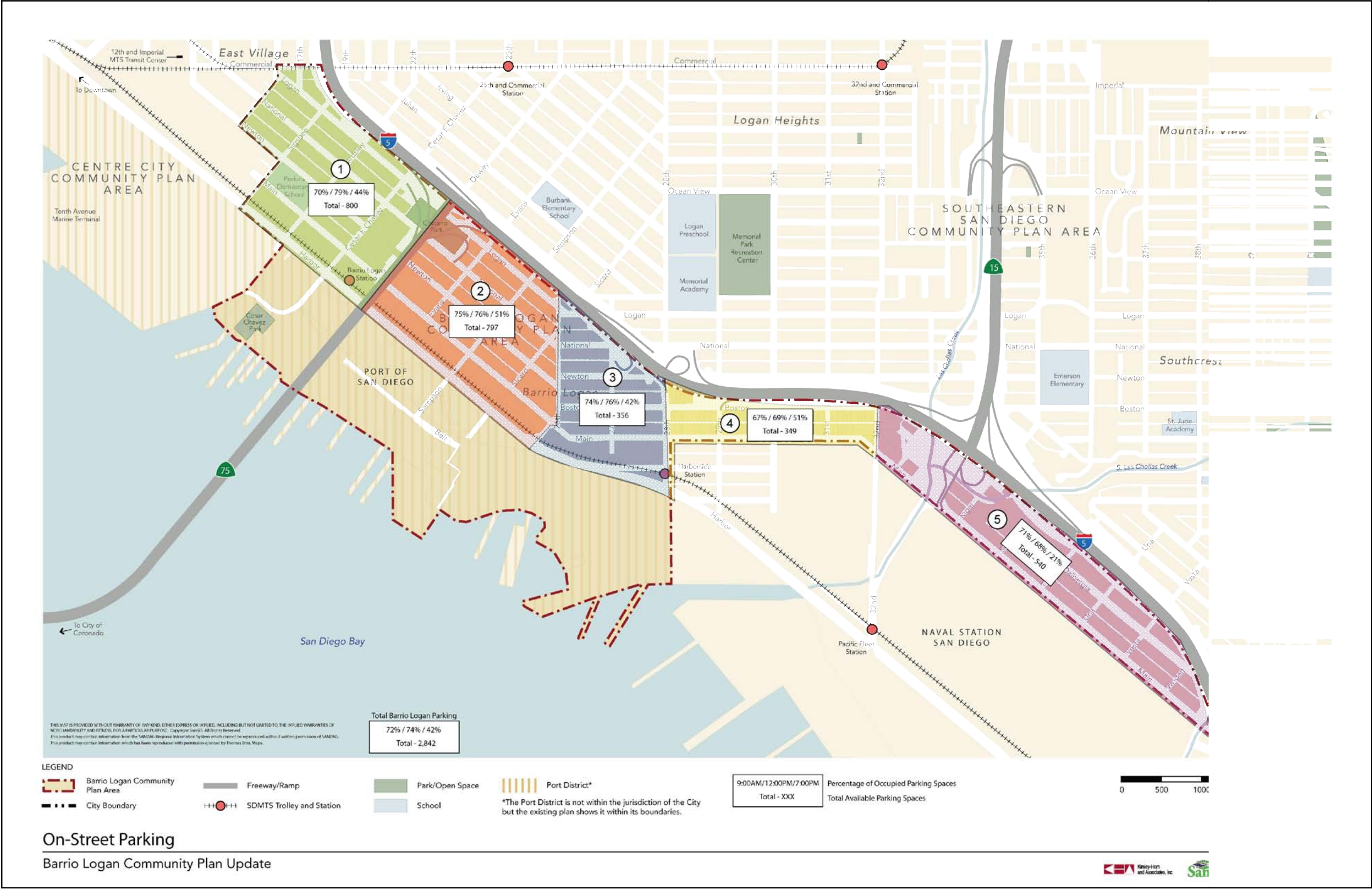
The on-street parking demand data collection was conducted on Thursday, June 5, 2008. In order to show different peaking characteristics from the parking survey, the Barrio Logan community was separated into the following five areas, with the first zone in the northwest portion of the community and the last zone in the southeastern portion of the community. **Figure 3-19** graphically displays the five areas.

- Area 1: Generally bounded by I-5 to the north, Harbor Drive to the south, SR-75 to the east, and 16th Street to the west. Land uses generally include commercial and residential.
- Area 2: Generally bounded by I-5 to the north, Harbor Drive to the south, 26th Street to the east, and SR-75 to the west. Land uses generally include commercial and residential.
- Area 3: Generally bounded by I-5 to the north, Harbor Drive to the south, 28th Street to the east, and 26th Street to the west. Land uses generally include industrial and some residential.
- Area 4: Generally bounded by I-5 to the north, Main Street to the south, 32nd Street to the east, and 28th Street to the west. Land uses generally include residential with some commercial and industrial.
- Area 5: Generally bounded by I-5 to the north, Main Street to the south, Woden Street to the east, and 32nd Street to the west. Land uses generally include industrial and commercial.

Table 3-10 summarizes the results of the on-street parking demand survey. As shown in the table, parking spaces are classified by restriction or type. The majority, 60 percent, of parking spaces in the Barrio Logan Community are parallel spaces without any restrictions. The “D” permit restriction is the most prevalent restriction and accounts for 9 percent of the parking spaces.

Appendix G contains a more detailed summary by each block face for the entire community.

Figure 3-19 Existing Parking Demand



**TABLE 3-10
EXISTING CONDITIONS
PARKING SUMMARY**

AREA	15 MIN.	30 MIN.	2 HR.	"D" PERMIT	LOADING ZONE	METERED	HANDICAP	DIAGNOL	REMAINING SPACES	TOTAL SPACES
Zone 1	7	7	5	--	21	--	6	320	435	800
Zone 2	11	10	37	146	26	--	7	103	457	797
Zone 3	5	7	16	71	22	17	3	--	215	356
Zone 4	--	4	--	41	10	10	5	--	279	349
Zone 5	3	5	--	--	14	--	2	203	313	540
TOTAL	26	33	58	258	93	27	23	626	1,699	2,842
Percentage (a)	1%	1%	2%	9%	3%	1%	1%	22%	60%	--

Notes:

Parking inventory taken on June 05, 2008.

(a) Calculated by dividing the number of each type of each respective parking space by the total number of parking spaces.

K:\TPTO\095707000\Data\Parking Data\Parking Occupancy Data Collection.xls\Parking Table

Collision Analysis

Tables 3-11 thru **3-12** display the summary of accident data information obtained from the City of San Diego for the entire Barrio Logan community. The reports provide accident data from January 2005 until December 2007, indicating a total of 289 accidents. Table 3-14 provides a general summary of the all the accidents, including the location, type of lighting, party at fault, age group, and primary cause. Table 3-15 summarizes accident rates along the roadway segments within the community based on the roadway classification.

The general summary of accidents shown in Table 3-14 identifies different factors of the 289 collisions that were recorded. Of the 289 collisions, 149 resulted in injuries (132 vehicle occupants, 9 pedestrians, 8 bicyclists) and one resulted in a fatality (pedestrian). Approximately two-thirds of the collisions occurred mid-block, the other one-third located at intersections. Approximately two-thirds occurred during daylight hours. Thirteen accidents were the result of the pedestrian or bicyclist being at fault. The primary cause of collisions in the Barrio Logan area was unsafe movements, which includes improper turns, improper passing, unsafe lane changes, improper starts, unsafe backing, and general unsafe maneuvers. Unsafe movements were the cause of 46.7% of the accidents. The second leading cause was unsafe speeds at 19.7%, with running a stop sign or red light and violation of vehicular right-of-way also being notable causes at 12.1% and 9.7%, respectively.

A collision rate can be calculated for roadway segments based on the length of the segment, the average daily traffic volume, and the average number of collisions per year. The City of San Diego has city-wide collision rates based on the classification of the roadway. As shown in Table 3-15, the collision rate for different roadway segments within the Barrio Logan community were calculated and compared with the

TABLE 3-11
ACCIDENT DATA SUMMARY TABLE

# of Crashes			Barrio Logan Community					
Total	289	100%						
With Injuries/Fatalities	132 / 0	45.7% / 0.0%						
Pedestrians								
Injured/Fatalities	9 / 1	3.1% / 0.0%						
Bicyclists								
Injured/Fatalities	8 / 0	2.8% / 0.0%						
No Injuries	140	48.4% / 0.0%						
Location	Intersection		Midblock					
	101	34.9%	188	65.1%				
Lighting	Day		Night					
	187	64.7%	102	35.3%				
Party at Fault	Ped/Bike		Driver					
	13	4.5%	276	95.5%				
Age Group	Less than 16		16-65		Over 65		Unknown	
	10	3.5%	19	6.6%	1	0.3%	259	89.6%
Primary Cause	Ped/Bike @ Fault		Unsafe Movement		Ran Stop Sign/Red Light		Unsafe Speed	
	13	4.5%	135	46.7%	35	12.1%	57	19.7%
	Wrong Side of Road		Violated Vehicular R/W		Violated Ped R/W		Other	
	4	1.4%	28	9.7%	11	3.8%	6	2.1%
Notes: Age Group was not included in the accident reports from the City of San Diego except under special circumstances. "Other" includes Avoiding other vehicles, Medical Condition, Unsecured Load, Open Vehicle Door, and Losing Control "Unsafe Movement" includes Improper Turns, Improper Passing, Unsafe Lane Changes, Improper Starts, Unsafe Backing, and general unsafe maneuvers								

TABLE 3-12
TRAFFIC COLLISION RATE COMPARISON

ROADWAY SEGMENT (BY CLASSIFICATION)	TOTAL NUMBER OF COLLISIONS	SEGMENT COLLISION RATE	CITY-WIDE COLLISION RATE
COLLECTOR MAJOR (13,000 - 25,000 ADT)			
28th St (I-5 to Harbor Dr)	22	3.90	0.65
32nd St (I-5 to Harbor Dr)	15	1.44	0.65
Harbor Dr (Sigsbee St to 32nd St)	27	1.09	0.65
COLLECTOR MINOR (3,000 - 13,000 ADT)			
Cesar Chavez Pky (I-5 to Harbor Dr)	4	0.89	0.95
Logan St (16th St to 26th St)	15	3.07	0.95
National Ave (16th St to 27th St)	13	2.21	0.95
Main St (Sigsbee St to Wabash Blvd)	26	1.84	0.95
FEDERAL AID (< 3,000 ADT)			
26th St (Logan St to Main St)	5	7.24	1.29
Sampson St (I-5 to Harbor Dr)	12	11.95	1.29
Newton Ave (16th St to 27th St)	5	2.62	1.29
Boston Ave (26th St to 32nd St)	4	2.03	1.29
TOTAL	148		
Notes: The above information was provided and compiled from Barrio Logan Community for January 2005 through December 2007. The rates are measured in per million vehicle miles.			

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city-wide rates. In general, Barrio Logan has higher collision rates than the City of San Diego. Most notable of the roadway segments was Sampson Street which is a fairly short segment with low volumes and a high number of collisions.

Appendix H contains the collision data used for the analysis.

Airports

This section does not apply.

Passenger Rail

This section does not apply.

Goods Movement & Freight

Truck Traffic

Within certain areas in the Barrio Logan community, trucks comprise a high percentage of the vehicular traffic on the roadways. Based on data obtained in October 2003 and provided in the *Barrio Logan Truck Study*, dated May 4, 2004 (Willdan), approximately 32 percent of the vehicles on Cesar Chavez Parkway south of Harbor Drive consisted of trucks. The large percentage is due to the various tenants at the Tenth Avenue Marine Terminal that require trucks to transport goods to/from the terminal. Along Cesar Chavez Parkway between Harbor Drive and I-5, the truck percentage ranged between 16 and 18 percent. Along Harbor Drive, the percentage of truck traffic decreased from approximately 10 percent near Cesar Chavez Parkway to approximately seven percent near 32nd Street.

However, since the time that the study was completed, truck restrictions on various roadways in the community (as described under the Roadway Network section) have been implemented and trucks to/from the Tenth Avenue Marine Terminal over five tons are required to use 28th Street to access I-5.

Vehicle classification counts were obtained on June 11 and 12, 2008 along Cesar Chavez Parkway between National Avenue and Newton Avenue. The average of the two days of data indicated that on a daily basis, 13 percent of the total vehicles along this segment are trucks. Although there has been a decline in truck traffic along Cesar Chavez Parkway, it appears that the truck restrictions along Cesar Chavez Parkway are not effective and field observations have verified that trucks are still present on this roadway.

Truck Restrictions

Based on the recommendation outlined in the *Barrio Logan Truck Study*, dated May 4, 2004 (Willdan), trucks over five tons are currently restricted along Cesar Chavez Parkway between I-5 and Harbor Drive. For the trucks accessing the Tenth Avenue Marine Terminal from I-5, the truck route is via 28th Street and Harbor Drive. As shown in **Figure 3-20** below, a sign indicating the truck route is placed on the south leg of the Cesar Chavez Parkway/Harbor Drive intersection.

However, based on field observations, trucks in excess of five tons are still using Cesar Chavez Parkway and Main Street via Sampson Street and Schley Street to access I-5. Trucks using Main Street to/from I-5 are avoiding the 28th Street/Harbor Drive intersection due to the geometric deficiencies and traffic congestion.

Figure 3-20 Truck Route Sign for Trucks Destined to I-5



An inventory of all existing truck restriction signs within the Barrio Logan community was completed in May 2008. Based on the inventory, two types of truck restriction signs are present. The first type is a sign restricting trucks that weigh over one ton. All of these signs are located along Beardsley Street between Logan Avenue and Newton Avenue and along Newton Avenue between Sigsbee Street and Beardsley Street.

The second type is a sign restricting trucks that weigh over five tons. These signs are generally located in the area between Cesar Chavez Parkway and 27th Street. The truck restrictions are provided along the following street segments:

- Cesar Chavez Parkway between I-5 and Harbor Drive
- Evans Street between Logan Avenue and Main Street
- Sampson Street between Logan Avenue and Main Street
- Sicard Street between Logan Avenue and Main Street
- 26th Street between Logan Avenue and Main Street
- 27th Street between Newton Avenue and Main Street

In addition to the truck restriction sign, the names of the street that have the truck restrictions are included below some of the signs to alert truck drivers of these restrictions. **Figure 3-21** shows examples of several truck restriction signs that are found in the community.

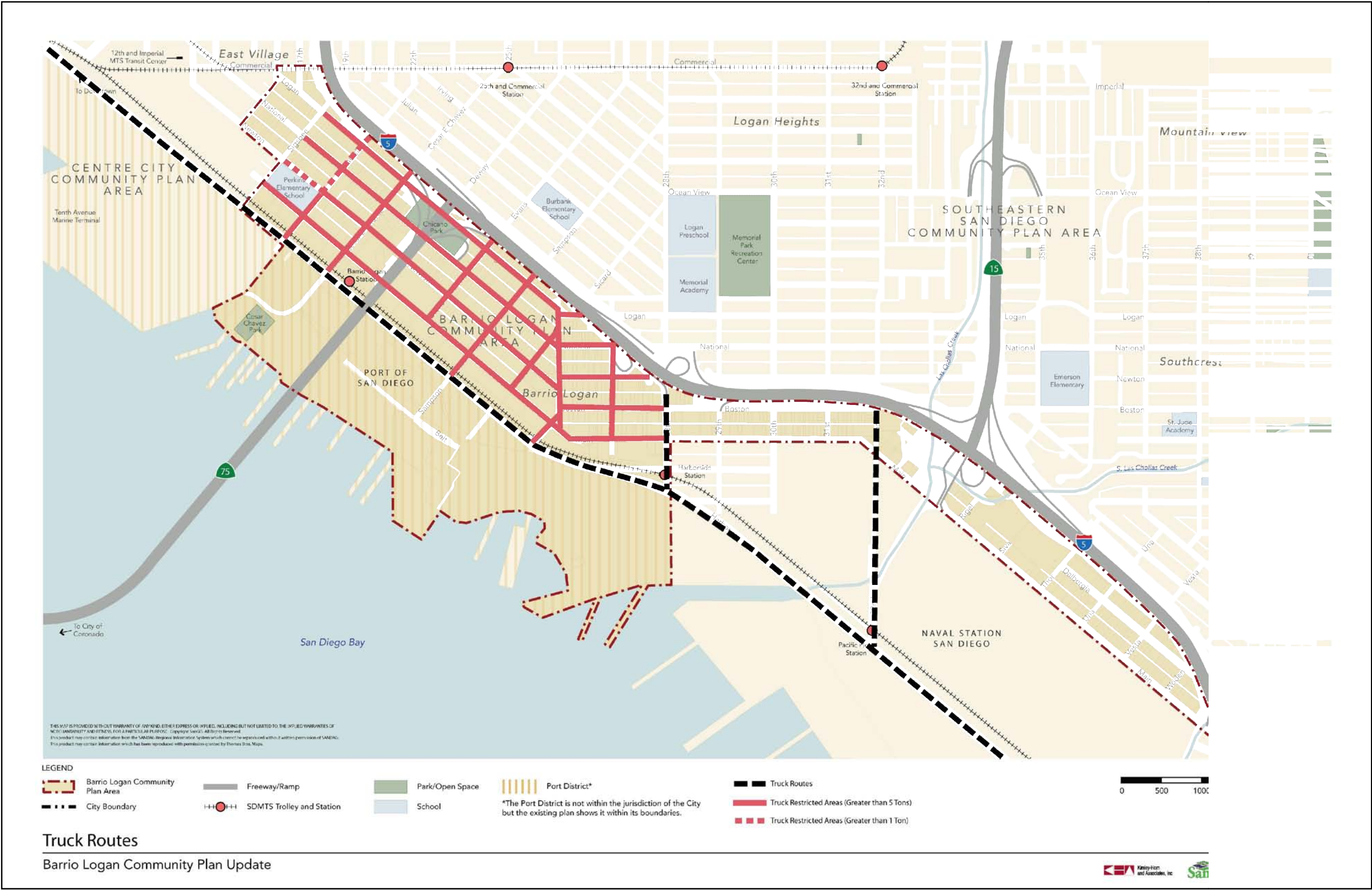
Figure 3-21 Examples of Truck Restriction Signs



Figure 3-22 graphically displays the truck routes and the truck restrictions in the Barrio Logan community.

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Figure 3-22 Existing Truck Routes



APPENDICES

APPENDIX A

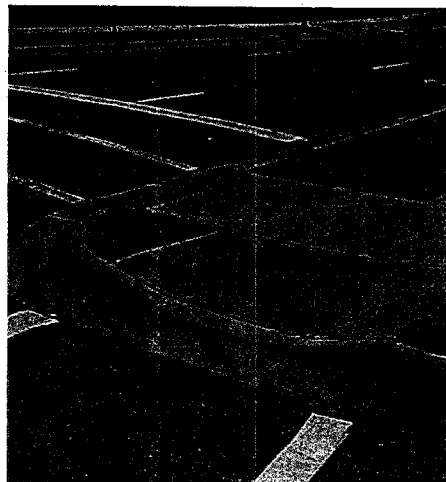
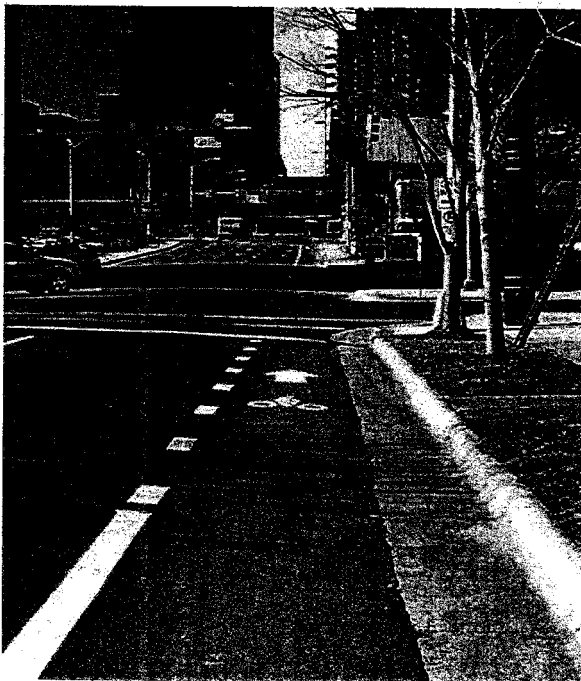
- Charlotte Department of Transportation Pedestrian & Bicycle LOS Methodology



Charlotte Department of Transportation

PEDESTRIAN & BICYCLE LEVEL OF SERVICE METHODOLOGY FOR CROSSINGS AT SIGNALIZED INTERSECTIONS

Updated February 2007



INTRODUCTION

The Charlotte Department of Transportation has developed the following methodology to assess the important design features that affect pedestrians and bicyclists crossing signalized intersections. Referred to as Level of Service (LOS), this methodology identifies and evaluates features according to their influence on the comfort and safety of pedestrians and bicyclists. Among the key features identified and rated are crossing distance, roadway space allocation (i.e., crosswalks, bike lanes), corner radius dimension and traffic signal characteristics.

This methodology can be used as a diagnostic tool to assess and improve pedestrian and bicyclist levels of comfort and safety by modifying design and operational features of intersections. The results can be compared with those for traffic levels of service of an intersection and weighed according to user priorities. This methodology is intended to be used to select design and operational features that can help achieve desired levels of service for pedestrians and bicyclists.

SIGNALIZED INTERSECTION FEATURES AND THEIR RELATIVE IMPORTANCE TO PEDESTRIAN LEVEL OF SERVICE (LOS)

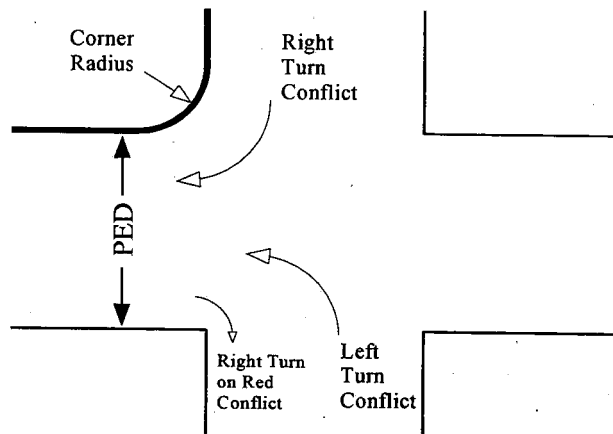
The primary impediments to comfort and safety for pedestrians crossing at signalized intersections are crossing distance and conflicts with turning vehicles. Vehicle volumes and speeds are factors as well, but are tempered by the presence of the traffic signal, its phasing, and/or physical characteristics of the intersection. For example, tight corner radii can slow the speeds of right-turning vehicles, and right and left turn conflicts can be reduced or eliminated by signal phasing, all design factors affecting comfort and safety between pedestrians and vehicles. So although volumes and speeds are not explicitly addressed by this methodology, they are implicitly dealt with.

This approach for assessing pedestrian level of service, therefore, identifies those key elements or features of intersections that enhance or reduce comfort and safety, and then weighs them relative to one another by a point system. Points are assigned to physical and operational features of intersections according to how well they achieve these objectives. These important features are discussed below.

Rated Intersection Features

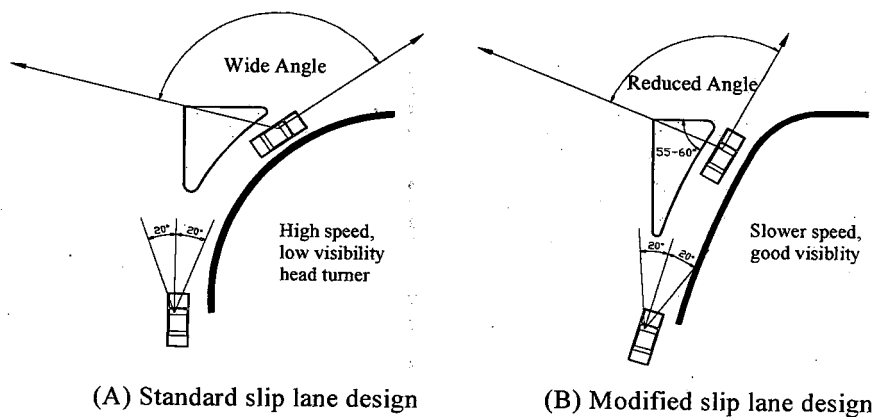
Crossing Distance (Table 1) – As previously mentioned, crossing distance is the primary crossing component or obstacle for pedestrians traveling across intersections and therefore receives the greatest weight in this methodology. The less distance one has to walk to cross a street, the easier and more comfortable it is perceived to be. A crossing equivalent to two or three lanes, for example, rates a minimum LOS of B, exclusive of any other features. By contrast, a crossing of eight lanes or more falls in the LOS F range, exclusive of other features. For wide street crossings, where there is a greater probability that pedestrians might fail to make it across the entire roadway during a signal phase, level of service can be improved noticeably if there is a median wide enough to

Figure 1. Pedestrian Crossing Conflicts



Corner Radius (Table 3) – Corner radius is rated according to its effect on right-turning vehicle speeds and any increased walking distance for pedestrians. The smaller the radius, the slower the turning speeds around it and the less additional distance to be walked. Radii of 20' or smaller rate best, while large radii (greater than 40') are considered detrimental enough to be assigned negative point values. If slip lanes or raised corner channel islands suitable in size to serve as pedestrian refuge are provided (Figure 2), then points are assigned according to the type of traffic control present (i.e., yield or signal control) and how this control manages the pedestrian-turning vehicle conflict. For simplicity, no distinction is made between corner radius and its effect on vehicle speeds for turns into a single lane or turns into multiple lanes. Also, the effect of intersection angle on vehicle speeds for a given radius is not directly incorporated. Corner radius ranks third for points among the rated intersection features.

Figure 2. Corner Channel Island Designs



Rated Intersection Features

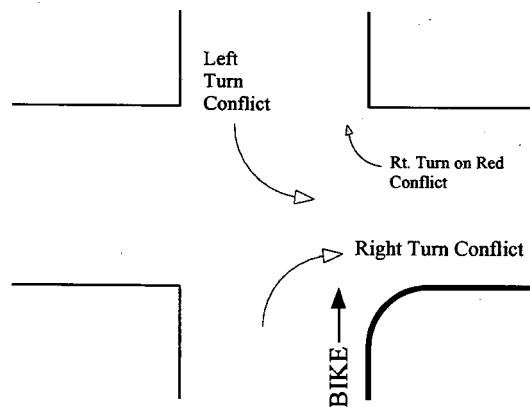
Bicycle Travel Way & Speed of Adjacent Traffic (Table 8) – Where bicyclists travel within the roadway and how fast motor vehicle traffic is moving next to them is the most important factor in accessing their comfort and safety.

For streets with moderate to high traffic speeds (30 mph or more), travel space beyond that provided for general traffic is highly desirable. This extra space may be in the form of separate bicycle lanes, or in the form of wide outside travel lanes (13' to 14'). Bicycle lanes rate best and are the preferred treatment. Conditions requiring bicyclists to share travel lanes with motorists rate poorly.

Bike lanes and wide outside lanes, on the other hand, do not provide as much benefit on low speed streets (less than 30 mph) because cyclists can better match the speed of adjacent traffic. Also, low speed streets generally carry low traffic volumes, which many cyclists prefer.

Signal Features – Left Turn Phasing & Stop Bar Location (Table 9) – Features that remove potential left turn conflicts from the path of bicyclists and features that place bicyclists before motorists (in space) are rated as desirable. Signal phasing and stop location rate as the second most important bicycle feature.

Figure 4. Bicycle Crossing Conflicts



Right Turn Traffic Conflict (Table 10) – This parameter addresses the potential conflict involving motorists turning right and bicyclists traveling straight ahead on an intersection approach. The preferred method of resolving this conflict is for bicyclists to 'take' the traffic lane if it is shared with traffic, or if there is a separate right turn lane (Figure 5), motorists should merge right in advance of the intersection while bicyclists travel straight-ahead. Points are awarded if there is no right turn conflict with motorists or if there is a bicycle lane that places bicyclists left of a right turn lane. Otherwise, points are

Right Turns On Red (Table 11) - This condition creates another conflict between bicyclists and motorists. Bicyclists can easily blend into the background when a motorist is looking to turn right on red because motorists are often looking for larger motor vehicles (Figure 4).

Crossing Distance (Table 12) - Wide street crossings increase the risk of exposure to bicyclists from motor vehicle traffic on cross-streets. Signal clearance times (the yellow and all-red signal phase portions) are timed for motor vehicle speeds and not the slower speeds of bicyclists; therefore, the wider the intersection, the greater the likelihood that cyclists will still be crossing when right-of-way changes to the cross-street.

Intersection Features Not Rated in the Pedestrian and Bicycle Methodologies

There are several other features not rated in these methodologies that also affect the comfort and safety of pedestrians and bicyclists and should be considered in intersection design. Among these features are sight lines, street lighting, pavement condition, signing, pedestrian and bike detection, curb extensions, and ADA features such as wheel chair ramps and accessible signals.

PEDESTRIAN AND BICYCLE LOS DETERMINATION

Level of service for an intersection crossing/approach is determined by adding points from Tables 1 through 6 (for Pedestrians) and points from Tables 8 through 12 (for Bicyclists). The accumulation of points is then compared to the points listed in Tables 7 (Pedestrians) and 13 (Bicyclists), which provides the threshold values for levels of service A through F. An overall intersection level of service for either pedestrian or bicycle features can also be determined by adding the total points from each crossing and dividing their sum by the number of intersection crossing legs (e. g., a three leg intersection's point totals would be divided by three). The higher the point total, the better the level of service.

SUMMARY

The level of service methodology is intended to be used to assess the most crucial, especially safety related, factors affecting pedestrians' and bicyclists' crossing signalized intersections. It attempts to identify and compare those design elements that help make intersection crossings safer and pedestrians and bicyclists feel more comfortable. The methodology is not concerned with the quality of the environment away from the intersection crossing, so those elements that make an area more inviting and attractive to pedestrians and bicyclists, such as visual stimuli, convenience, security, and noise are not considered. These other elements and their importance on creating a pedestrian and bicycle friendly environment are addressed through initiatives such as the Urban Street Design Guidelines

The focus of this methodology is on those intersection features that reduce traffic conflicts, minimize crossing distances, slow down traffic speeds and raise user awareness. The methodology assumes that all rated features are adequately designed and

PEDESTRIAN LEVEL OF SERVICE CALCULATION

TABLE 1. PEDESTRIAN LOS: Crossing Distance

Crossing distance is determined based on the total number of motor vehicle travel lanes that must be crossed to reach the opposite side of the street. The added effect of corner radii on crossing distance is addressed in parameter number 3 (Corner Radius). When the number of travel lanes crossed includes the crossing of corner refuge island lane(s), an adjustment to the points in the table below should be made. This adjustment is described just below the table.

Total Travel Lanes Crossed	Points		
	No Median Refuge (or less than 4')	Median Refuge (4' to 6')	Median Refuge (6' or more)
2 Lanes	80	80	80
3 Lanes	78	78	78
4 Lanes	65	65	68
5 Lanes	50	52	55
6 Lanes	37	40	44
7 Lanes	24	28	33
8 Lanes	8	12	20
9 Lanes	-5	0	10
10 Lanes	-15	-10	0

Corner Refuge Island Adjustments:

- Crossing of corner refuge island lanes is not weighed as heavily as crossing other travel lanes, and therefore the points assigned based on crossing distance in the table above should be adjusted. Six points are assigned for each refuge island lane crossed. Refuge lane points are added to the points assigned for the total crossing distance from Table 1 above.

Example: A crossing of 5 lanes (one of which is a refuge island lane) is adjusted as follows: 50 points (based on 5 lanes crossed) + 6 points (for refuge island lane) = 56 points.

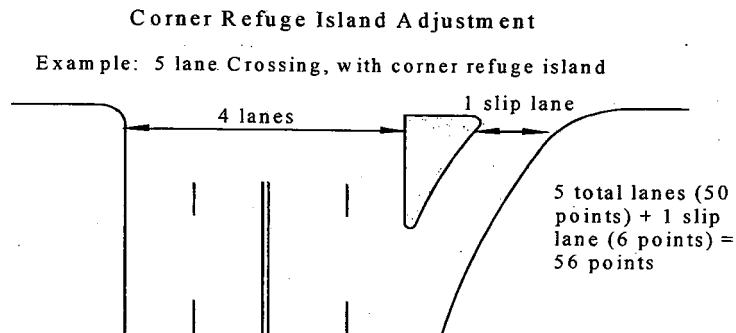


Table 2B Right Turn Conflicts (Right Turns into Pedestrian Crossing Path)	Points
B1. Rights on GREEN BALL Only (permissive phase) • From SHARED Thru-Right lane, no pedestrian phase on conflicting crossing • From SHARED Thru-Right lane, <u>with</u> pedestrian phase at crossing • From SINGLE Right lane, no pedestrian phase on conflicting crossing • From SINGLE Right lane, <u>with</u> pedestrian phase on conflicting crossing • From 2 or more Right lanes, no pedestrian phase on conflicting crossing • From 2 or more Right lanes, <u>with</u> pedestrian phase on conflicting crossing	0 0 0 0 -10 -7
B2. Rights on GREEN ARROW & GREEN BALL (overlap phase) • From RIGHT turn lane(s), no pedestrian phase on conflicting crossing • From RIGHT turn lane(s), <u>with</u> pedestrian phase (no conflict for duration of the Green Arrow)	0 -10
B3. Rights on GREEN ARROW Only (protected phase) • From SINGLE Right lane, no pedestrian phase • From SINGLE Right lane, <u>with</u> pedestrian phase – turning traffic held for pedestrian movement, which eliminates turning/crossing conflict • From 2 or more Right lanes, no pedestrian phase • From 2 or more Right lanes, <u>with</u> pedestrian phase – turning traffic held for pedestrian movement, which eliminates turning/crossing conflict	10 -10 10 -15
B4. No Right Turn Conflict (e.g., “T” intersections, one-way streets, exclusive pedestrian phase)	15

TABLE 2C Pedestrian Phase Signal Display	
C1. No Pedestrian Phase	-5
C2. UPRAISED HAND, WALKING PERSON display	0
C3. UPRAISED HAND, WALKING PERSON display – with LEADING pedestrian phase (pedestrians start crossing seconds before vehicles on the adjacent street)	4
C4. COUNTDOWN display (crossing time is shown) With pedestrian crossing time based on following walk speeds: > 3.5 ft/sec ≤ 3.5 ft/sec	5 8
C5. LEADING COUNTDOWN display (pedestrians start crossing seconds	

I. No Corner Radius (e.g., "T" intersection)	10
--	----

TABLE 4. PEDESTRIAN LOS: Right Turns On Red

	Points
Allowed	0
Prohibited (or no conflict because right turns are not permitted/possible)	5

Table 5. PEDESTRIAN LOS: Crosswalk Treatment

No designated crosswalk	-5
Painted crosswalk	
- Transverse markings (Type A)	0
- LADDER type markings (Type B)	5
Textured/Colored Pavement	5

Crosswalk Types

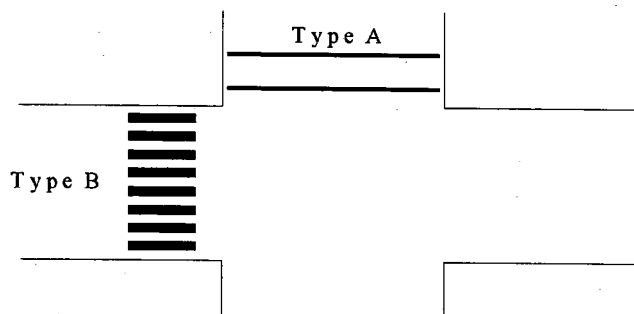


Table 6. PEDESTRIAN LOS: Adjustment for One-Way Street Crossings

Applies only to the departure leg of a one way street with 4 or more lanes that intersects a two-way street. (Figure 3, page 6)	
Conflicting left turns made on:	
• Green Ball Only (with or without pedestrian phase)	-10
• Green Arrow/Green Ball (with or without pedestrian phase)	-10
• Green Arrow Only (without pedestrian phase)	-5
• Green Arrow Only (with pedestrian phase)	-2
• Condition does not apply	0

TABLE 7. Point Totals and Corresponding PEDESTRIAN Level of Service

Points

LOS

• Shared Wide Curb Lane to Bike Lane	< 30 mph	60
	≥ 40 mph	45
	30 to 35 mph	60
	< 30 mph	70

TABLE 8 (continued)

Bike Travels in:

(Approach/Departure Legs)	Speed Limit	Points
• Bike Lane to Shared Auto Lane (lanes ≤ 12' wide)	≥ 40 mph	30
	30 to 35 mph	45
	< 30 mph	55
• Bike Lane to Wide Curb Lane (13' to 14' wide)	≥ 40 mph	40
	30 to 35 mph	55
	< 30 mph	65
• Bike Lane to Bike Lane	≥ 40 mph	60
	30 to 35 mph	70
	< 30 mph	80

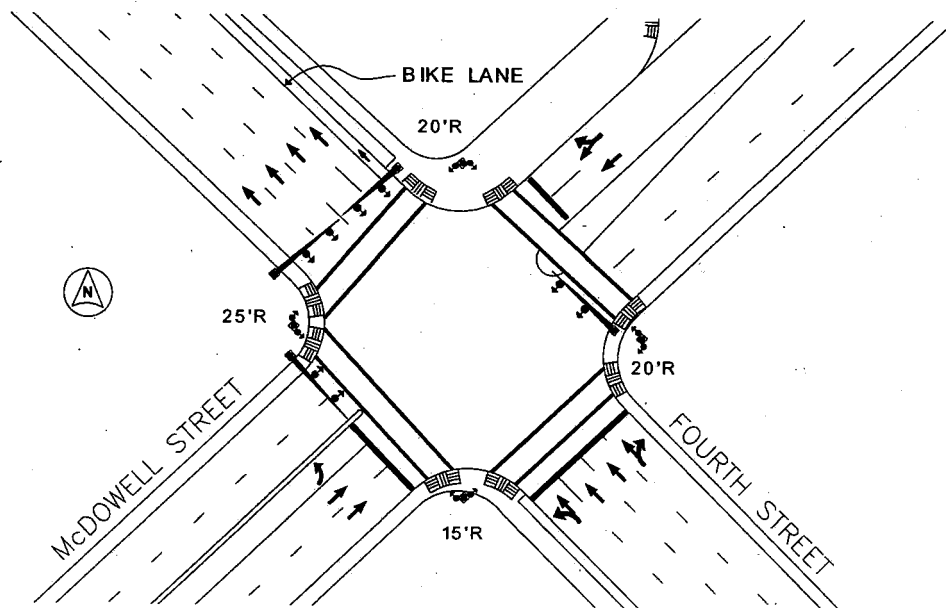
TABLE 9. BICYCLE LOS: Signal Features – Left Turn Phasing & Stop Bar Location

Vehicular Left Turn Phase – turns opposing cyclists (Figure 4, page 7)	Points
Made on Green Ball Only	0
Made on Green Ball/Green Arrow	5
Made on Green Arrow Only	15
No Left Turn Conflict (e.g., "T" intersection, one-way streets)	15
Stop Bar Location	
Shared stop bar - automobiles & bikes stop at common point	0
Advanced stop bar – bikes stop closer to intersection than automobiles	10

Points	LOS
93+	A
74 - 92	B
55 - 73	C
37 - 54	D
19 - 36	E
0 - 18	F

Intersection Example # 1

Application of the pedestrian and bicycle level of service methodologies for an example intersection is presented in Figures 6 and 7. The intersection evaluated is that of a one-way street (4th Street) and a two-way street (McDowell Street) in downtown Charlotte. The sample worksheets in figures 6 and 7 provide information on features relevant to the intersection.



Corner Radius	25'	20'	20'	15'
Score	5	10	10	10
Right Turns on Red	No Conflict (4 th St. one-way)	Prohibited	No Conflict (4 th St. one-way)	Allowed
Score	5	5	5	0
Crosswalks	Textured/Colored	Textured/Colored	Textured/Colored	Textured/Colored
Score	5	5	5	5
Adjustment for One-Way Street Crossings	Two-Way Street (Not Applicable)	Two-Way Street (Not Applicable)	Departure Leg 4 Lanes Wide, with left and right turn conflicts	Multilane One- Way street, no left and right turn conflicts (Not Applicable)
Score	--	--	-10	--
Approach Total	85	108	80	115
Approach LOS	B	A	B	A
Intersection AVG.	97			
INTERSECTION LOS	A			

Figure 7. Example Intersection #1: Bicycle LOS Calculation

Location: 4th Street & McDowell Street

	Northbound Approach (McDowell St.)	Southbound Approach (McDowell St.)	Eastbound Approach (4 th St.)	Westbound Approach (4 th St.)
Bike Travel Way & Speed of Adjacent Traffic	Shared 12' Lane with Motor Vehicles 35 mph	Shared 12' Lane with Motor Vehicles 35 mph	Does not Apply	Shared 12' Lane Transitions to 4' Bike Lane 35 mph
Score	30	30		50
Signal Features				
Opposing Vehicular Left Turn Phase	No Left Turn Conflict	Green Arrow & Green Ball		No Left Turn Conflict
Score	15	5		15
Stop Bar Location	Vehicles & Bikes Stop at Same Point	Vehicles & Bikes Stop at Same Point		Vehicles & Bikes Stop at Same Point
Score	0	0		0
Right Turning Traffic Conflict				
Shared Traffic Lane/Separate Right Turn Traffic Lane	No Right Turn Conflict	Shared Thru-Right lane - no bike lane		Shared Thru-Right Lane - no bike lane on approach

Figure 8. Example Intersection #2: Pedestrian LOS Calculation

Location: South Boulevard & Sharon Road West

	Crossing of Northbound Approach (South Blvd..)	Crossing of Southbound Approach (South Blvd.)		Crossing of Westbound Approach (Sharon Rd. West)
Pedestrian Crossing Distance	5 Lanes (12' median refuge)	7 Lanes 6+1 slip lane – under yield control (no median refuge)		5 Lanes 4+1 slip lane – under yield control (no median refuge)
Score	55	27		53
Signal Features				
Left Turn Conflict (left turns into pedestrian path)	Lefts on Green Arrow Only, from 2 lanes – <u>with</u> pedestrian phase	No Left Turn Conflict		Lefts on Green Arrow Only, from 2 lanes – <u>with</u> pedestrian phase
Score	15	15		15
Right Turn Conflict (right turns into pedestrian path)	No Right Turn Conflict	Cross to Corner Channel Island		Right Turns on Green Arrow/Green Ball, from single right turn lane
Score	15	7		0
Pedestrian Signal Display	Countdown Display	Countdown Display		Countdown Display (4 ft/sec)

Appendix A: Planning and Designing Signalized Intersections Using Multi-Modal Level-of-Service Standards

This Appendix includes information necessary for evaluating Charlotte's signalized intersections from a multi-modal perspective. It includes 1) a brief introduction to Charlotte's new approach to intersection design, 2) a table and related notes to be used for evaluating and designing specific intersections, and 3) a step-by-step process for planning and defining intersection improvement projects in Charlotte. The intent of this information is to ensure that intersection design reflects the goals inherent in Charlotte's Urban Street Design Guidelines, specifically the desire to increase transportation choices by making travel by pedestrians, cyclists, and transit users safer and more convenient. Major changes to the evaluation procedure, as outlined below, include a two-hour standard for evaluating motor vehicle "level-of-service" (LOS) at an intersection, and the inclusion of a pedestrian and a bicycle LOS standard.

As shown on Table 1, the volume/capacity (V/C) ratio of a signalized intersection is used as a surrogate for motor vehicle LOS and as a threshold or trigger to investigate any operational or physical capacity increases at the intersection. The "conditions" listed are directly related to the street classification(s) at the intersection, as defined by the Urban Street Design Guidelines. In general, the more pedestrian-oriented the intersection classification, the more stringent the V/C threshold condition. The inclusion of a two hour V/C threshold condition for most street types is a major departure from the previous method used by CDOT to evaluate intersections and is intended to ensure a context-sensitive, multi-modal approach to planning and designing intersection "improvements". Note that signalized driveways should be evaluated as if they are Local Streets.

The V/C ratio must also be balanced against the level-of-service (LOS) expected for pedestrians and cyclists for a given intersection type, which is another major departure from the traditional approach to intersection planning and design. Both LOS methodologies were developed by CDOT for use at all signalized intersections. The LOS ratings shown on Table 1 are objectives to strive for when designing or re-designing an intersection. A detailed description of the LOS methodology for pedestrians and bicyclists is provided in Appendix B.

Finally, there are several steps that should be taken before any physical capacity increases are provided. For the analysis of existing motor vehicle operating conditions, multiple year trends should be analyzed. Capacity increases would be considered when:

- the above thresholds are met for multiple years,
- operational solutions are analyzed and deemed unworkable, and
- additional connections/route options are also investigated.

Once these steps are taken, then physical capacity increases for motorists would be considered, in conjunction with whatever physical and design features would be necessary to maintain the pedestrian and bicycle LOS, as shown on Table 1.

**Table 1. Thresholds for Analysis Based on Conditions of Motor Vehicle Travel
and Level of Service Objectives for
Pedestrian and Bicycle Travel at Signalized Intersections**

Travelers Street type	Threshold Conditions for Motorists ¹	Level of Service Objectives for Pedestrians	Level of Service Objectives for Bicyclists
Main Street	Local: Condition 1 Main: Condition 1 Avenue: Condition 1 Blvd: Condition 2	Local: A Main: A Avenue: B Blvd: B	Local: N/A ² Main: N/A ² Avenue: B ³ Blvd: B ³
Avenue	Local: Condition 2 Main: Condition 1 Avenue: Condition 2 Blvd: Condition 2 Pkwy: Condition 2	Local: B Main: B Avenue: B Blvd: B Pkwy: D	Local: B ³ Main: B ³ Avenue: B Blvd: B Pkwy: C/D
Boulevard	Local: Condition 3 Main: Condition 2 Avenue: Condition 2 Blvd: Condition 3 Pkwy: Condition 3	Local: B Main: B Avenue: B Blvd: C Pkwy: D	Local: B ³ Main: B ³ Avenue: B Blvd: C Pkwy: C/D
Parkway	Local: Condition 4 Avenue: Condition 2 Blvd: Condition 3 Pkwy: Condition 4	Local: D Avenue: D Blvd: D Pkwy: D	Local: C ³ Avenue: C/D Blvd: C/D Pkwy: D
Local	Local: Condition 1 Main: Condition 1 Avenue: Condition 2 Blvd: Condition 3 Pkwy: Condition 4	Local: A Main: A Avenue: B Blvd: B Pkwy: D	Local: N/A ² Main: N/A ² Avenue: B ³ Blvd: B ³ Pkwy: C ³

¹ These conditions (existing or projected) for vehicular travel at signalized intersections establish the thresholds for proceeding with the analysis of levels-of-service (LOS) for motor vehicle, pedestrian and bicycle travel.

² The application of the CDOT bicycle LOS methodology is not recommended for intersections of Local or Main streets. The methodology assigns high positive values to the separation of bicyclists from motor vehicles, specifically by bike lanes and/or bike boxes. Local and Main streets do not need bike lanes because they are generally comfortable and safe for most cyclists.

³ Intersections of this type shall be analyzed based on the averages of only the Avenue, Boulevard, or Parkway approaches. For example, when analyzing the intersection of a Main street and a Boulevard, the two values obtained for the Boulevard approaches should be averaged.

Defined Threshold Conditions

- Condition 1: V/C (volume/capacity) ≥ 1.0 , for two consecutive AM or PM hours
- Condition 2: V/C (volume/capacity) ≥ 0.95 , for two consecutive AM or PM hours
- Condition 3: V/C (volume/capacity) ≥ 0.95 , for **BOTH** one AM and PM hour
- Condition 4: V/C (volume/capacity) ≥ 0.90 , for **BOTH** one AM and PM hour

Applying LOS Standards to Project Definition

The previous discussion describes the new philosophy of and standards for intersection design for the City of Charlotte. The following steps describe the appropriate application of that philosophy to planning and, specifically, to defining intersection projects based on the Street Design Guidelines' recommendations.

1. Analyze all signalized intersections for am and pm peak hour traffic operational conditions, and for accident trends and problems.
2. Based on the analysis of operational conditions and accident data, develop initial list of locations that could include traffic congestion and/or safety mitigation measures.
3. Calculate pedestrian and bicycle LOS for current operating and design conditions for the intersections that appear on the list in step two.
4. Define ways that those intersections can be improved for autos by operational changes alone and those that require roadway changes (i.e., widenings).
5. If two or more intersections in the vicinity are classified for possible changes that affect pedestrian and bicycle LOS, the scope of analysis will be expanded to include the arterial corridor or an area.
6. When operational changes alone can be made to improve auto level of service at signalized intersections, CDOT staff will proceed with implementing those changes – provided those changes do not worsen pedestrian and/or bicyclist level

of service for crossing those intersections. If operational changes will result in degradation to pedestrian and/or bicyclist level of service, then Systems Division personnel will meet with Planning Division personnel (e.g., pedestrian and bike planners) before implementing changes. Personnel responsible for phasing and/or signal timing modifications will identify and try to mitigate those conditions in the Pedestrian and Bicyclists Level of Service Methodology that worsen pedestrian and bicyclist level of service.

7. If it is determined that operational changes alone will not affect auto level of service, then additional capacity analyses will be performed based on an expanded time period - beyond the am and pm peak hours analyzed in step one. The number of hours to be analyzed will vary according to the level of service standards set forth in the street design guidelines. For locations that meet or exceed these standards, solutions that provide improved auto level of service may be developed, provided pedestrian and bicyclist level of service are not worsened. Staff from both the Planning Division and Systems Division will work together to develop possible project alternatives.

APPENDIX B

- Pedestrian & Bicycle LOS Worksheets

Pedestrian Intersection Level of Service Worksheet

Intersection	National Ave & Sigsbee St
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	2	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

90

Pedestrian LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	National Ave & Sigsbee St
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	2	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

90

Pedestrian LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	National Ave & Sigsbee St
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	3	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

88

Pedestrian LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	National Ave & Sigsbee St
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	3	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

88

Pedestrian LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Logan Ave & Cesar Chavez Pkwy
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	5	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 30'
Right-turning Lanes Into Peds	1	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

55

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Logan Ave & Cesar Chavez Pkwy
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	6	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

47

Pedestrian LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Logan Ave & Cesar Chavez Pkwy
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	6	Median Width	0 ft
Corner Refuge Island?	Y	One-way? (Departure Leg only)	N
Right-turn Control	Signal (All Others)	Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Protected
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

73

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Logan Ave & Cesar Chavez Pkwy
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	3	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Protected
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

103

Pedestrian LOS

A

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	National Ave & Cesar Chavez Pkwy
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	6	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 30'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

42

Pedestrian LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	National Ave & Cesar Chavez Pkwy
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	4	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

75

Pedestrian LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	National Ave & Cesar Chavez Pkwy
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	4	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 30'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

70

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	National Ave & Cesar Chavez Pkwy
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	4	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	1	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

75

Pedestrian LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Main St & Cesar Chavez Pkwy
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	5	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 30'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

55

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Main St & Cesar Chavez Pkwy
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	5	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

60

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Main St & Cesar Chavez Pkwy
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	4	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 30'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

70

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Main St & Cesar Chavez Pkwy
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	4	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

75

Pedestrian LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Harbor Dr & Cesar Chavez Pkwy
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	4	Median Width	6 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	1	Corner Radius	≤ 30'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Protected
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

88

Pedestrian LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Harbor Dr & Cesar Chavez Pkwy
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	3	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 30'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Protected
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

98

Pedestrian LOS

A

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Harbor Dr & Cesar Chavez Pkwy
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	5	Median Width	14 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 30'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

60

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Harbor Dr & Cesar Chavez Pkwy
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	5	Median Width	14 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 30'
Right-turning Lanes Into Peds	1	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

60

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	National Ave & Sampson St
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	2	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	N
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Crosswalk Style	Painted w/ transverse markings
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Pedestrian LOS Score

80

Pedestrian LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	National Ave & Sampson St
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	2	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	N
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Crosswalk Style	Painted w/ transverse markings
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Pedestrian LOS Score

80

Pedestrian LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	National Ave & Sampson St
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	3	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

88

Pedestrian LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	National Ave & Sampson St
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	3	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

88

Pedestrian LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Harbor Dr & Sampson St
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	3	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Protected
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	None

Pedestrian LOS Score

98

Pedestrian LOS

A

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Harbor Dr & Sampson St
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	2	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Protected
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	None

Pedestrian LOS Score

100

Pedestrian LOS

A

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Harbor Dr & Sampson St
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	5	Median Width	5 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	None

Pedestrian LOS Score

57

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Harbor Dr & Sampson St
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	5	Median Width	5 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	None

Pedestrian LOS Score

57

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Harbor Dr & Schley St
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	3	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	1	Corner Radius	≤ 60'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Protected
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	None

Pedestrian LOS Score

78

Pedestrian LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Harbor Dr & Schley St
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	2	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	Y
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N		
		Corner Radius	≤ 20'
Left-turning Lanes Into Peds	None		
Right-turning Lanes Into Peds	Shared	Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

103

Pedestrian LOS

A

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Harbor Dr & Schley St
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	4	Median Width	7 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	None	Left-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

93

Pedestrian LOS

A

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Harbor Dr & Schley St
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	5	Median Width	7 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N		
		Corner Radius	> 60'
Left-turning Lanes Into Peds	None		
Right-turning Lanes Into Peds	Shared	Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	N		
		Crosswalk Style	None

Pedestrian LOS Score

45

Pedestrian LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Main St & 28th St
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	5	Median Width	2 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	1	Corner Radius	≤ 30'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

55

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Main St & 28th St
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	5	Median Width	2 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	Y
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	1	Corner Radius	≤ 30'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

45

Pedestrian LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Main St & 28th St
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	5	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	1	Corner Radius	≤ 30'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Protected
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

70

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Main St & 28th St
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	5	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	1	Corner Radius	≤ 30'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Protected
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

70

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Harbor Dr & 28th St
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	5	Median Width	5 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	1	Corner Radius	≤ 40'
Right-turning Lanes Into Peds	1	Left-turn phasing	Protected
		Right-turn phasing	Permitted/Overlap

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	None

Pedestrian LOS Score

62

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Harbor Dr & 28th St
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	2	Median Width	7 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	1	Left-turn phasing	Protected
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	None

Pedestrian LOS Score

100

Pedestrian LOS

A

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Harbor Dr & 28th St
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	6	Median Width	5 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	2 or more	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Protected
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	None

Pedestrian LOS Score

60

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Harbor Dr & 28th St
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	6	Median Width	5 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 40'
Right-turning Lanes Into Peds	1	Left-turn phasing	Protected
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

55

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Main St & 32nd St
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	3	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
-------------------------	---

Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Protected
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	None

Pedestrian LOS Score

98

Pedestrian LOS

A

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Main St & 32nd St
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	4	Median Width	0 ft
Corner Refuge Island?	Y	One-way? (Departure Leg only)	N
Right-turn Control	Uncontrolled	Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	1	Corner Radius	> 60'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Protected
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	None

Pedestrian LOS Score

46

Pedestrian LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Main St & 32nd St
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	6	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	Y	Type of Channelization	Curbed Channel Island
		Type of Channelization Control	Uncontrolled
		Ped-Crossing Location	On Island
Left-turning Lanes Into Peds	1	Left-turn phasing	Protected
Right-turning Lanes Into Peds	1	Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	None

Pedestrian LOS Score

47

Pedestrian LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Main St & 32nd St
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	5	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Protected
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	None

Pedestrian LOS Score

70

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Wabash St & 32nd St
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	7	Median Width	4 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	N

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	2 or more	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Permitted/Protected
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	Painted w/ transverse markings

Pedestrian LOS Score

43

Pedestrian LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Wabash St & 32nd St
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	4	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	N

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Protected
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	None

Pedestrian LOS Score

90

Pedestrian LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Wabash St & 32nd St
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	4	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	1	Corner Radius	≤ 20'
Right-turning Lanes Into Peds	Shared	Left-turn phasing	Protected
		Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	None

Pedestrian LOS Score

85

Pedestrian LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Main St & I-15 Ramps
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	3	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	Y	Type of Channelization	Painted channel Island
		Type of Channelization Control	Uncontrolled
		Ped-Crossing Location	At Corner
Left-turning Lanes Into Peds	1	Left-turn phasing	Protected
Right-turning Lanes Into Peds	1	Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y	Leading Ped Phase?	N
		Countdown Timer?	N
		Crossing Speed	>3.5 fps
		Crosswalk Style	None

Pedestrian LOS Score

68

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Main St & I-15 Ramps
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	5	Median Width	0 ft
Corner Refuge Island?	Y	One-way? (Departure Leg only)	N
Right-turn Control	Uncontrolled	Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N
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Left-turning Lanes Into Peds	1
Right-turning Lanes Into Peds	None

Corner Radius	≤ 60'
Left-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	Y
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Leading Ped Phase?	N
Countdown Timer?	N
Crossing Speed	>3.5 fps
Crosswalk Style	None

Pedestrian LOS Score

36

Pedestrian LOS

E

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Intersection Level of Service Worksheet

Intersection	Main St & I-15 Ramps
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	6/13/08

Crossing Leg Roadway Parameters

Travel lanes to cross	5	Median Width	0 ft
Corner Refuge Island?	N	One-way? (Departure Leg only)	N
		Right-turn on red?	Y

Vehicle Turns into Pedestrian Crossing Path

Right-Turn Channelized?	N		
		Corner Radius	≤ 30'
Left-turning Lanes Into Peds	None		
Right-turning Lanes Into Peds	Shared	Right-turn phasing	Permitted

Crosswalk Parameters

Ped Phase	N		
		Crosswalk Style	None

Pedestrian LOS Score

60

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	Logan Ave
Segment Limits	17th St to Sigsbee St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	1
Average vehicle speed (mph)	25
Percentage of segment with on-street parking	70%

Cross-Section Dimensions

Width of outside lane	12 ft
Total width of shoulder and/or bicycle lane	8 ft
Width of sidewalk	10 ft
Tree Spacing (on center)	0 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	201
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OR

Average Daily Traffic	3,659
Directional split	53%
Percentage of daily traffic in peak hour	9%
Peak Hour Factor	0.87

Pedestrian LOS Score

3.32

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	National Ave
Segment Limits	Beardsley St to Cesar Chavez Pkwy
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	1
Average vehicle speed (mph)	30
Percentage of segment with on-street parking	85%

Cross-Section Dimensions

Width of outside lane	13 ft
Total width of shoulder and/or bicycle lane	8 ft
Width of sidewalk	5 ft
Tree Spacing (on center)	50 ft
Buffer Width	5 ft

Volumes

15-minute directional volume	236
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OR

Average Daily Traffic	
Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Pedestrian LOS Score

3.65

Pedestrian LOS

D

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	Harbor Dr
Segment Limits	Beardsley St to Cesar Chavez Pkwy
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Average vehicle speed (mph)	40
Percentage of segment with on-street parking	0%

Cross-Section Dimensions

Width of outside lane	12 ft
Total width of shoulder and/or bicycle lane	7 ft
Width of sidewalk	0 ft
Tree Spacing (on center)	0 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	901
------------------------------	-----

OR

Average Daily Traffic	
Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Pedestrian LOS Score

7.17

Pedestrian LOS

F

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	Cesar Chavez Pkwy
Segment Limits	north of Logan Ave
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Average vehicle speed (mph)	30
Percentage of segment with on-street parking	0%

Cross-Section Dimensions

Width of outside lane	16 ft
Total width of shoulder and/or bicycle lane	0 ft
Width of sidewalk	10 ft
Tree Spacing (on center)	0 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	494
------------------------------	-----

OR

Average Daily Traffic	10,781
Directional split	52%
Percentage of daily traffic in peak hour	8%
Peak Hour Factor	0.87

Pedestrian LOS Score

3.95

Pedestrian LOS

D

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	Cesar Chavez Pkwy
Segment Limits	National Ave to Newton Ave
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Average vehicle speed (mph)	30
Percentage of segment with on-street parking	40%

Cross-Section Dimensions

Width of outside lane	16 ft
Total width of shoulder and/or bicycle lane	0 ft
Width of sidewalk	4 ft
Tree Spacing (on center)	60 ft
Buffer Width	5 ft

Volumes

15-minute directional volume	686
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OR

Average Daily Traffic	
Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Pedestrian LOS Score

4.88

Pedestrian LOS

E

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	Cesar Chavez Pkwy
Segment Limits	Main St to Harbor Dr
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Average vehicle speed (mph)	30
Percentage of segment with on-street parking	0%

Cross-Section Dimensions

Width of outside lane	16 ft
Total width of shoulder and/or bicycle lane	0 ft
Width of sidewalk	10 ft
Tree Spacing (on center)	50 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	701
------------------------------	-----

OR

Average Daily Traffic	
Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Pedestrian LOS Score

4.90

Pedestrian LOS

E

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	Main St
Segment Limits	Cesar Chavez Pkwy to Sampson St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	1
Average vehicle speed (mph)	35
Percentage of segment with on-street parking	60%

Cross-Section Dimensions

Width of outside lane	12 ft
Total width of shoulder and/or bicycle lane	12 ft
Width of sidewalk	10 ft
Tree Spacing (on center)	0 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	145
------------------------------	-----

OR

Average Daily Traffic	
Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Pedestrian LOS Score

2.96

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	Harbor Dr
Segment Limits	Cesar Chavez Pkwy to Sampson St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Average vehicle speed (mph)	40
Percentage of segment with on-street parking	0%

Cross-Section Dimensions

Width of outside lane	11 ft
Total width of shoulder and/or bicycle lane	8 ft
Width of sidewalk	0 ft
Tree Spacing (on center)	0 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	870
------------------------------	-----

OR

Average Daily Traffic	13,778
Directional split	66%
Percentage of daily traffic in peak hour	8%
Peak Hour Factor	0.89

Pedestrian LOS Score

7.03

Pedestrian LOS

F

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	Logan Ave
Segment Limits	Evans St to Sampson St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	1
Average vehicle speed (mph)	25
Percentage of segment with on-street parking	85%

Cross-Section Dimensions

Width of outside lane	12 ft
Total width of shoulder and/or bicycle lane	8 ft
Width of sidewalk	10 ft
Tree Spacing (on center)	500 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	195
------------------------------	-----

OR

Average Daily Traffic	
Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Pedestrian LOS Score

3.26

Pedestrian LOS

C

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	National Ave
Segment Limits	Evans St and Sampson St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	1
Average vehicle speed (mph)	30
Percentage of segment with on-street parking	85%

Cross-Section Dimensions

Width of outside lane	12 ft
Total width of shoulder and/or bicycle lane	8 ft
Width of sidewalk	6 ft
Tree Spacing (on center)	200 ft
Buffer Width	4 ft

Volumes

15-minute directional volume	280
------------------------------	-----

OR

Average Daily Traffic	3,677
Directional split	64%
Percentage of daily traffic in peak hour	11%
Peak Hour Factor	0.91

Pedestrian LOS Score

4.21

Pedestrian LOS

D

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	Sampson St
Segment Limits	I-5 to National Ave
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	1
Average vehicle speed (mph)	30
Percentage of segment with on-street parking	90%

Cross-Section Dimensions

Width of outside lane	12 ft
Total width of shoulder and/or bicycle lane	8 ft
Width of sidewalk	8 ft
Tree Spacing (on center)	0 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	272
------------------------------	-----

OR

Average Daily Traffic	
Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Pedestrian LOS Score

4.10

Pedestrian LOS

D

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	Sampson St
Segment Limits	National Ave to Harbor Dr
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	1
Average vehicle speed (mph)	30
Percentage of segment with on-street parking	50%

Cross-Section Dimensions

Width of outside lane	12 ft
Total width of shoulder and/or bicycle lane	8 ft
Width of sidewalk	8 ft
Tree Spacing (on center)	0 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	241
------------------------------	-----

OR

Average Daily Traffic	
Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Pedestrian LOS Score

3.82

Pedestrian LOS

D

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	Harbor Dr
Segment Limits	Sampson St to Schley St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Average vehicle speed (mph)	40
Percentage of segment with on-street parking	65%

Cross-Section Dimensions

Width of outside lane	12 ft
Total width of shoulder and/or bicycle lane	12 ft
Width of sidewalk	0 ft
Tree Spacing (on center)	0 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	601
------------------------------	-----

OR

Average Daily Traffic	
Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Pedestrian LOS Score

5.51

Pedestrian LOS

F

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	26th St
Segment Limits	National Ave to Newton Ave
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	1
Average vehicle speed (mph)	25
Percentage of segment with on-street parking	85%

Cross-Section Dimensions

Width of outside lane	12 ft
Total width of shoulder and/or bicycle lane	8 ft
Width of sidewalk	8 ft
Tree Spacing (on center)	0 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	252
------------------------------	-----

OR

Average Daily Traffic	2,380
Directional split	60%
Percentage of daily traffic in peak hour	13%
Peak Hour Factor	0.71

Pedestrian LOS Score

3.81

Pedestrian LOS

D

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	Main St
Segment Limits	26th St to 28th St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Average vehicle speed (mph)	35
Percentage of segment with on-street parking	15%

Cross-Section Dimensions

Width of outside lane	12 ft
Total width of shoulder and/or bicycle lane	1 ft
Width of sidewalk	7 ft
Tree Spacing (on center)	0 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	509
------------------------------	-----

OR

Average Daily Traffic	7,435
Directional split	59%
Percentage of daily traffic in peak hour	10%
Peak Hour Factor	0.83

Pedestrian LOS Score

4.31

Pedestrian LOS

D

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	Harbor Dr
Segment Limits	Schely St to 28th St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Average vehicle speed (mph)	40
Percentage of segment with on-street parking	10%

Cross-Section Dimensions

Width of outside lane	12 ft
Total width of shoulder and/or bicycle lane	6 ft
Width of sidewalk	0 ft
Tree Spacing (on center)	0 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	800
------------------------------	-----

OR

Average Daily Traffic	
Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Pedestrian LOS Score

6.78

Pedestrian LOS

F

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	28th St
Segment Limits	north of SB I-5 Off-Ramp
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Average vehicle speed (mph)	30
Percentage of segment with on-street parking	0%

Cross-Section Dimensions

Width of outside lane	11 ft
Total width of shoulder and/or bicycle lane	0 ft
Width of sidewalk	10 ft
Tree Spacing (on center)	0 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	885
------------------------------	-----

OR

Average Daily Traffic	
Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Pedestrian LOS Score

5.87

Pedestrian LOS

F

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	28th St
Segment Limits	Main St to Harbor Dr
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Average vehicle speed (mph)	30
Percentage of segment with on-street parking	70%

Cross-Section Dimensions

Width of outside lane	12 ft
Total width of shoulder and/or bicycle lane	8 ft
Width of sidewalk	5 ft
Tree Spacing (on center)	0 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	1,007
------------------------------	-------

OR

Average Daily Traffic	
Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Pedestrian LOS Score

6.38

Pedestrian LOS

F

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	Boston Ave
Segment Limits	29th St to 30th St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	1
Average vehicle speed (mph)	25
Percentage of segment with on-street parking	95%

Cross-Section Dimensions

Width of outside lane	13 ft
Total width of shoulder and/or bicycle lane	13 ft
Width of sidewalk	5 ft
Tree Spacing (on center)	150 ft
Buffer Width	5 ft

Volumes

15-minute directional volume	229
------------------------------	-----

OR

Average Daily Traffic	
Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Pedestrian LOS Score

3.52

Pedestrian LOS

D

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	Main St
Segment Limits	28th St to 32nd St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Average vehicle speed (mph)	35
Percentage of segment with on-street parking	50%

Cross-Section Dimensions

Width of outside lane	12 ft
Total width of shoulder and/or bicycle lane	8 ft
Width of sidewalk	5 ft
Tree Spacing (on center)	0 ft
Buffer Width	5 ft

Volumes

15-minute directional volume	666
------------------------------	-----

OR

Average Daily Traffic	
Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Pedestrian LOS Score

4.96

Pedestrian LOS

E

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	Harbor Dr
Segment Limits	28th St to 32nd St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Average vehicle speed (mph)	40
Percentage of segment with on-street parking	10%

Cross-Section Dimensions

Width of outside lane	12 ft
Total width of shoulder and/or bicycle lane	4 ft
Width of sidewalk	0 ft
Tree Spacing (on center)	0 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	1233
------------------------------	------

OR

Average Daily Traffic	18,900
Directional split	60%
Percentage of daily traffic in peak hour	10%
Peak Hour Factor	0.92

Pedestrian LOS Score

8.89

Pedestrian LOS

F

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

0.740274059

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	32nd St
Segment Limits	Main St to Newton Ave
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	1
Average vehicle speed (mph)	30
Percentage of segment with on-street parking	80%

Cross-Section Dimensions

Width of outside lane	12 ft
Total width of shoulder and/or bicycle lane	8 ft
Width of sidewalk	7 ft
Tree Spacing (on center)	0 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	300
------------------------------	-----

OR

Average Daily Traffic	
Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Pedestrian LOS Score

4.40

Pedestrian LOS

D

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	32nd St
Segment Limits	Main St to Wabash St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	1
Average vehicle speed (mph)	30
Percentage of segment with on-street parking	0%

Cross-Section Dimensions

Width of outside lane	12 ft
Total width of shoulder and/or bicycle lane	2 ft
Width of sidewalk	10 ft
Tree Spacing (on center)	0 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	767
------------------------------	-----

OR

Average Daily Traffic	
Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Pedestrian LOS Score

8.74

Pedestrian LOS

F

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	32nd St
Segment Limits	Wabash St to Harbor Dr
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	3
Average vehicle speed (mph)	30
Percentage of segment with on-street parking	0%

Cross-Section Dimensions

Width of outside lane	12 ft
Total width of shoulder and/or bicycle lane	0 ft
Width of sidewalk	5 ft
Tree Spacing (on center)	0 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	1,002
------------------------------	-------

OR

Average Daily Traffic	
Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Pedestrian LOS Score

5.10

Pedestrian LOS

E

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	Main St
Segment Limits	Rigel St to Siva St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	1
Average vehicle speed (mph)	35
Percentage of segment with on-street parking	60%

Cross-Section Dimensions

Width of outside lane	12 ft
Total width of shoulder and/or bicycle lane	10 ft
Width of sidewalk	5 ft
Tree Spacing (on center)	0 ft
Buffer Width	4 ft

Volumes

15-minute directional volume	1099
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OR

Average Daily Traffic	15,944
Directional split	62%
Percentage of daily traffic in peak hour	10%
Peak Hour Factor	0.88

Pedestrian LOS Score

11.88

Pedestrian LOS

F

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Pedestrian Mid-Block Level of Service Worksheet

Roadway Name	Harbor Dr
Segment Limits	32nd St to Vesta St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Average vehicle speed (mph)	40
Percentage of segment with on-street parking	0%

Cross-Section Dimensions

Width of outside lane	12 ft
Total width of shoulder and/or bicycle lane	9 ft
Width of sidewalk	0 ft
Tree Spacing (on center)	0 ft
Buffer Width	0 ft

Volumes

15-minute directional volume	1,101
------------------------------	-------

OR

Average Daily Traffic	
Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Pedestrian LOS Score

7.96

Pedestrian LOS

F

Pedestrian LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	National Ave & Sigsbee St
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/17/08

Bike Travelway on Approach Leg	Wide Curb
Bike Travelway on Departure Leg	Wide Curb
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≤ 3 motor vehicle travel lanes

Bicycle LOS Score

50

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	National Ave & Sigsbee St
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Wide Curb
Bike Travelway on Departure Leg	Wide Curb
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≤ 3 motor vehicle travel lanes

Bicycle LOS Score

50

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	National Ave & Sigsbee St
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	< 30 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≤ 3 motor vehicle travel lanes

Bicycle LOS Score

50

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	National Ave & Sigsbee St
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	< 30 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≤ 3 motor vehicle travel lanes

Bicycle LOS Score

50

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Logan Ave & Cesar Chavez Pkwy
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/17/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	< 30 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Exclusive Right-Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

45

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Logan Ave & Cesar Chavez Pkwy
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	< 30 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≥ 6 motor vehicle travel lanes

Bicycle LOS Score

40

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Logan Ave & Cesar Chavez Pkwy
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Wide Curb
Bike Travelway on Departure Leg	Wide Curb
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

60

Bicycle LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Logan Ave & Cesar Chavez Pkwy
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Wide Curb
Bike Travelway on Departure Leg	Wide Curb
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≤ 3 motor vehicle travel lanes

Bicycle LOS Score

65

Bicycle LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	National Ave & Cesar Chavez Pkwy
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/17/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≥ 6 motor vehicle travel lanes

Bicycle LOS Score

20

Bicycle LOS

E

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	National Ave & Cesar Chavez Pkwy
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Wide Curb
Bike Travelway on Departure Leg	Wide Curb
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

45

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	National Ave & Cesar Chavez Pkwy
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Wide Curb
Bike Travelway on Departure Leg	Wide Curb
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

45

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	National Ave & Cesar Chavez Pkwy
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Wide Curb
Bike Travelway on Departure Leg	Wide Curb
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Exclusive Right-Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

45

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Main St & Cesar Chavez Pkwy
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/17/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

25

Bicycle LOS

E

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Main St & Cesar Chavez Pkwy
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

25

Bicycle LOS

E

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Main St & Cesar Chavez Pkwy
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Wide Curb
Bike Travelway on Departure Leg	Wide Curb
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

45

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Main St & Cesar Chavez Pkwy
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Wide Curb
Bike Travelway on Departure Leg	Wide Curb
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

45

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & Cesar Chavez Pkwy
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/17/08

Bike Travelway on Approach Leg	Bike Lane
Bike Travelway on Departure Leg	Bike Lane
Speed Limit	≥ 40 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

80

Bicycle LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & Cesar Chavez Pkwy
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Bike Lane
Bike Travelway on Departure Leg	Bike Lane
Speed Limit	≥ 40 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≤ 3 motor vehicle travel lanes

Bicycle LOS Score

85

Bicycle LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & Cesar Chavez Pkwy
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Wide Curb
Bike Travelway on Departure Leg	Wide Curb
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

45

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & Cesar Chavez Pkwy
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Wide Curb
Bike Travelway on Departure Leg	Wide Curb
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Exclusive Right-Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

45

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	National Ave & Sampson St
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/17/08

Bike Travelway on Approach Leg	Wide Curb
Bike Travelway on Departure Leg	Wide Curb
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≤ 3 motor vehicle travel lanes

Bicycle LOS Score

50

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	National Ave & Sampson St
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Wide Curb
Bike Travelway on Departure Leg	Wide Curb
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≤ 3 motor vehicle travel lanes

Bicycle LOS Score

50

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	National Ave & Sampson St
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	< 30 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≤ 3 motor vehicle travel lanes

Bicycle LOS Score

50

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	National Ave & Sampson St
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	< 30 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≤ 3 motor vehicle travel lanes

Bicycle LOS Score

50

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & Sampson St
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/17/08

Bike Travelway on Approach Leg	Bike Lane
Bike Travelway on Departure Leg	Bike Lane
Speed Limit	≥ 40 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≤ 3 motor vehicle travel lanes

Bicycle LOS Score

85

Bicycle LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & Sampson St
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Bike Lane
Bike Travelway on Departure Leg	Bike Lane
Speed Limit	≥ 40 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≤ 3 motor vehicle travel lanes

Bicycle LOS Score

85

Bicycle LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & Sampson St
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	< 30 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

45

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & Sampson St
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	< 30 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

45

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & Schley St
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/17/08

Bike Travelway on Approach Leg	Bike Lane
Bike Travelway on Departure Leg	Bike Lane
Speed Limit	≥ 40 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

80

Bicycle LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & Schley St
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Bike Lane
Bike Travelway on Departure Leg	Bike Lane
Speed Limit	≥ 40 mph
Conflicting Left-Turn Phasing	No-Conflict
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	N
Intersection Crossing Distance	≤ 3 motor vehicle travel lanes

Bicycle LOS Score

90

Bicycle LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & Schley St
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	< 30 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	No Conflict

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

60

Bicycle LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & Schley St
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	< 30 mph
Conflicting Left-Turn Phasing	No-Conflict
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	N
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

65

Bicycle LOS

C

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Main St & 28th St
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/17/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

25

Bicycle LOS

E

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Main St & 28th St
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

25

Bicycle LOS

E

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Main St & 28th St
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

40

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Main St & 28th St
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

40

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & 28th St
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/17/08

Bike Travelway on Approach Leg	Bike Lane
Bike Travelway on Departure Leg	Bike Lane
Speed Limit	≥ 40 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Exclusive Right-Turn Lane

Bike Lane Left/Right of Turn Lane	Left
Right-turn drop lane?	N

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

80

Bicycle LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & 28th St
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Bike Lane
Bike Travelway on Departure Leg	Bike Lane
Speed Limit	≥ 40 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Exclusive Right-Turn Lane

Bike Lane Left/Right of Turn Lane	Left
Right-turn drop lane?	N

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≤ 3 motor vehicle travel lanes

Bicycle LOS Score

85

Bicycle LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & 28th St
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	No-Conflict
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≥ 6 motor vehicle travel lanes

Bicycle LOS Score

35

Bicycle LOS

E

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & 28th St
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	No-Conflict
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Exclusive Right-Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≥ 6 motor vehicle travel lanes

Bicycle LOS Score

35

Bicycle LOS

E

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Main St & 32nd St
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/17/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≤ 3 motor vehicle travel lanes

Bicycle LOS Score

45

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Main St & 32nd St
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

40

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Main St & 32nd St
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Exclusive Right-Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

40

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Main St & 32nd St
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

40

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Wabash St & 32nd St
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/17/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	< 30 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	N
Intersection Crossing Distance	≥ 6 motor vehicle travel lanes

Bicycle LOS Score

45

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Wabash St & 32nd St
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	< 30 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	N
Intersection Crossing Distance	≥ 6 motor vehicle travel lanes

Bicycle LOS Score

45

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Wabash St & 32nd St
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	N
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

45

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Wabash St & 32nd St
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

40

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & 32nd St
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/17/08

Bike Travelway on Approach Leg	Bike Lane
Bike Travelway on Departure Leg	Bike Lane
Speed Limit	≥ 40 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Exclusive Right-Turn Lane

Bike Lane Left/Right of Turn Lane	Left
Right-turn drop lane?	N

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≥ 6 motor vehicle travel lanes

Bicycle LOS Score

75

Bicycle LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & 32nd St
Intersection Leg	South
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Bike Lane
Bike Travelway on Departure Leg	Bike Lane
Speed Limit	≥ 40 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Exclusive Right-Turn Lane

Bike Lane Left/Right of Turn Lane	Left
Right-turn drop lane?	N

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≥ 6 motor vehicle travel lanes

Bicycle LOS Score

75

Bicycle LOS

B

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & 32nd St
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Exclusive Right-Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≥ 6 motor vehicle travel lanes

Bicycle LOS Score

35

Bicycle LOS

E

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Harbor Dr & 32nd St
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Exclusive Right-Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≥ 6 motor vehicle travel lanes

Bicycle LOS Score

35

Bicycle LOS

E

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Main St & I-15 Ramps
Intersection Leg	North
Analysis Scenario	Existing
Date of Analysis	6/17/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Protected
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Exclusive Right-Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	≤ 3 motor vehicle travel lanes

Bicycle LOS Score

45

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Main St & I-15 Ramps
Intersection Leg	East
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	Permitted
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	No Conflict

Right-turn on red? (into bike path)	N
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

45

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Intersection Level of Service Worksheet

Intersection	Main St & I-15 Ramps
Intersection Leg	West
Analysis Scenario	Existing
Date of Analysis	5/15/08

Bike Travelway on Approach Leg	Shared w/ Vehicles
Bike Travelway on Departure Leg	Shared w/ Vehicles
Speed Limit	30 to 35 mph
Conflicting Left-Turn Phasing	No-Conflict
Stop-Bar Location	Shared w/ Vehicles
Right-Turn Geometry (turning from bike path)	Shared Turn Lane

Right-turn on red? (into bike path)	Y
Intersection Crossing Distance	4 to 5 motor vehicle travel lanes

Bicycle LOS Score

40

Bicycle LOS

D

Pedestrian LOS Score	LOS
<u>93 or Greater</u>	<u>A</u>
<u>Between 74 and 92</u>	<u>B</u>
<u>Between 55 and 73</u>	<u>C</u>
<u>Between 37 and 54</u>	<u>D</u>
<u>Between 19 and 36</u>	<u>E</u>
<u>Less than 19</u>	<u>F</u>

Bicycle Mid-Block Level of Service Worksheet

Roadway Name	Harbor Dr
Segment Limits	Beardsley St to Cesar Chavez Pkwy
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Bike lane?	Y
Road undivided and unstriped?	N
Posted speed limit (mph)	40
FHWA's five point pavement surface condition rating	5

Roadway Dimensions

Total width of outside lane and shoulder pavement	19 ft
Width of paving between outside lane stripe and edge of pavement	7 ft
Width of pavement striped for on-street parking	0 ft

Volumes

15-minute directional volume	901
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OR

Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Average Daily Traffic	0
Heavy Vehicle Percentage (more than 4 tires touching pavement)	10%
Percentage of segment with occupied on-street parking	0%

Bicycle LOS Score

4.24

Bicycle LOS

D

Bicycle LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Bicycle Mid-Block Level of Service Worksheet

Roadway Name	Main St
Segment Limits	Cesar Chavez Pkwy to Sampson St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	1
Bike lane?	N
Road undivided and unstriped?	N
Posted speed limit (mph)	35
FHWA's five point pavement surface condition rating	4

Roadway Dimensions

Total width of outside lane and shoulder pavement	24 ft
Width of paving between outside lane stripe and edge of pavement	0 ft
Width of pavement striped for on-street parking	12 ft

Volumes

15-minute directional volume	145
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OR

Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Average Daily Traffic	0
Heavy Vehicle Percentage (more than 4 tires touching pavement)	6%
Percentage of segment with occupied on-street parking	60%

Bicycle LOS Score

4.12

Bicycle LOS

D

Bicycle LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Bicycle Mid-Block Level of Service Worksheet

Roadway Name	Harbor Dr
Segment Limits	Cesar Chavez Pkwy to Sampson St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Bike lane?	Y
Road undivided and unstriped?	N
Posted speed limit (mph)	40
FHWA's five point pavement surface condition rating	3

Roadway Dimensions

Total width of outside lane and shoulder pavement	19 ft
Width of paving between outside lane stripe and edge of pavement	7 ft
Width of pavement striped for on-street parking	0 ft

Volumes

15-minute directional volume	870
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OR

Directional split	66%
Percentage of daily traffic in peak hour	8%
Peak Hour Factor	0.89

Average Daily Traffic	13,778
Heavy Vehicle Percentage (more than 4 tires touching pavement)	10%
Percentage of segment with occupied on-street parking	0%

Bicycle LOS Score

4.72

Bicycle LOS

E

Bicycle LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Bicycle Mid-Block Level of Service Worksheet

Roadway Name	Harbor Dr
Segment Limits	Sampson St to Schley St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Bike lane?	Y
Road undivided and unstriped?	N
Posted speed limit (mph)	40
FHWA's five point pavement surface condition rating	4

Roadway Dimensions

Total width of outside lane and shoulder pavement	24 ft
Width of paving between outside lane stripe and edge of pavement	12 ft
Width of pavement striped for on-street parking	8 ft

Volumes

15-minute directional volume	601
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OR

Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Average Daily Traffic	0
Heavy Vehicle Percentage (more than 4 tires touching pavement)	6%
Percentage of segment with occupied on-street parking	65%

Bicycle LOS Score

3.75

Bicycle LOS

D

Bicycle LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Bicycle Mid-Block Level of Service Worksheet

Roadway Name	Main St
Segment Limits	26th St to 28th St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Bike lane?	N
Road undivided and unstriped?	N
Posted speed limit (mph)	35
FHWA's five point pavement surface condition rating	4

Roadway Dimensions

Total width of outside lane and shoulder pavement	13 ft
Width of paving between outside lane stripe and edge of pavement	0 ft
Width of pavement striped for on-street parking	0 ft

Volumes

15-minute directional volume	509
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OR

Directional split	59%
Percentage of daily traffic in peak hour	10%
Peak Hour Factor	0.83

Average Daily Traffic	7,435
Heavy Vehicle Percentage (more than 4 tires touching pavement)	6%
Percentage of segment with occupied on-street parking	15%

Bicycle LOS Score

5.36

Bicycle LOS

E

Bicycle LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Bicycle Mid-Block Level of Service Worksheet

Roadway Name	Harbor Dr
Segment Limits	Schely St to 28th St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Bike lane?	Y
Road undivided and unstriped?	N
Posted speed limit (mph)	40
FHWA's five point pavement surface condition rating	4

Roadway Dimensions

Total width of outside lane and shoulder pavement	19 ft
Width of paving between outside lane stripe and edge of pavement	7 ft
Width of pavement striped for on-street parking	0 ft

Volumes

15-minute directional volume	800
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OR

Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Average Daily Traffic	0
Heavy Vehicle Percentage (more than 4 tires touching pavement)	6%
Percentage of segment with occupied on-street parking	10%

Bicycle LOS Score

3.51

Bicycle LOS

D

Bicycle LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Bicycle Mid-Block Level of Service Worksheet

Roadway Name	Main St
Segment Limits	28th St to 32nd St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Bike lane?	N
Road undivided and unstriped?	N
Posted speed limit (mph)	35
FHWA's five point pavement surface condition rating	3

Roadway Dimensions

Total width of outside lane and shoulder pavement	20 ft
Width of paving between outside lane stripe and edge of pavement	0 ft
Width of pavement striped for on-street parking	8 ft

Volumes

15-minute directional volume	666
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OR

Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Average Daily Traffic	0
Heavy Vehicle Percentage (more than 4 tires touching pavement)	6%
Percentage of segment with occupied on-street parking	50%

Bicycle LOS Score

5.38

Bicycle LOS

E

Bicycle LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Bicycle Mid-Block Level of Service Worksheet

Roadway Name	Harbor Dr
Segment Limits	28th St to 32nd St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Bike lane?	Y
Road undivided and unstriped?	N
Posted speed limit (mph)	40
FHWA's five point pavement surface condition rating	3

Roadway Dimensions

Total width of outside lane and shoulder pavement	16 ft
Width of paving between outside lane stripe and edge of pavement	4 ft
Width of pavement striped for on-street parking	0 ft

Volumes

15-minute directional volume	1233
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OR

Directional split	60%
Percentage of daily traffic in peak hour	10%
Peak Hour Factor	0.92

Average Daily Traffic	18,900
Heavy Vehicle Percentage (more than 4 tires touching pavement)	5%
Percentage of segment with occupied on-street parking	10%

Bicycle LOS Score

4.98

Bicycle LOS

E

Bicycle LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Bicycle Mid-Block Level of Service Worksheet

Roadway Name	Main St
Segment Limits	Rigel St to Siva St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	1
Bike lane?	N
Road undivided and unstriped?	N
Posted speed limit (mph)	35
FHWA's five point pavement surface condition rating	3

Roadway Dimensions

Total width of outside lane and shoulder pavement	22 ft
Width of paving between outside lane stripe and edge of pavement	0 ft
Width of pavement striped for on-street parking	10 ft

Volumes

15-minute directional volume	1099
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OR

Directional split	62%
Percentage of daily traffic in peak hour	10%
Peak Hour Factor	0.88

Average Daily Traffic	15,944
Heavy Vehicle Percentage (more than 4 tires touching pavement)	6%
Percentage of segment with occupied on-street parking	60%

Bicycle LOS Score

5.83

Bicycle LOS

F

Bicycle LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

Bicycle Mid-Block Level of Service Worksheet

Roadway Name	Harbor Dr
Segment Limits	32nd St to Vesta St
Analysis Scenario	Existing
Date of Analysis	6/18/08

Roadway Properties

Number of directional thru-lanes	2
Bike lane?	Y
Road undivided and unstriped?	N
Posted speed limit (mph)	40
FHWA's five point pavement surface condition rating	4

Roadway Dimensions

Total width of outside lane and shoulder pavement	21 ft
Width of paving between outside lane stripe and edge of pavement	9 ft
Width of pavement striped for on-street parking	0 ft

Volumes

15-minute directional volume	1101
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OR

Directional split	0%
Percentage of daily traffic in peak hour	0%
Peak Hour Factor	0.00

Average Daily Traffic	0
Heavy Vehicle Percentage (more than 4 tires touching pavement)	7%
Percentage of segment with occupied on-street parking	0%

Bicycle LOS Score

2.28

Bicycle LOS

B

Bicycle LOS Score	LOS
<u>Less than 1.5</u>	<u>A</u>
<u>Between 1.5 and 2.5</u>	<u>B</u>
<u>Between 2.5 and 3.5</u>	<u>C</u>
<u>Between 3.5 and 4.5</u>	<u>D</u>
<u>Between 4.5 and 5.5</u>	<u>E</u>
<u>Greater than 5.5</u>	<u>F</u>

APPENDIX C

- Transit Load Data

3-Trip Summary by Maximum Load - FY 2006

Company: San Diego Trolley Inc. Route: 510 Weekdays

Capacity = 60 seating per car + an additional 35 standing per car (3 cars assumed)

Direction: Inbound

Starting Terminal Time/Passengers Stop			INBOUND				OUTBOUND			
					AM	PM			AM	PM
			Row	Max Load	Max Load	Max Load	Row	Max Load	Max Load	Max Load
4:44	Total	444	12	261	326	193	526	55	170	346
	Max On	232 INTERNATIONAL BORDER STATION	17	275	Above Seating		531	14	Above Seating	
	Max Off	128 OLD TOWN TRANSIT CENTER	22	246	28	7	536	2	0	23
	Max Load	261 PACIFIC FLEET -32ND ST STATION	27	326	Above Standing		541	5	Above Standing	
			32	227	5	0	546	55	0	2
4:59	Total	392	37	183			551	7		
	Max On	189 INTERNATIONAL BORDER STATION	42	186			556	50		
	Max Off	69 OLD TOWN TRANSIT CENTER	47	214			561	5		
	Max Load	275 PACIFIC FLEET -32ND ST STATION	52	189			566	106		
			57	256			571	8		
5:14	Total	376	62	258			576	67		
	Max On	155 INTERNATIONAL BORDER STATION	67	241			581	5		
	Max Off	84 HARBORSIDE - 28TH ST STATION	72	266	at or near capacity		586	84		
	Max Load	246 24TH ST TROLLEY STATION & (NATIONAL CITY)	77	298			591	6		
			82	253			596	91		
5:29	Total	502	87	293			601	9		
	Max On	234 INTERNATIONAL BORDER STATION	92	306			606	106		
	Max Off	114 HARBORSIDE - 28TH ST STATION	97	294			611	21		
	Max Load	326 PACIFIC FLEET -32ND ST STATION	102	223			616	79		
			107	224			621	21		
5:37	Total	369	112	197			626	60		
	Max On	141 INTERNATIONAL BORDER STATION	117	212			631	29		
	Max Off	75 HARBORSIDE - 28TH ST STATION	122	203			636	56		
	Max Load	227 PACIFIC FLEET -32ND ST STATION	127	123			641	79		
			132	177			646	26		
5:44	Total	294	137	158			651	47		
	Max On	140 INTERNATIONAL BORDER STATION	142	180			656	73		
	Max Off	43 HARBORSIDE - 28TH ST STATION	147	170			661	16		
	Max Load	183 24TH ST TROLLEY STATION & (NATIONAL CITY)	152	191			666	97		
			157	145			671	97		
5:52	Total	281	162	124			676	81		
	Max On	122 INTERNATIONAL BORDER STATION	167	139			681	90		
	Max Off	50 HARBORSIDE - 28TH ST STATION	172	210			686	80		
	Max Load	186 PACIFIC FLEET -32ND ST STATION	177	225			691	155		
			182	158			696	120		
5:59	Total	383	187	139			701	112		
	Max On	156 INTERNATIONAL BORDER STATION	192	155			706	100		
	Max Off	74 OLD TOWN TRANSIT CENTER	197	153			711	99		
	Max Load	214 8TH ST TROLLEY STATION & (NATIONAL CITY)	202	164			716	77		
			207	177			721	126		
6:07	Total	313	212	187			726	170		
	Max On	150 INTERNATIONAL BORDER STATION	217	162			731	133		
	Max Off	50 OLD TOWN TRANSIT CENTER	222	148			736	98		
	Max Load	189 8TH ST TROLLEY STATION & (NATIONAL CITY)	227	187			741	101		
			232	178			746	162		
6:14	Total	441	237	180			751	134		
	Max On	167 INTERNATIONAL BORDER STATION	242	191			756	117		
	Max Off	106 OLD TOWN TRANSIT CENTER	247	183			761	165		
	Max Load	256 8TH ST TROLLEY STATION & (NATIONAL CITY)	252	192			766	164		
			257	175			771	153		
6:22	Total	488	262	190			776	140		
	Max On	216 INTERNATIONAL BORDER STATION	267	186			781	147		
	Max Off	86 OLD TOWN TRANSIT CENTER	272	180			786	193		
	Max Load	258 24TH ST TROLLEY STATION & (NATIONAL CITY)	277	149			791	163		
			282	190			796	214		
6:29	Total	401	287	193			801	275		
	Max On	239 INTERNATIONAL BORDER STATION	292	92			806	165		
	Max Off	79 OLD TOWN TRANSIT CENTER	297	70			811	189		
	Max Load	241 IRIS AV TROLLEY STATION	302	88			816	151		
			307	66			821	199		
6:37	Total	464	312	96			826	99		
	Max On	247 INTERNATIONAL BORDER STATION	317	94			831	303		
	Max Off	73 AMERICAN PLAZA	322	69			836	135		
	Max Load	266 H ST TROLLEY STATION	327	77			841	211		
			332	102			846	190		
6:44	Total	688	337	109			851	203		
	Max On	281 INTERNATIONAL BORDER STATION	342	121			856	261		
	Max Off	171 OLD TOWN TRANSIT CENTER	347	67			861	189		
	Max Load	298 IRIS AV TROLLEY STATION	352	85			866	96		
			357	164			871	190		
6:52	Total	565	362	57			876	261		
	Max On	251 INTERNATIONAL BORDER STATION	367	120			881	193		
	Max Off	106 CITY COLLEGE STATION	372	72			886	159		
	Max Load	253 IRIS AV TROLLEY STATION	377	102			891	228		
			382	75			896	150		

6:59	Total	707	387	93	901	184
	Max On	288 INTERNATIONAL BORDER STATION	392	48	906	346
	Max Off	162 OLD TOWN TRANSIT CENTER	397	85	911	253
	Max Load	293 CITY COLLEGE STATION	402	53	916	170
			407	83	921	280
7:07	Total	538	412	47	926	156
	Max On	175 INTERNATIONAL BORDER STATION	417	91	931	196
	Max Off	131 CITY COLLEGE STATION	422	44	936	120
	Max Load	306 12TH & IMPERIAL STATION	427	58	941	232
			432	74	946	156
7:14	Total	673	437	100	951	269
	Max On	242 INTERNATIONAL BORDER STATION	442	58	956	280
	Max Off	156 OLD TOWN TRANSIT CENTER	447	63	961	142
	Max Load	294 24TH ST TROLLEY STATION & (NATIONAL CITY)	452	59	966	163
			457	59	971	126
7:22	Total	521	462	60	976	124
	Max On	213 INTERNATIONAL BORDER STATION	467	51	981	146
	Max Off	57 IRIS AV TROLLEY STATION	472	61	986	77
	Max Load	223 12TH & IMPERIAL STATION	477	48	991	88
			482	97	996	159
7:29	Total	543	487	55	1001	176
	Max On	224 INTERNATIONAL BORDER STATION	492	38	1006	126
	Max Off	116 OLD TOWN TRANSIT CENTER	497	42	1011	128
	Max Load	224 BEYER ST TROLLEY STATION	502	53	1016	93
			507	21	1021	97
7:37	Total	414	512	25	1026	64
	Max On	197 INTERNATIONAL BORDER STATION	517	31	1031	52
	Max Off	42 CITY COLLEGE STATION			1036	15
	Max Load	197 BEYER ST TROLLEY STATION			1041	13
7:44	Total	483				
	Max On	212 INTERNATIONAL BORDER STATION				
	Max Off	152 OLD TOWN TRANSIT CENTER				
	Max Load	212 BEYER ST TROLLEY STATION				
7:52	Total	377				
	Max On	203 INTERNATIONAL BORDER STATION				
	Max Off	40 12TH & IMPERIAL STATION				
	Max Load	203 BEYER ST TROLLEY STATION				
7:59	Total	320				
	Max On	123 INTERNATIONAL BORDER STATION				
	Max Off	95 OLD TOWN TRANSIT CENTER				
	Max Load	123 BEYER ST TROLLEY STATION				
8:07	Total	339				
	Max On	170 INTERNATIONAL BORDER STATION				
	Max Off	49 H ST TROLLEY STATION				
	Max Load	177 H ST TROLLEY STATION				
8:14	Total	405				
	Max On	135 INTERNATIONAL BORDER STATION				
	Max Off	115 OLD TOWN TRANSIT CENTER				
	Max Load	158 PACIFIC FLEET -32ND ST STATION				
8:22	Total	290				
	Max On	180 INTERNATIONAL BORDER STATION				
	Max Off	40 H ST TROLLEY STATION				
	Max Load	180 BEYER ST TROLLEY STATION				
8:29	Total	390				
	Max On	146 INTERNATIONAL BORDER STATION				
	Max Off	88 OLD TOWN TRANSIT CENTER				
	Max Load	170 PALOMAR ST TROLLEY STATION				
8:37	Total	369				
	Max On	181 INTERNATIONAL BORDER STATION				
	Max Off	56 H ST TROLLEY STATION				
	Max Load	191 PALOMAR ST TROLLEY STATION				
8:44	Total	325				
	Max On	137 INTERNATIONAL BORDER STATION				
	Max Off	92 OLD TOWN TRANSIT CENTER				
	Max Load	145 PALOMAR ST TROLLEY STATION				
8:52	Total	211				
	Max On	105 INTERNATIONAL BORDER STATION				
	Max Off	37 AMERICAN PLAZA				
	Max Load	124 PALOMAR ST TROLLEY STATION				
8:59	Total	353				
	Max On	131 INTERNATIONAL BORDER STATION				
	Max Off	112 OLD TOWN TRANSIT CENTER				

Max Load	139 IRIS AV TROLLEY STATION
9:14 Total	528
Max On	210 INTERNATIONAL BORDER STATION
Max Off	130 OLD TOWN TRANSIT CENTER
Max Load	210 BEYER ST TROLLEY STATION
9:29 Total	551
Max On	195 INTERNATIONAL BORDER STATION
Max Off	138 OLD TOWN TRANSIT CENTER
Max Load	225 PALM CITY STATION
9:44 Total	375
Max On	158 INTERNATIONAL BORDER STATION
Max Off	82 OLD TOWN TRANSIT CENTER
Max Load	158 BEYER ST TROLLEY STATION
9:59 Total	373
Max On	131 INTERNATIONAL BORDER STATION
Max Off	119 OLD TOWN TRANSIT CENTER
Max Load	139 PALOMAR ST TROLLEY STATION
10:14 Total	327
Max On	133 INTERNATIONAL BORDER STATION
Max Off	65 OLD TOWN TRANSIT CENTER
Max Load	155 PALOMAR ST TROLLEY STATION
10:29 Total	441
Max On	144 INTERNATIONAL BORDER STATION
Max Off	136 OLD TOWN TRANSIT CENTER
Max Load	153 IRIS AV TROLLEY STATION
10:44 Total	397
Max On	146 INTERNATIONAL BORDER STATION
Max Off	77 OLD TOWN TRANSIT CENTER
Max Load	164 H ST TROLLEY STATION
10:59 Total	395
Max On	177 INTERNATIONAL BORDER STATION
Max Off	86 OLD TOWN TRANSIT CENTER
Max Load	177 BEYER ST TROLLEY STATION
11:14 Total	444
Max On	123 INTERNATIONAL BORDER STATION
Max Off	100 OLD TOWN TRANSIT CENTER
Max Load	187 24TH ST TROLLEY STATION & (NATIONAL CITY)
11:29 Total	407
Max On	151 INTERNATIONAL BORDER STATION
Max Off	74 OLD TOWN TRANSIT CENTER
Max Load	162 IRIS AV TROLLEY STATION
11:44 Total	387
Max On	117 INTERNATIONAL BORDER STATION
Max Off	80 OLD TOWN TRANSIT CENTER
Max Load	148 H ST TROLLEY STATION
11:59 Total	488
Max On	168 INTERNATIONAL BORDER STATION
Max Off	103 OLD TOWN TRANSIT CENTER
Max Load	187 PALM CITY STATION
12:14 Total	455
Max On	155 INTERNATIONAL BORDER STATION
Max Off	86 OLD TOWN TRANSIT CENTER
Max Load	178 8TH ST TROLLEY STATION & (NATIONAL CITY)
12:29 Total	516
Max On	146 INTERNATIONAL BORDER STATION
Max Off	110 OLD TOWN TRANSIT CENTER
Max Load	180 H ST TROLLEY STATION
12:44 Total	435
Max On	141 INTERNATIONAL BORDER STATION
Max Off	87 OLD TOWN TRANSIT CENTER
Max Load	191 E ST BAYFRONT TROLLEY STATION
12:59 Total	444
Max On	139 INTERNATIONAL BORDER STATION
Max Off	89 OLD TOWN TRANSIT CENTER
Max Load	183 24TH ST TROLLEY STATION & (NATIONAL CITY)
13:14 Total	463

	Max On	142 INTERNATIONAL BORDER STATION
	Max Off	79 OLD TOWN TRANSIT CENTER
	Max Load	192 PALOMAR ST TROLLEY STATION
13:29	Total	467
	Max On	137 INTERNATIONAL BORDER STATION
	Max Off	119 OLD TOWN TRANSIT CENTER
	Max Load	175 24TH ST TROLLEY STATION & (NATIONAL CITY)
13:44	Total	471
	Max On	156 INTERNATIONAL BORDER STATION
	Max Off	116 OLD TOWN TRANSIT CENTER
	Max Load	190 PALOMAR ST TROLLEY STATION
13:59	Total	488
	Max On	153 INTERNATIONAL BORDER STATION
	Max Off	110 OLD TOWN TRANSIT CENTER
	Max Load	186 24TH ST TROLLEY STATION & (NATIONAL CITY)
14:14	Total	523
	Max On	159 INTERNATIONAL BORDER STATION
	Max Off	111 OLD TOWN TRANSIT CENTER
	Max Load	180 12TH & IMPERIAL STATION
14:29	Total	426
	Max On	127 INTERNATIONAL BORDER STATION
	Max Off	96 OLD TOWN TRANSIT CENTER
	Max Load	149 E ST BAYFRONT TROLLEY STATION
14:44	Total	543
	Max On	107 INTERNATIONAL BORDER STATION
	Max Off	133 OLD TOWN TRANSIT CENTER
	Max Load	190 12TH & IMPERIAL STATION
14:59	Total	514
	Max On	133 INTERNATIONAL BORDER STATION
	Max Off	137 OLD TOWN TRANSIT CENTER
	Max Load	193 12TH & IMPERIAL STATION
15:07	Total	285
	Max On	60 INTERNATIONAL BORDER STATION
	Max Off	69 OLD TOWN TRANSIT CENTER
	Max Load	92 OLD TOWN TRANSIT CENTER
15:14	Total	203
	Max On	49 INTERNATIONAL BORDER STATION
	Max Off	23 OLD TOWN TRANSIT CENTER
	Max Load	70 24TH ST TROLLEY STATION & (NATIONAL CITY)
15:22	Total	220
	Max On	59 INTERNATIONAL BORDER STATION
	Max Off	55 OLD TOWN TRANSIT CENTER
	Max Load	88 HARBORSIDE - 28TH ST STATION
15:29	Total	193
	Max On	38 INTERNATIONAL BORDER STATION
	Max Off	57 OLD TOWN TRANSIT CENTER
	Max Load	66 SANTA FE DEPOT
15:37	Total	289
	Max On	53 INTERNATIONAL BORDER STATION
	Max Off	47 OLD TOWN TRANSIT CENTER
	Max Load	96 CROSBY ST TROLLEY STATION & (BARRIO LOGAN)
15:44	Total	220
	Max On	61 INTERNATIONAL BORDER STATION
	Max Off	59 OLD TOWN TRANSIT CENTER
	Max Load	94 E ST BAYFRONT TROLLEY STATION
15:52	Total	222
	Max On	22 CIVIC CENTER STATION
	Max Off	36 OLD TOWN TRANSIT CENTER
	Max Load	69 COUNTY CENTER - LITTLE ITALY
15:59	Total	241
	Max On	47 INTERNATIONAL BORDER STATION
	Max Off	67 OLD TOWN TRANSIT CENTER
	Max Load	77 AMERICAN PLAZA
16:07	Total	282
	Max On	62 INTERNATIONAL BORDER STATION
	Max Off	51 OLD TOWN TRANSIT CENTER
	Max Load	102 H ST TROLLEY STATION

16:14	Total	236
	Max On	106 INTERNATIONAL BORDER STATION
	Max Off	49 OLD TOWN TRANSIT CENTER
	Max Load	109 IRIS AV TROLLEY STATION
16:22	Total	247
	Max On	40 AMERICAN PLAZA
	Max Off	67 OLD TOWN TRANSIT CENTER
	Max Load	121 OLD TOWN TRANSIT CENTER
16:29	Total	199
	Max On	36 INTERNATIONAL BORDER STATION
	Max Off	57 OLD TOWN TRANSIT CENTER
	Max Load	67 12TH & IMPERIAL STATION
16:37	Total	169
	Max On	50 INTERNATIONAL BORDER STATION
	Max Off	39 AMERICAN PLAZA
	Max Load	85 H ST TROLLEY STATION
16:44	Total	339
	Max On	70 AMERICAN PLAZA
	Max Off	162 OLD TOWN TRANSIT CENTER
	Max Load	164 COUNTY CENTER - LITTLE ITALY
16:52	Total	134
	Max On	24 INTERNATIONAL BORDER STATION
	Max Off	28 AMERICAN PLAZA
	Max Load	57 CROSBY ST TROLLEY STATION & (BARRIO LOGAN)
16:59	Total	253
	Max On	74 INTERNATIONAL BORDER STATION
	Max Off	116 OLD TOWN TRANSIT CENTER
	Max Load	120 SANTA FE DEPOT
17:07	Total	202
	Max On	51 INTERNATIONAL BORDER STATION
	Max Off	44 AMERICAN PLAZA
	Max Load	72 PALOMAR ST TROLLEY STATION
17:14	Total	250
	Max On	63 INTERNATIONAL BORDER STATION
	Max Off	96 OLD TOWN TRANSIT CENTER
	Max Load	102 COUNTY CENTER - LITTLE ITALY
17:22	Total	187
	Max On	55 INTERNATIONAL BORDER STATION
	Max Off	29 12TH & IMPERIAL STATION
	Max Load	75 PALM CITY STATION
17:29	Total	229
	Max On	93 INTERNATIONAL BORDER STATION
	Max Off	78 OLD TOWN TRANSIT CENTER
	Max Load	93 BEYER ST TROLLEY STATION
17:37	Total	122
	Max On	31 INTERNATIONAL BORDER STATION
	Max Off	16 H ST TROLLEY STATION
	Max Load	48 12TH & IMPERIAL STATION
17:44	Total	197
	Max On	83 INTERNATIONAL BORDER STATION
	Max Off	77 OLD TOWN TRANSIT CENTER
	Max Load	85 PALM CITY STATION
17:52	Total	102
	Max On	27 INTERNATIONAL BORDER STATION
	Max Off	19 12TH & IMPERIAL STATION
	Max Load	53 24TH ST TROLLEY STATION & (NATIONAL CITY)
17:59	Total	225
	Max On	58 INTERNATIONAL BORDER STATION
	Max Off	76 OLD TOWN TRANSIT CENTER
	Max Load	83 COUNTY CENTER - LITTLE ITALY
18:07	Total	110
	Max On	34 INTERNATIONAL BORDER STATION
	Max Off	17 12TH & IMPERIAL STATION
	Max Load	47 24TH ST TROLLEY STATION & (NATIONAL CITY)
18:14	Total	158
	Max On	41 AMERICAN PLAZA

	Max Off	87 OLD TOWN TRANSIT CENTER
	Max Load	91 MIDDLETOWN PALM STATION
18:22	Total	92
	Max On	30 INTERNATIONAL BORDER STATION
	Max Off	15 H ST TROLLEY STATION
	Max Load	44 PALOMAR ST TROLLEY STATION
18:29	Total	135
	Max On	40 INTERNATIONAL BORDER STATION
	Max Off	57 OLD TOWN TRANSIT CENTER
	Max Load	58 COUNTY CENTER - LITTLE ITALY
18:44	Total	172
	Max On	57 INTERNATIONAL BORDER STATION
	Max Off	35 OLD TOWN TRANSIT CENTER
	Max Load	74 PALOMAR ST TROLLEY STATION
18:59	Total	241
	Max On	88 INTERNATIONAL BORDER STATION
	Max Off	89 OLD TOWN TRANSIT CENTER
	Max Load	100 PALOMAR ST TROLLEY STATION
19:14	Total	182
	Max On	46 INTERNATIONAL BORDER STATION
	Max Off	41 OLD TOWN TRANSIT CENTER
	Max Load	58 CROSBY ST TROLLEY STATION & (BARRIO LOGAN)
19:29	Total	133
	Max On	35 INTERNATIONAL BORDER STATION
	Max Off	34 OLD TOWN TRANSIT CENTER
	Max Load	63 HARBORSIDE - 28TH ST STATION
19:44	Total	125
	Max On	50 INTERNATIONAL BORDER STATION
	Max Off	24 OLD TOWN TRANSIT CENTER
	Max Load	59 H ST TROLLEY STATION
19:59	Total	128
	Max On	48 INTERNATIONAL BORDER STATION
	Max Off	28 OLD TOWN TRANSIT CENTER
	Max Load	59 E ST BAYFRONT TROLLEY STATION
20:14	Total	127
	Max On	49 INTERNATIONAL BORDER STATION
	Max Off	25 OLD TOWN TRANSIT CENTER
	Max Load	60 E ST BAYFRONT TROLLEY STATION
20:29	Total	124
	Max On	30 INTERNATIONAL BORDER STATION
	Max Off	29 OLD TOWN TRANSIT CENTER
	Max Load	51 24TH ST TROLLEY STATION & (NATIONAL CITY)
20:44	Total	120
	Max On	30 INTERNATIONAL BORDER STATION
	Max Off	26 OLD TOWN TRANSIT CENTER
	Max Load	61 24TH ST TROLLEY STATION & (NATIONAL CITY)
20:59	Total	107
	Max On	40 INTERNATIONAL BORDER STATION
	Max Off	29 OLD TOWN TRANSIT CENTER
	Max Load	48 E ST BAYFRONT TROLLEY STATION
21:29	Total	228
	Max On	83 INTERNATIONAL BORDER STATION
	Max Off	61 OLD TOWN TRANSIT CENTER
	Max Load	97 8TH ST TROLLEY STATION & (NATIONAL CITY)
21:59	Total	108
	Max On	34 INTERNATIONAL BORDER STATION
	Max Off	26 12TH & IMPERIAL STATION
	Max Load	55 HARBORSIDE - 28TH ST STATION
22:29	Total	86
	Max On	20 INTERNATIONAL BORDER STATION
	Max Off	23 OLD TOWN TRANSIT CENTER
	Max Load	38 24TH ST TROLLEY STATION & (NATIONAL CITY)
22:59	Total	88
	Max On	38 INTERNATIONAL BORDER STATION
	Max Off	14 12TH & IMPERIAL STATION
	Max Load	42 PALOMAR ST TROLLEY STATION

23:29	Total	90
	Max On	49 INTERNATIONAL BORDER STATION
	Max Off	13 OLD TOWN TRANSIT CENTER
	Max Load	53 IRIS AV TROLLEY STATION
23:59	Total	43
	Max On	16 INTERNATIONAL BORDER STATION
	Max Off	9 OLD TOWN TRANSIT CENTER
	Max Load	21 PALOMAR ST TROLLEY STATION
24:29:00	Total	48
	Max On	22 INTERNATIONAL BORDER STATION
	Max Off	7 CITY COLLEGE STATION
	Max Load	25 H ST TROLLEY STATION
24:59:00	Total	58
	Max On	14 INTERNATIONAL BORDER STATION
	Max Off	10 CITY COLLEGE STATION
	Max Load	31 12TH & IMPERIAL STATION

Direction: Outbound

Starting Terminal TimePassengers Stop

4:10	Total	66
	Max On	28 BEYER ST TROLLEY STATION
	Max Off	55 INTERNATIONAL BORDER STATION
	Max Load	55 INTERNATIONAL BORDER STATION
4:25	Total	21
	Max On	10 BEYER ST TROLLEY STATION
	Max Off	14 INTERNATIONAL BORDER STATION
	Max Load	14 INTERNATIONAL BORDER STATION
4:32	Total	3
	Max On	1 CROSBY ST TROLLEY STATION & (BARRIO LOGAN)
	Max Off	2 IRIS AV TROLLEY STATION
	Max Load	2 8TH ST TROLLEY STATION & (NATIONAL CITY)
4:40	Total	13
	Max On	4 BEYER ST TROLLEY STATION
	Max Off	4 IRIS AV TROLLEY STATION
	Max Load	5 E ST BAYFRONT TROLLEY STATION
4:45	Total	71
	Max On	13 CITY COLLEGE STATION
	Max Off	20 CROSBY ST TROLLEY STATION & (BARRIO LOGAN)
	Max Load	55 CROSBY ST TROLLEY STATION & (BARRIO LOGAN)
4:55	Total	11
	Max On	3 24TH ST TROLLEY STATION & (NATIONAL CITY)
	Max Off	5 IRIS AV TROLLEY STATION
	Max Load	7 E ST BAYFRONT TROLLEY STATION
5:00	Total	73
	Max On	22 12TH & IMPERIAL STATION
	Max Off	21 HARBORSIDE - 28TH ST STATION
	Max Load	50 CROSBY ST TROLLEY STATION & (BARRIO LOGAN)
5:02	Total	6
	Max On	2 24TH ST TROLLEY STATION & (NATIONAL CITY)
	Max Off	3 INTERNATIONAL BORDER STATION
	Max Load	5 PALM CITY STATION
5:15	Total	154
	Max On	66 12TH & IMPERIAL STATION
	Max Off	45 HARBORSIDE - 28TH ST STATION
	Max Load	106 CROSBY ST TROLLEY STATION & (BARRIO LOGAN)
5:17	Total	13
	Max On	4 E ST BAYFRONT TROLLEY STATION
	Max Off	4 PALM CITY STATION
	Max Load	8 H ST TROLLEY STATION
5:30	Total	111
	Max On	32 12TH & IMPERIAL STATION
	Max Off	40 HARBORSIDE - 28TH ST STATION
	Max Load	67 CROSBY ST TROLLEY STATION & (BARRIO LOGAN)
5:32	Total	9
	Max On	3 E ST BAYFRONT TROLLEY STATION
	Max Off	3 PALOMAR ST TROLLEY STATION
	Max Load	5 H ST TROLLEY STATION

5:45 Total	178
Max On	55 OLD TOWN TRANSIT CENTER
Max Off	35 HARBORSIDE - 28TH ST STATION
Max Load	84 CROSBY ST TROLLEY STATION & (BARRIO LOGAN)
5:47 Total	13
Max On	3 H ST TROLLEY STATION
Max Off	3 PALM CITY STATION
Max Load	6 PALOMAR ST TROLLEY STATION
6:00 Total	161
Max On	43 12TH & IMPERIAL STATION
Max Off	20 H ST TROLLEY STATION
Max Load	91 CROSBY ST TROLLEY STATION & (BARRIO LOGAN)
6:02 Total	17
Max On	4 PALOMAR ST TROLLEY STATION
Max Off	7 INTERNATIONAL BORDER STATION
Max Load	9 PALM CITY STATION
6:15 Total	247
Max On	67 OLD TOWN TRANSIT CENTER
Max Off	22 INTERNATIONAL BORDER STATION
Max Load	106 CROSBY ST TROLLEY STATION & (BARRIO LOGAN)
6:17 Total	35
Max On	17 24TH ST TROLLEY STATION & (NATIONAL CITY)
Max Off	7 PALOMAR ST TROLLEY STATION
Max Load	21 H ST TROLLEY STATION
6:30 Total	173
Max On	50 OLD TOWN TRANSIT CENTER
Max Off	18 H ST TROLLEY STATION
Max Load	79 HARBORSIDE - 28TH ST STATION
6:32 Total	42
Max On	8 PALOMAR ST TROLLEY STATION
Max Off	9 IRIS AV TROLLEY STATION
Max Load	21 PALM CITY STATION
6:45 Total	141
Max On	54 OLD TOWN TRANSIT CENTER
Max Off	18 H ST TROLLEY STATION
Max Load	60 COUNTY CENTER - LITTLE ITALY
6:47 Total	51
Max On	20 24TH ST TROLLEY STATION & (NATIONAL CITY)
Max Off	13 IRIS AV TROLLEY STATION
Max Load	29 PALM CITY STATION
6:52 Total	129
Max On	25 OLD TOWN TRANSIT CENTER
Max Off	16 AMERICAN PLAZA
Max Load	56 WASHINGTON ST STATION
7:00 Total	192
Max On	68 OLD TOWN TRANSIT CENTER
Max Off	25 INTERNATIONAL BORDER STATION
Max Load	79 COUNTY CENTER - LITTLE ITALY
7:02 Total	50
Max On	14 24TH ST TROLLEY STATION & (NATIONAL CITY)
Max Off	13 INTERNATIONAL BORDER STATION
Max Load	26 H ST TROLLEY STATION
7:07 Total	139
Max On	24 OLD TOWN TRANSIT CENTER
Max Off	28 INTERNATIONAL BORDER STATION
Max Load	47 COUNTY CENTER - LITTLE ITALY
7:15 Total	199
Max On	73 OLD TOWN TRANSIT CENTER
Max Off	32 INTERNATIONAL BORDER STATION
Max Load	73 WASHINGTON ST STATION
7:17 Total	30
Max On	8 HARBORSIDE - 28TH ST STATION
Max Off	5 PALOMAR ST TROLLEY STATION
Max Load	16 E ST BAYFRONT TROLLEY STATION
7:22 Total	199
Max On	41 OLD TOWN TRANSIT CENTER

Max Off	31 AMERICAN PLAZA
Max Load	97 MIDDLETOWN PALM STATION
7:30 Total	198
Max On	89 OLD TOWN TRANSIT CENTER
Max Off	26 CIVIC CENTER STATION
Max Load	97 COUNTY CENTER - LITTLE ITALY
7:37 Total	132
Max On	30 OLD TOWN TRANSIT CENTER
Max Off	24 AMERICAN PLAZA
Max Load	81 COUNTY CENTER - LITTLE ITALY
7:45 Total	216
Max On	87 OLD TOWN TRANSIT CENTER
Max Off	36 AMERICAN PLAZA
Max Load	90 MIDDLETOWN PALM STATION
8:00 Total	183
Max On	47 OLD TOWN TRANSIT CENTER
Max Off	38 INTERNATIONAL BORDER STATION
Max Load	80 H ST TROLLEY STATION
8:15 Total	338
Max On	143 OLD TOWN TRANSIT CENTER
Max Off	67 INTERNATIONAL BORDER STATION
Max Load	155 SANTA FE DEPOT
8:30 Total	345
Max On	80 OLD TOWN TRANSIT CENTER
Max Off	62 INTERNATIONAL BORDER STATION
Max Load	120 H ST TROLLEY STATION
8:45 Total	220
Max On	108 OLD TOWN TRANSIT CENTER
Max Off	42 INTERNATIONAL BORDER STATION
Max Load	112 SANTA FE DEPOT
9:00 Total	281
Max On	78 OLD TOWN TRANSIT CENTER
Max Off	68 INTERNATIONAL BORDER STATION
Max Load	100 E ST BAYFRONT TROLLEY STATION
9:15 Total	239
Max On	76 OLD TOWN TRANSIT CENTER
Max Off	65 INTERNATIONAL BORDER STATION
Max Load	99 E ST BAYFRONT TROLLEY STATION
9:30 Total	185
Max On	46 OLD TOWN TRANSIT CENTER
Max Off	45 INTERNATIONAL BORDER STATION
Max Load	77 PALOMAR ST TROLLEY STATION
9:45 Total	315
Max On	83 OLD TOWN TRANSIT CENTER
Max Off	83 INTERNATIONAL BORDER STATION
Max Load	126 E ST BAYFRONT TROLLEY STATION
10:00 Total	436
Max On	121 OLD TOWN TRANSIT CENTER
Max Off	142 INTERNATIONAL BORDER STATION
Max Load	170 PALM CITY STATION
10:15 Total	305
Max On	74 OLD TOWN TRANSIT CENTER
Max Off	116 INTERNATIONAL BORDER STATION
Max Load	133 PALM CITY STATION
10:30 Total	263
Max On	54 OLD TOWN TRANSIT CENTER
Max Off	57 INTERNATIONAL BORDER STATION
Max Load	98 E ST BAYFRONT TROLLEY STATION
10:45 Total	250
Max On	73 OLD TOWN TRANSIT CENTER
Max Off	73 INTERNATIONAL BORDER STATION
Max Load	101 PALOMAR ST TROLLEY STATION
11:00 Total	376
Max On	74 H ST TROLLEY STATION
Max Off	116 INTERNATIONAL BORDER STATION
Max Load	162 PALOMAR ST TROLLEY STATION

11:15	Total	332
	Max On	97 OLD TOWN TRANSIT CENTER
	Max Off	92 INTERNATIONAL BORDER STATION
	Max Load	134 PALM CITY STATION
11:30	Total	300
	Max On	69 OLD TOWN TRANSIT CENTER
	Max Off	83 INTERNATIONAL BORDER STATION
	Max Load	117 E ST BAYFRONT TROLLEY STATION
11:45	Total	426
	Max On	95 OLD TOWN TRANSIT CENTER
	Max Off	110 INTERNATIONAL BORDER STATION
	Max Load	165 PALM CITY STATION
12:00	Total	373
	Max On	73 OLD TOWN TRANSIT CENTER
	Max Off	102 INTERNATIONAL BORDER STATION
	Max Load	164 PALM CITY STATION
12:15	Total	398
	Max On	100 OLD TOWN TRANSIT CENTER
	Max Off	75 INTERNATIONAL BORDER STATION
	Max Load	153 PALOMAR ST TROLLEY STATION
12:30	Total	352
	Max On	55 H ST TROLLEY STATION
	Max Off	77 INTERNATIONAL BORDER STATION
	Max Load	140 PALOMAR ST TROLLEY STATION
12:45	Total	313
	Max On	95 OLD TOWN TRANSIT CENTER
	Max Off	83 INTERNATIONAL BORDER STATION
	Max Load	147 H ST TROLLEY STATION
13:00	Total	523
	Max On	105 OLD TOWN TRANSIT CENTER
	Max Off	148 INTERNATIONAL BORDER STATION
	Max Load	193 PALM CITY STATION
13:15	Total	418
	Max On	125 OLD TOWN TRANSIT CENTER
	Max Off	121 INTERNATIONAL BORDER STATION
	Max Load	163 E ST BAYFRONT TROLLEY STATION
13:30	Total	629
	Max On	93 OLD TOWN TRANSIT CENTER
	Max Off	142 INTERNATIONAL BORDER STATION
	Max Load	214 PALM CITY STATION
13:45	Total	562
	Max On	135 CITY COLLEGE STATION
	Max Off	156 INTERNATIONAL BORDER STATION
	Max Load	275 MARKET & 12TH ST STATION
14:00	Total	455
	Max On	82 OLD TOWN TRANSIT CENTER
	Max Off	146 INTERNATIONAL BORDER STATION
	Max Load	165 PALOMAR ST TROLLEY STATION
14:15	Total	428
	Max On	116 OLD TOWN TRANSIT CENTER
	Max Off	136 INTERNATIONAL BORDER STATION
	Max Load	189 24TH ST TROLLEY STATION & (NATIONAL CITY)
14:18	Total	257
	Max On	43 12TH & IMPERIAL STATION
	Max Off	99 INTERNATIONAL BORDER STATION
	Max Load	151 PALOMAR ST TROLLEY STATION
14:30	Total	529
	Max On	136 OLD TOWN TRANSIT CENTER
	Max Off	152 INTERNATIONAL BORDER STATION
	Max Load	199 PACIFIC FLEET -32ND ST STATION
14:33	Total	196
	Max On	25 CITY COLLEGE STATION
	Max Off	72 INTERNATIONAL BORDER STATION
	Max Load	99 E ST BAYFRONT TROLLEY STATION
14:45	Total	609
	Max On	157 OLD TOWN TRANSIT CENTER
	Max Off	177 INTERNATIONAL BORDER STATION

Max Load	303 8TH ST TROLLEY STATION & (NATIONAL CITY)
14:48 Total	276
Max On	84 CITY COLLEGE STATION
Max Off	73 INTERNATIONAL BORDER STATION
Max Load	135 PACIFIC FLEET -32ND ST STATION
15:00 Total	512
Max On	144 OLD TOWN TRANSIT CENTER
Max Off	159 INTERNATIONAL BORDER STATION
Max Load	211 8TH ST TROLLEY STATION & (NATIONAL CITY)
15:03 Total	441
Max On	101 CITY COLLEGE STATION
Max Off	187 INTERNATIONAL BORDER STATION
Max Load	190 BEYER ST TROLLEY STATION
15:15 Total	503
Max On	155 OLD TOWN TRANSIT CENTER
Max Off	129 INTERNATIONAL BORDER STATION
Max Load	203 8TH ST TROLLEY STATION & (NATIONAL CITY)
15:18 Total	409
Max On	69 IRIS AV TROLLEY STATION
Max Off	235 INTERNATIONAL BORDER STATION
Max Load	261 BEYER ST TROLLEY STATION
15:30 Total	425
Max On	122 OLD TOWN TRANSIT CENTER
Max Off	164 INTERNATIONAL BORDER STATION
Max Load	189 PALM CITY STATION
15:33 Total	205
Max On	30 CITY COLLEGE STATION
Max Off	70 INTERNATIONAL BORDER STATION
Max Load	96 MARKET & 12TH ST STATION
15:45 Total	356
Max On	164 OLD TOWN TRANSIT CENTER
Max Off	106 INTERNATIONAL BORDER STATION
Max Load	190 AMERICAN PLAZA
15:48 Total	519
Max On	69 CITY COLLEGE STATION
Max Off	228 INTERNATIONAL BORDER STATION
Max Load	261 PALOMAR ST TROLLEY STATION
16:00 Total	377
Max On	130 OLD TOWN TRANSIT CENTER
Max Off	118 INTERNATIONAL BORDER STATION
Max Load	193 12TH & IMPERIAL STATION
16:03 Total	312
Max On	60 AMERICAN PLAZA
Max Off	142 INTERNATIONAL BORDER STATION
Max Load	159 IRIS AV TROLLEY STATION
16:15 Total	502
Max On	149 OLD TOWN TRANSIT CENTER
Max Off	187 INTERNATIONAL BORDER STATION
Max Load	228 PACIFIC FLEET -32ND ST STATION
16:18 Total	272
Max On	51 CITY COLLEGE STATION
Max Off	117 INTERNATIONAL BORDER STATION
Max Load	150 H ST TROLLEY STATION
16:22 Total	337
Max On	59 OLD TOWN TRANSIT CENTER
Max Off	74 INTERNATIONAL BORDER STATION
Max Load	184 MARKET & 12TH ST STATION
16:30 Total	680
Max On	175 OLD TOWN TRANSIT CENTER
Max Off	238 INTERNATIONAL BORDER STATION
Max Load	346 CROSBY ST TROLLEY STATION & (BARRIO LOGAN)
16:33 Total	486
Max On	88 CIVIC CENTER STATION
Max Off	210 INTERNATIONAL BORDER STATION
Max Load	253 PALOMAR ST TROLLEY STATION
16:37 Total	381

	Max On	47 CIVIC CENTER STATION
	Max Off	102 INTERNATIONAL BORDER STATION
	Max Load	170 E ST BAYFRONT TROLLEY STATION
16:45	Total	612
	Max On	148 OLD TOWN TRANSIT CENTER
	Max Off	158 INTERNATIONAL BORDER STATION
	Max Load	280 24TH ST TROLLEY STATION & (NATIONAL CITY)
16:52	Total	357
	Max On	47 OLD TOWN TRANSIT CENTER
	Max Off	102 INTERNATIONAL BORDER STATION
	Max Load	156 12TH & IMPERIAL STATION
17:00	Total	348
	Max On	60 12TH & IMPERIAL STATION
	Max Off	105 INTERNATIONAL BORDER STATION
	Max Load	196 PACIFIC FLEET -32ND ST STATION
17:07	Total	304
	Max On	27 CIVIC CENTER STATION
	Max Off	87 INTERNATIONAL BORDER STATION
	Max Load	120 PALM CITY STATION
17:15	Total	410
	Max On	94 OLD TOWN TRANSIT CENTER
	Max Off	135 INTERNATIONAL BORDER STATION
	Max Load	232 CROSBY ST TROLLEY STATION & (BARRIO LOGAN)
17:30	Total	330
	Max On	92 OLD TOWN TRANSIT CENTER
	Max Off	125 INTERNATIONAL BORDER STATION
	Max Load	156 8TH ST TROLLEY STATION & (NATIONAL CITY)
17:45	Total	575
	Max On	120 OLD TOWN TRANSIT CENTER
	Max Off	209 INTERNATIONAL BORDER STATION
	Max Load	269 PALOMAR ST TROLLEY STATION
18:00	Total	535
	Max On	159 OLD TOWN TRANSIT CENTER
	Max Off	197 INTERNATIONAL BORDER STATION
	Max Load	280 PALOMAR ST TROLLEY STATION
18:15	Total	277
	Max On	93 OLD TOWN TRANSIT CENTER
	Max Off	84 INTERNATIONAL BORDER STATION
	Max Load	142 CROSBY ST TROLLEY STATION & (BARRIO LOGAN)
18:30	Total	335
	Max On	91 OLD TOWN TRANSIT CENTER
	Max Off	124 INTERNATIONAL BORDER STATION
	Max Load	163 PACIFIC FLEET -32ND ST STATION
18:45	Total	286
	Max On	90 OLD TOWN TRANSIT CENTER
	Max Off	81 INTERNATIONAL BORDER STATION
	Max Load	126 24TH ST TROLLEY STATION & (NATIONAL CITY)
19:00	Total	242
	Max On	41 OLD TOWN TRANSIT CENTER
	Max Off	86 INTERNATIONAL BORDER STATION
	Max Load	124 E ST BAYFRONT TROLLEY STATION
19:15	Total	298
	Max On	91 OLD TOWN TRANSIT CENTER
	Max Off	96 INTERNATIONAL BORDER STATION
	Max Load	146 8TH ST TROLLEY STATION & (NATIONAL CITY)
19:30	Total	187
	Max On	48 OLD TOWN TRANSIT CENTER
	Max Off	57 INTERNATIONAL BORDER STATION
	Max Load	77 MARKET & 12TH ST STATION
19:45	Total	234
	Max On	55 OLD TOWN TRANSIT CENTER
	Max Off	71 INTERNATIONAL BORDER STATION
	Max Load	88 E ST BAYFRONT TROLLEY STATION
20:15	Total	314
	Max On	76 OLD TOWN TRANSIT CENTER
	Max Off	107 INTERNATIONAL BORDER STATION
	Max Load	159 PALOMAR ST TROLLEY STATION

20:45	Total	354
	Max On	99 OLD TOWN TRANSIT CENTER
	Max Off	90 INTERNATIONAL BORDER STATION
	Max Load	176 CROSBY ST TROLLEY STATION & (BARRIO LOGAN)
21:15	Total	277
	Max On	88 OLD TOWN TRANSIT CENTER
	Max Off	72 INTERNATIONAL BORDER STATION
	Max Load	126 CROSBY ST TROLLEY STATION & (BARRIO LOGAN)
21:45	Total	234
	Max On	65 OLD TOWN TRANSIT CENTER
	Max Off	62 INTERNATIONAL BORDER STATION
	Max Load	128 CROSBY ST TROLLEY STATION & (BARRIO LOGAN)
22:15	Total	192
	Max On	60 OLD TOWN TRANSIT CENTER
	Max Off	63 INTERNATIONAL BORDER STATION
	Max Load	93 PACIFIC FLEET -32ND ST STATION
22:45	Total	168
	Max On	46 OLD TOWN TRANSIT CENTER
	Max Off	59 INTERNATIONAL BORDER STATION
	Max Load	97 HARBORSIDE - 28TH ST STATION
23:15	Total	124
	Max On	38 OLD TOWN TRANSIT CENTER
	Max Off	29 INTERNATIONAL BORDER STATION
	Max Load	64 CROSBY ST TROLLEY STATION & (BARRIO LOGAN)
23:45	Total	96
	Max On	34 OLD TOWN TRANSIT CENTER
	Max Off	41 INTERNATIONAL BORDER STATION
	Max Load	52 PACIFIC FLEET -32ND ST STATION
24:15:00	Total	15
	Max On	15 OLD TOWN TRANSIT CENTER
	Max Off	15 SANTA FE DEPOT
	Max Load	15 WASHINGTON ST STATION
24:45:00	Total	13
	Max On	13 OLD TOWN TRANSIT CENTER
	Max Off	10 SANTA FE DEPOT
	Max Load	13 WASHINGTON ST STATION

Starting Terminal Time		Passengers Stop	Row	Max Load	AM	PM	Row	Max Load	AM	PM
					Max Load	Max Load			Max Load	Max Load
4:35	Total	49	12	32	51	34	371	17	39	52
	Max On	9 DEEP DELL RD & PARADISE VALLEY RD	17	22	Above Seating		376	25	Above Seating	
	Max Off	11 12TH & IMPERIAL STATION	22	31	3	0	381	39	0	4
	Max Load	32 LOGAN AV & EVANS ST	27	29	Above Standing		386	16	Above Standing	
			32	36	0	0	391	21	0	0
4:55	Total	38	37	25			396	33		
	Max On	5 DEEP DELL RD & PARADISE VALLEY RD	42	51			401	24		
	Max Off	8 12TH & IMPERIAL STATION	47	22			406	28		
	Max Load	22 NATIONAL AV & 28TH ST	52	36			411	15		
			57	17			416	25		
5:15	Total	55	62	34			421	16		
	Max On	5 NATIONAL AV & 35TH ST	67	49			426	19		
	Max Off	12 SDSU	72	37			431	19		
	Max Load	31 NATIONAL AV & 28TH ST	77	39			436	13		
			82	47			441	20		
5:25	Total	32	87	41			446	33		
	Max On	9 NATIONAL AV & 35TH ST	92	28			451	16		
	Max Off	12 NATIONAL AV & 28TH ST	97	31			456	21		
	Max Load	29 NATIONAL AV & 33RD ST	102	17			461	29		
			107	27			466	19		
5:35	Total	62	112	16			471	22		
	Max On	6 DEEP DELL RD & PARADISE VALLEY RD	117	13			476	37		
	Max Off	15 12TH & IMPERIAL STATION	122	19			481	26		
	Max Load	36 IMPERIAL AV & 16TH ST	127	21			486	22		
			132	36			491	24		
5:45	Total	45	137	34			496	28		
	Max On	5 DEEP DELL RD & PARADISE VALLEY RD	142	37			501	28		
	Max Off	10 BROADWAY & 9TH AV	147	22			506	29		
	Max Load	25 IMPERIAL AV & 16TH ST	152	31			511	22		
			157	19			516	20		
5:55	Total	83	162	24			521	28		
	Max On	10 DEEP DELL RD & PARADISE VALLEY RD	167	24			526	45		
	Max Off	15 12TH & IMPERIAL STATION	172	22			531	32		
	Max Load	51 NATIONAL AV & 28TH ST	177	27			536	29		
			182	27			541	31		
6:05	Total	42	187	25			546	19		
	Max On	4 43RD ST & NATIONAL AV	192	20			551	33		
	Max Off	7 SDSU	197	29			556	48		
	Max Load	22 NATIONAL AV & 28TH ST	202	27			561	47		
			207	24			566	21		
6:13	Total	48	212	32			571	32		
	Max On	9 DEEP DELL RD & PARADISE VALLEY RD	217	19			576	22		
	Max Off	20 12TH & IMPERIAL STATION	222	18			581	28		
	Max Load	36 NATIONAL AV & 35TH ST	227	20			586	17		
			232	21			591	33		
6:20	Total	51	237	24			596	18		
	Max On	4 NATIONAL AV & 35TH ST	242	20			601	52		
	Max Off	12 SDSU	247	27			606	23		
	Max Load	17 ADAMS AV & 39TH ST	252	25			611	28		
			257	27			616	26		
6:28	Total	56	262	19			621	32		
	Max On	7 43RD ST & NATIONAL AV	267	32			626	14		
	Max Off	15 12TH & IMPERIAL STATION	272	34			631	32		
	Max Load	34 NATIONAL AV & 29TH ST	277	23			636	33		
			282	20			641	29		
6:35	Total	73	287	23			646	17		
	Max On	13 43RD ST & NATIONAL AV	292	26			651	37		
	Max Off	22 NATIONAL AV & 29TH ST	297	31			656	21		
	Max Load	49 NATIONAL AV & 33RD ST	302	27			661	26		
			307	14			666	22		
6:43	Total	55	312	22			671	22		
	Max On	11 DEEP DELL RD & PARADISE VALLEY RD	317	12			676	17		
	Max Off	21 12TH & IMPERIAL STATION	322	24			681	33		
	Max Load	37 LOGAN AV & EVANS ST	327	9			686	18		
			332	11			691	33		
6:50	Total	74	337	19			696	15		
	Max On	10 NATIONAL AV & 38TH ST	342	18			701	20		
	Max Off	19 12TH & IMPERIAL STATION	347	12			706	18		
	Max Load	39 IMPERIAL AV & 16TH ST	352	14			711	22		
			357	12			716	30		
6:58	Total	84	362	8			721	30		
	Max On	15 MEADOWBROOK & SKYLINE DR					726	18		
	Max Off	20 SKYLINE DR & 69TH ST					731	29		
	Max Load	47 NATIONAL AV & 33RD ST					736	21		
							741	26		
7:05	Total	112								
	Max On	12 DEEP DELL RD & PARADISE VALLEY RD								
	Max Off	20 12TH & IMPERIAL STATION								
	Max Load	41 LOGAN AV & EVANS ST								
7:13	Total	48								
	Max On	13 DEEP DELL RD & PARADISE VALLEY RD								
	Max Off	17 12TH & IMPERIAL STATION								
	Max Load	28 LOGAN AV & COMMERCIAL AV								
7:20	Total	58								
	Max On	8 NATIONAL AV & 38TH ST								

Max Off	9 12TH & IMPERIAL STATION
Max Load	31 NATIONAL & 27TH ST
7:28 Total	36
Max On	6 DEEP DELL RD & PARADISE VALLEY RD
Max Off	8 12TH & IMPERIAL STATION
Max Load	17 LOGAN AV & EVANS ST
7:35 Total	70
Max On	6 LOGAN AV & SAMPSON ST
Max Off	9 SDSU
Max Load	27 LOGAN AV & EVANS ST
7:43 Total	23
Max On	3 LOGAN AV & 46TH ST
Max Off	8 12TH & IMPERIAL STATION
Max Load	16 NATIONAL AV & 29TH ST
7:50 Total	48
Max On	5 BROADWAY & 1ST AV
Max Off	9 SDSU
Max Load	13 ADAMS AV & WILSON AV
7:58 Total	38
Max On	7 DEEP DELL RD & PARADISE VALLEY RD
Max Off	6 LOGAN AV & 47TH ST
Max Load	19 SKYLINE DR & DETROIT PL
8:05 Total	60
Max On	7 BROADWAY & 1ST AV
Max Off	11 SDSU
Max Load	21 NATIONAL AV & 35TH ST
8:20 Total	70
Max On	8 NATIONAL AV & 38TH ST
Max Off	12 12TH & IMPERIAL STATION
Max Load	36 LOGAN AV & CESAR CHAVEZ PKWY
8:35 Total	70
Max On	7 NATIONAL AV & 32ND ST
Max Off	13 12TH & IMPERIAL STATION
Max Load	34 NATIONAL AV & 31ST ST
8:50 Total	98
Max On	7 BROADWAY & 1ST AV
Max Off	15 12TH & IMPERIAL STATION
Max Load	37 NATIONAL AV & 29TH ST
9:05 Total	53
Max On	5 NATIONAL AV & 35TH ST
Max Off	10 SDSU
Max Load	22 NATIONAL AV & 29TH ST
9:20 Total	80
Max On	7 DEEP DELL RD & PARADISE VALLEY RD
Max Off	9 BROADWAY & 9TH AV
Max Load	31 NATIONAL AV & 33RD ST
9:35 Total	61
Max On	4 DEEP DELL RD & PARADISE VALLEY RD
Max Off	7 12TH & IMPERIAL STATION
Max Load	19 NATIONAL AV & 33RD ST
9:50 Total	81
Max On	7 BROADWAY & 1ST AV
Max Off	8 SDSU
Max Load	24 NATIONAL AV & 33RD ST
10:05 Total	61
Max On	7 DEEP DELL RD & PARADISE VALLEY RD
Max Off	14 12TH & IMPERIAL STATION
Max Load	24 LOGAN AV & CESAR CHAVEZ PKWY
10:20 Total	73
Max On	7 PARK BL & UNIVERSITY AV
Max Off	8 PARK BL & UNIVERSITY AV
Max Load	22 UNIVERSITY AV & RICHMOND ST
10:35 Total	86
Max On	10 IMPERIAL AV & 16TH ST
Max Off	13 12TH & IMPERIAL STATION
Max Load	27 12TH & IMPERIAL STATION
10:50 Total	65
Max On	8 LOGAN AV & 45TH ST
Max Off	13 12TH & IMPERIAL STATION
Max Load	27 LOGAN AV & SAMPSON ST
11:05 Total	84
Max On	7 NATIONAL AV & 35TH ST
Max Off	10 BROADWAY & 9TH AV
Max Load	25 NATIONAL AV & 32ND ST
11:20 Total	75
Max On	8 BROADWAY & 1ST AV

Max Off	6 SDSU
Max Load	20 LOGAN AV & EVANS ST
11:35 Total	77
Max On	5 NATIONAL AV & 38TH ST
Max Off	11 12TH & IMPERIAL STATION
Max Load	29 12TH & IMPERIAL STATION
11:50 Total	69
Max On	8 IMPERIAL AV & 16TH ST
Max Off	14 12TH & IMPERIAL STATION
Max Load	27 12TH & IMPERIAL STATION
12:05 Total	64
Max On	12 12TH & IMPERIAL STATION
Max Off	7 BROADWAY & 9TH AV
Max Load	24 PARK BLVD & 10TH AV
12:20 Total	81
Max On	9 NATIONAL AV & 35TH ST
Max Off	15 12TH & IMPERIAL STATION
Max Load	32 12TH & IMPERIAL STATION
12:35 Total	68
Max On	6 IMPERIAL AV & 16TH ST
Max Off	10 12TH & IMPERIAL STATION
Max Load	19 12TH & IMPERIAL STATION
12:50 Total	56
Max On	7 BROADWAY & 1ST AV
Max Off	5 12TH & IMPERIAL STATION
Max Load	18 NATIONAL AV & 29TH ST
13:05 Total	78
Max On	6 UNIVERSITY AV & 5TH AV
Max Off	7 BROADWAY & 4TH AV
Max Load	20 UNIVERSITY AV & 10TH AV
13:20 Total	80
Max On	10 BROADWAY & 1ST AV
Max Off	7 12TH & IMPERIAL STATION
Max Load	21 PARK BL & LINCOLN AV
13:35 Total	88
Max On	9 IMPERIAL AV & 16TH ST
Max Off	10 12TH & IMPERIAL STATION
Max Load	24 12TH & IMPERIAL STATION
13:50 Total	75
Max On	9 NATIONAL AV & 38TH ST
Max Off	14 12TH & IMPERIAL STATION
Max Load	20 NATIONAL AV & 28TH ST
14:05 Total	105
Max On	14 PARK BL & UNIVERSITY AV
Max Off	12 12TH & IMPERIAL STATION
Max Load	27 PARK BL & LINCOLN AV
14:20 Total	103
Max On	18 SKYLINE DR & 69TH ST
Max Off	11 OLVERA AV & EUCLID AV
Max Load	25 NATIONAL AV & 29TH ST
14:35 Total	88
Max On	12 SKYLINE DR & OZZIE WY
Max Off	12 OLVERA AV & EUCLID AV
Max Load	27 OLVERA AV & LAS FLORES TER
14:50 Total	96
Max On	8 12TH & IMPERIAL STATION
Max Off	8 12TH & IMPERIAL STATION
Max Load	19 SKYLINE DR & RADIO DR
15:05 Total	91
Max On	9 PARK BLVD & 10TH AV
Max Off	7 BROADWAY & 9TH AV
Max Load	32 PARK BL & LINCOLN AV
15:17 Total	90
Max On	14 BROADWAY & 1ST AV
Max Off	8 SDSU
Max Load	34 1ST AV & C ST
15:20 Total	81
Max On	10 BROADWAY & 1ST AV
Max Off	10 OLVERA AV & EUCLID AV
Max Load	23 UNIVERSITY AV & VERMONT WY
15:50 Total	62
Max On	6 DEEP DELL RD & PARADISE VALLEY RD
Max Off	11 12TH & IMPERIAL STATION
Max Load	20 NATIONAL AV & 31ST ST
16:05 Total	73
Max On	9 DEEP DELL RD & PARADISE VALLEY RD

Max Off	5 LOGAN AV & I-5 (RAMP)
Max Load	23 NATIONAL AV & 35TH ST
16:20 Total	85
Max On	10 1ST AV & ASH ST
Max Off	6 12TH & IMPERIAL STATION
Max Load	26 UNIVERSITY AV & 8TH AV
16:35 Total	64
Max On	7 BROADWAY & 1ST AV
Max Off	5 PARK BL & UNIVERSITY AV
Max Load	31 UNIVERSITY AV & 10TH AV
16:50 Total	69
Max On	8 BROADWAY & 1ST AV
Max Off	6 ADAMS AV & 35TH ST
Max Load	27 1ST AV & CEDAR ST
17:05 Total	59
Max On	8 SKYLINE DR & RADIO DR
Max Off	5 IMPERIAL AV & 16TH ST
Max Load	14 SKYLINE DR & 58TH ST
17:20 Total	69
Max On	7 LOGAN AV & SAMPSON ST
Max Off	9 1ST AV & ELM ST
Max Load	22 1ST AV & CEDAR ST
17:35 Total	37
Max On	4 12TH & IMPERIAL STATION
Max Off	4 12TH & IMPERIAL STATION
Max Load	12 NATIONAL AV & 29TH ST
17:50 Total	55
Max On	8 12TH & IMPERIAL STATION
Max Off	8 1ST AV & ELM ST
Max Load	24 1ST AV & C ST
18:05 Total	37
Max On	4 DEEP DELL RD & PARADISE VALLEY RD
Max Off	6 12TH & IMPERIAL STATION
Max Load	9 1ST AV & CEDAR ST
18:20 Total	41
Max On	5 12TH & IMPERIAL STATION
Max Off	7 12TH & IMPERIAL STATION
Max Load	11 1ST AV & C ST
18:50 Total	43
Max On	7 DEEP DELL RD & PARADISE VALLEY RD
Max Off	4 SDSU
Max Load	19 1ST AV & C ST
19:20 Total	41
Max On	6 BROADWAY & 1ST AV
Max Off	6 PARK BL & UNIVERSITY AV
Max Load	18 UNIVERSITY AV & RICHMOND ST
19:50 Total	33
Max On	4 11TH AV & MARKET ST
Max Off	3 LOGAN AV & CESAR CHAVEZ PKWY
Max Load	12 PARK BL & LINCOLN AV
20:20 Total	34
Max On	5 UNIVERSITY AV & 5TH AV
Max Off	5 SDSU
Max Load	14 ADAMS AV & GEORGIA ST
21:20 Total	34
Max On	6 BROADWAY & 1ST AV
Max Off	6 12TH & IMPERIAL STATION
Max Load	12 PARK BL & UNIVERSITY AV
22:20 Total	20
Max On	4 NATIONAL AV & 41ST ST
Max Off	4 SDSU
Max Load	8 BROADWAY & 1ST AV

Direction: Southbound

Starting Terminal Time Passengers Stop

4:55 Total	39
Max On	4 ADAMS AV & HAWLEY BL
Max Off	6 PARK BL & UNIVERSITY AV
Max Load	17 ADAMS AV & PANORAMA DR (E)
5:25 Total	50
Max On	12 OLVERA AV & EUCLID AV
Max Off	18 SKYLINE DR & 69TH ST
Max Load	25 SKYLINE DR & OZZIE WY
5:45 Total	64
Max On	8 43RD ST & NATIONAL AV
Max Off	23 SKYLINE DR & 69TH ST

Max Load	39 SKYLINE DR & OZZIE WY
6:00 Total	56
Max On	11 2ND AV & BEECH ST
Max Off	8 SKYLINE DR & 61ST ST
Max Load	16 OLVERA AV & SAN ONOFRE TER
6:20 Total	63
Max On	7 12TH & IMPERIAL STATION
Max Off	6 BROADWAY & 3RD AV
Max Load	21 BROADWAY & 8TH AV
6:35 Total	70
Max On	8 12TH & IMPERIAL STATION
Max Off	7 PARK BL & UNIVERSITY AV
Max Load	33 PARK BL & LINCOLN AV
6:50 Total	66
Max On	10 ADAMS AV & 33RD ST
Max Off	5 ADAMS AV & 30TH ST
Max Load	24 2ND AV & ELM ST
7:05 Total	77
Max On	6 12TH & IMPERIAL STATION
Max Off	10 PARK BL & UNIVERSITY AV
Max Load	28 2ND AV & BEECH ST
7:20 Total	53
Max On	4 ADAMS AV & 30TH ST
Max Off	6 FRONT ST & B ST
Max Load	15 1ST AV & WALNUT AV
7:35 Total	55
Max On	6 ADAMS AV & HAWLEY BL
Max Off	8 PARK BL & UNIVERSITY AV
Max Load	25 PARK BL & MEADE AV
7:50 Total	42
Max On	7 12TH & IMPERIAL STATION
Max Off	6 BROADWAY & 3RD AV
Max Load	16 UNIVERSITY AV & NORMAL ST
8:05 Total	64
Max On	7 ADAMS AV & 33RD ST
Max Off	5 UNIVERSITY AV & 6TH AV
Max Load	19 PARK BL & MONROE AV
8:20 Total	57
Max On	8 12TH & IMPERIAL STATION
Max Off	4 BROADWAY & 3RD AV
Max Load	19 1ST AV & THORN ST
8:35 Total	56
Max On	5 ADAMS AV & CHEROKEE AV
Max Off	4 UNIVERSITY AV & 6TH AV
Max Load	13 ADAMS AV & OREGON ST
8:50 Total	64
Max On	9 SDSU
Max Off	8 BROADWAY & 3RD AV
Max Load	20 2ND AV & ASH ST
9:05 Total	78
Max On	14 12TH & IMPERIAL STATION
Max Off	5 NATIONAL AV & 35TH ST
Max Load	33 IMPERIAL AV & 16TH ST
9:20 Total	59
Max On	7 12TH & IMPERIAL STATION
Max Off	6 BROADWAY & 3RD AV
Max Load	16 IMPERIAL AV & 16TH ST
9:35 Total	54
Max On	5 BROADWAY & 5TH AV
Max Off	5 IMPERIAL AV & 16TH ST
Max Load	21 IMPERIAL AV & 16TH ST
9:50 Total	79
Max On	10 12TH & IMPERIAL STATION
Max Off	7 BROADWAY & 3RD AV
Max Load	29 LOGAN AV & CESAR E CHAVEZ PKWY (at park)
10:05 Total	59
Max On	7 SDSU
Max Off	8 IMPERIAL AV & 16TH ST
Max Load	19 FRONT ST & B ST
10:20 Total	67
Max On	9 BROADWAY & 3RD AV
Max Off	6 BROADWAY & 3RD AV
Max Load	22 LOGAN AV & BEARDSLEY ST
10:35 Total	102
Max On	13 BROADWAY & 3RD AV
Max Off	9 12TH & IMPERIAL STATION

Max Load	37 10TH AV & F ST
10:50 Total	66
Max On	13 12TH & IMPERIAL STATION
Max Off	6 IMPERIAL AV & 16TH ST
Max Load	26 IMPERIAL AV & 16TH ST
11:05 Total	85
Max On	7 BROADWAY & 5TH AV
Max Off	6 BROADWAY & 8TH AV
Max Load	22 NATIONAL AV & 29TH ST
11:20 Total	69
Max On	12 12TH & IMPERIAL STATION
Max Off	9 BROADWAY & 10TH AV
Max Load	24 IMPERIAL AV & 16TH ST
11:35 Total	93
Max On	18 12TH & IMPERIAL STATION
Max Off	8 BROADWAY & 3RD AV
Max Load	28 IMPERIAL AV & 16TH ST
11:50 Total	70
Max On	11 PARK BL & UNIVERSITY AV
Max Off	8 UNIVERSITY AV & 6TH AV
Max Load	28 UNIVERSITY AV & 9TH AV
12:05 Total	79
Max On	11 NATIONAL AV & 32ND ST
Max Off	8 SKYLINE DR & 69TH ST
Max Load	29 IMPERIAL AV & 16TH ST
12:20 Total	82
Max On	15 12TH & IMPERIAL STATION
Max Off	4 UNIVERSITY AV & VERMONT WY
Max Load	22 LOGAN AV & CESAR E CHAVEZ PKWY (at park)
12:35 Total	82
Max On	10 12TH & IMPERIAL STATION
Max Off	9 BROADWAY & 3RD AV
Max Load	20 NATIONAL AV & 30TH ST
12:50 Total	94
Max On	24 12TH & IMPERIAL STATION
Max Off	11 MEADOWBROOK & SKYLINE DR
Max Load	28 IMPERIAL AV & 16TH ST
13:05 Total	86
Max On	15 12TH & IMPERIAL STATION
Max Off	7 12TH & IMPERIAL STATION
Max Load	45 IMPERIAL AV & 16TH ST
13:20 Total	83
Max On	13 12TH & IMPERIAL STATION
Max Off	7 DEEP DELL RD & PARADISE VALLEY RD
Max Load	32 IMPERIAL AV & 16TH ST
13:35 Total	58
Max On	12 SDSU
Max Off	7 DEEP DELL RD & PARADISE VALLEY RD
Max Load	29 IMPERIAL AV & 16TH ST
13:50 Total	90
Max On	10 BROADWAY & 3RD AV
Max Off	15 BROADWAY & 3RD AV
Max Load	31 IMPERIAL AV & 16TH ST
14:02 Total	41
Max On	13 SKYLINE DR & 69TH ST
Max Off	9 DEEP DELL RD & PARADISE VALLEY RD
Max Load	19 SKYLINE DR & BUCCANEER DR
14:05 Total	78
Max On	12 12TH & IMPERIAL STATION
Max Off	7 IMPERIAL AV & 16TH ST
Max Load	33 NATIONAL AV & 30TH ST
14:17 Total	63
Max On	28 NATIONAL AV & 29TH ST
Max Off	11 NATIONAL AV & 38TH ST
Max Load	48 NATIONAL AV & 30TH ST
14:20 Total	91
Max On	19 12TH & IMPERIAL STATION
Max Off	10 NATIONAL AV & 35TH ST
Max Load	47 IMPERIAL AV & 16TH ST
14:32 Total	32
Max On	5 12TH & IMPERIAL STATION
Max Off	7 NATIONAL AV & 38TH ST
Max Load	21 NATIONAL AV & 33RD ST
14:35 Total	83
Max On	15 SDSU
Max Off	8 UNIVERSITY AV & 4TH AV

Max Load	32 IMPERIAL AV & 16TH ST
14:47 Total	28
Max On	20 12TH & IMPERIAL STATION
Max Off	4 NATIONAL AV & 38TH ST
Max Load	22 LOGAN AV & SIGSBEE ST
14:50 Total	81
Max On	11 12TH & IMPERIAL STATION
Max Off	5 BROADWAY & 3RD AV
Max Load	28 IMPERIAL AV & 16TH ST
15:02 Total	28
Max On	12 12TH & IMPERIAL STATION
Max Off	3 SKYLINE DR & OZZIE WY
Max Load	17 NATIONAL AV & 27TH ST
15:05 Total	92
Max On	10 BROADWAY & 3RD AV
Max Off	11 BROADWAY & 3RD AV
Max Load	33 IMPERIAL AV & 16TH ST
15:17 Total	40
Max On	17 12TH & IMPERIAL STATION
Max Off	4 DEEP DELL RD & PARADISE VALLEY RD
Max Load	18 LOGAN AV & BEARDSLEY ST
15:20 Total	100
Max On	13 BROADWAY & 10TH AV
Max Off	8 DEEP DELL RD & PARADISE VALLEY RD
Max Load	52 IMPERIAL AV & 16TH ST
15:32 Total	44
Max On	17 12TH & IMPERIAL STATION
Max Off	6 DEEP DELL RD & PARADISE VALLEY RD
Max Load	23 NATIONAL AV & 31ST ST
15:35 Total	81
Max On	11 BROADWAY & 3RD AV
Max Off	9 BROADWAY & 3RD AV
Max Load	28 IMPERIAL AV & 16TH ST
15:47 Total	36
Max On	24 12TH & IMPERIAL STATION
Max Off	4 SKYLINE DR & O MEARA ST
Max Load	26 NATIONAL AV & 30TH ST
15:50 Total	74
Max On	11 BROADWAY & 3RD AV
Max Off	4 ADAMS AV & 30TH ST
Max Load	32 BROADWAY & 10TH AV
16:02 Total	28
Max On	11 12TH & IMPERIAL STATION
Max Off	5 LOGAN AV & SAMPSON ST
Max Load	14 LOGAN AV & EVANS ST
16:05 Total	77
Max On	17 12TH & IMPERIAL STATION
Max Off	5 BROADWAY & 3RD AV
Max Load	32 NATIONAL AV & 30TH ST
16:17 Total	40
Max On	33 12TH & IMPERIAL STATION
Max Off	6 DEEP DELL RD & PARADISE VALLEY RD
Max Load	33 IMPERIAL AV & 16TH ST
16:20 Total	72
Max On	13 BROADWAY & 3RD AV
Max Off	4 ADAMS AV & 30TH ST
Max Load	29 LOGAN AV & EVANS ST
16:32 Total	28
Max On	7 12TH & IMPERIAL STATION
Max Off	4 NATIONAL AV & 38TH ST
Max Load	17 NATIONAL AV & 33RD ST
16:35 Total	77
Max On	19 12TH & IMPERIAL STATION
Max Off	7 NATIONAL AV & 38TH ST
Max Load	37 LOGAN AV & CESAR E CHAVEZ PKWY (at park)
16:47 Total	25
Max On	9 12TH & IMPERIAL STATION
Max Off	7 43RD ST & NATIONAL AV
Max Load	21 NATIONAL AV & 37TH ST
16:50 Total	52
Max On	9 BROADWAY & 3RD AV
Max Off	4 43RD ST & NATIONAL AV
Max Load	26 IMPERIAL AV & 16TH ST
17:02 Total	32
Max On	19 12TH & IMPERIAL STATION
Max Off	4 LOGAN AV & SAMPSON ST

Max Load	22 LOGAN AV & CESAR E CHAVEZ PKWY (at park)
17:05 Total	67
Max On	12 12TH & IMPERIAL STATION
Max Off	4 43RD ST & NATIONAL AV
Max Load	22 LOGAN AV & CESAR E CHAVEZ PKWY (at park)
17:17 Total	30
Max On	10 12TH & IMPERIAL STATION
Max Off	5 43RD ST & NATIONAL AV
Max Load	17 NATIONAL AV & 35TH ST
17:20 Total	79
Max On	12 SDSU
Max Off	17 NATIONAL AV & 38TH ST
Max Load	33 NATIONAL AV & 30TH ST
17:32 Total	21
Max On	11 12TH & IMPERIAL STATION
Max Off	2 LOGAN AV & SAMPSON ST
Max Load	18 NATIONAL AV & 27TH ST
17:35 Total	70
Max On	17 SDSU
Max Off	4 ADAMS AV & 33RD ST
Max Load	33 IMPERIAL AV & 16TH ST
17:47 Total	22
Max On	12 12TH & IMPERIAL STATION
Max Off	8 NATIONAL AV & 38TH ST
Max Load	15 LOGAN AV & CESAR E CHAVEZ PKWY (at park)
17:50 Total	53
Max On	14 SDSU
Max Off	4 BROADWAY & 3RD AV
Max Load	20 IMPERIAL AV & 16TH ST
18:05 Total	50
Max On	15 SDSU
Max Off	5 ADAMS AV & 30TH ST
Max Load	18 ADAMS AV & 32ND ST
18:20 Total	60
Max On	17 12TH & IMPERIAL STATION
Max Off	6 ADAMS AV & 33RD ST
Max Load	22 IMPERIAL AV & 16TH ST
18:50 Total	65
Max On	16 12TH & IMPERIAL STATION
Max Off	4 MEADOWBROOK & BROOKHAVEN RD
Max Load	30 IMPERIAL AV & 16TH ST
19:20 Total	57
Max On	14 12TH & IMPERIAL STATION
Max Off	4 BROADWAY & 3RD AV
Max Load	30 LOGAN AV & SIGSBEE ST
19:50 Total	39
Max On	10 12TH & IMPERIAL STATION
Max Off	4 PARADISE VALLEY & MEADOWBROOK DR
Max Load	18 LOGAN AV & EVANS ST
20:20 Total	48
Max On	15 SDSU
Max Off	4 DEEP DELL RD & PARADISE VALLEY RD
Max Load	29 LOGAN AV & CESAR E CHAVEZ PKWY (at park)
21:20 Total	53
Max On	15 12TH & IMPERIAL STATION
Max Off	5 12TH & IMPERIAL STATION
Max Load	21 LOGAN AV & CESAR E CHAVEZ PKWY (at park)
22:20 Total	45
Max On	12 12TH & IMPERIAL STATION
Max Off	4 NATIONAL AV & 36TH ST
Max Load	26 IMPERIAL AV & 16TH ST

Capacity = 42 seating capacity or 60 with people standing

Row	Max Load	AM	PM
		Max Load	Max Load
291	9	39	47
296	9	Above Seating	
301	23	0	1
306	13	Above Standing	
311	20	0	0

4:52	Total	23	37	34	316	39
	Max On	11 IRIS AV TROLLEY STATION	42	18	321	9
	Max Off	6 3RD ST & I AVE	47	15	326	20
	Max Load	18 SILVER STRAND & RAINBOW DR	52	25	331	16
			57	25	336	21
5:07	Total	16	62	27	341	17
	Max On	5 IRIS AV TROLLEY STATION	67	14	346	30
	Max Off	3 12TH & IMPERIAL STATION	72	33	351	19
	Max Load	16 SILVER STRAND & CORONADO CAYS BL	77	23	356	16
			82	16	361	18
5:23	Total	19	87	34	366	13
	Max On	8 IRIS AV TROLLEY STATION	92	18	371	15
	Max Off	5 ORANGE AV & ADELLA AV	97	19	376	17
	Max Load	16 SILVER STRAND & RAINBOW DR	102	21	381	14
			107	14	386	8
5:47	Total	46	112	9	391	13
	Max On	13 IRIS AV TROLLEY STATION	117	6	396	22
	Max Off	11 12TH & IMPERIAL STATION	122	17	401	16
	Max Load	31 SILVER STRAND & NAS (MAIN GATE)	127	7	406	21
			132	14	411	13
6:02	Total	43	137	22	416	18
	Max On	9 IRIS AV TROLLEY STATION	142	11	421	23
	Max Off	4 SILVER STRAND & NAS (MAIN GATE)	147	18	426	19
	Max Load	34 SILVER STRAND & NAS (MAIN GATE)	152	17	431	16
			157	14	436	16
6:20	Total	21	162	5	441	25
	Max On	13 IRIS AV TROLLEY STATION	167	17	446	24
	Max Off	5 ORANGE AV & ADELLA AV	172	7	451	47
	Max Load	18 SILVER STRAND & LEYTE RD (N)	177	17	456	27
			182	30	461	29
6:35	Total	29	187	15	466	31
	Max On	14 IRIS AV TROLLEY STATION	192	12	471	23
	Max Off	4 12TH & IMPERIAL STATION	197	17	476	13
	Max Load	15 SILVER STRAND & RAINBOW DR	202	9	481	17
			207	24	486	15
6:50	Total	38	212	17	491	17
	Max On	16 IRIS AV TROLLEY STATION	217	14	496	7
	Max Off	6 ORANGE AV & ADELLA AV	222	18	501	15
	Max Load	25 SILVER STRAND & LEYTE RD (N)	227	10	506	14
			232	11	511	11
7:05	Total	46	237	13	516	16
	Max On	17 IRIS AV TROLLEY STATION	242	6	521	13
	Max Off	6 ORANGE AV & ADELLA AV	247	6	526	14
	Max Load	25 SILVER STRAND & NAS (MAIN GATE)	252	6	531	10
			257	5	536	4
7:20	Total	45	262	5	541	12
	Max On	23 IRIS AV TROLLEY STATION	267	5	546	10
	Max Off	9 ORANGE AV & ADELLA AV	272	6	551	5
	Max Load	27 SILVER STRAND & RAINBOW DR	277	2		
			282	2		
7:37	Total	26				
	Max On	6 IRIS AV TROLLEY STATION				
	Max Off	6 ORANGE AV & 7TH ST				
	Max Load	14 SILVER STRAND & AVD DE LAS ARENAS				
8:07	Total	48				
	Max On	20 IRIS AV TROLLEY STATION				
	Max Off	6 BROADWAY & 6TH AV				
	Max Load	33 SILVER STRAND & 7TH ST				
8:35	Total	40				
	Max On	13 IRIS AV TROLLEY STATION				
	Max Off	6 4TH ST & ALAMEDA BL (NASNI MAIN GATE)				
	Max Load	23 SILVER STRAND & CORONADO CAYS BL				
9:05	Total	35				
	Max On	12 IRIS AV TROLLEY STATION				
	Max Off	9 12TH & IMPERIAL STATION				
	Max Load	16 SILVER STRAND & RAINBOW DR				
9:35	Total	52				
	Max On	20 IRIS AV TROLLEY STATION				
	Max Off	8 SILVER STRAND & CORONADO CAYS BL				
	Max Load	34 SILVER STRAND & 7TH ST				
10:05	Total	35				
	Max On	6 IRIS AV TROLLEY STATION				
	Max Off	8 12TH & IMPERIAL STATION				
	Max Load	18 SILVER STRAND & LOEWS RESORT				
10:35	Total	50				
	Max On	9 IRIS AV TROLLEY STATION				

Max Off	13 12TH & IMPERIAL STATION
Max Load	19 NATIONAL AV & BEARDSLEY ST
11:05 Total	41
Max On	12 IRIS AV TROLLEY STATION
Max Off	11 12TH & IMPERIAL STATION
Max Load	21 NATIONAL AV & 16TH ST
11:35 Total	22
Max On	4 IRIS AV TROLLEY STATION
Max Off	7 12TH & IMPERIAL STATION
Max Load	14 NATIONAL AV & BEARDSLEY ST
11:50 Total	20
Max On	4 IRIS AV TROLLEY STATION
Max Off	5 12TH & IMPERIAL STATION
Max Load	9 4TH ST & ADELLA LN
12:05 Total	14
Max On	2 IRIS AV TROLLEY STATION
Max Off	4 12TH & IMPERIAL STATION
Max Load	6 IMPERIAL BEACH & FLORIDA ST
12:20 Total	36
Max On	7 IRIS AV TROLLEY STATION
Max Off	9 12TH & IMPERIAL STATION
Max Load	17 SILVER STRAND & LOEWS RESORT
12:35 Total	13
Max On	3 BROADWAY & 9TH AV
Max Off	3 BROADWAY & 6TH AV
Max Load	7 BROADWAY & 6TH AV
12:50 Total	26
Max On	6 IRIS AV TROLLEY STATION
Max Off	6 12TH & IMPERIAL STATION
Max Load	14 4TH ST & E AV
13:05 Total	33
Max On	11 ORANGE AV & ADELLA AV
Max Off	11 12TH & IMPERIAL STATION
Max Load	22 NATIONAL AV & CROSBY ST
13:20 Total	41
Max On	11 IRIS AV TROLLEY STATION
Max Off	7 PALM AV & 9TH ST
Max Load	11 IRIS AV & MONTEREY PARK DR
13:35 Total	32
Max On	5 CORONADO AV & SATURN BL
Max Off	6 12TH & IMPERIAL STATION
Max Load	18 4TH ST & ADELLA LN
13:50 Total	35
Max On	5 IRIS AV TROLLEY STATION
Max Off	11 12TH & IMPERIAL STATION
Max Load	17 NATIONAL AV & 16TH ST
14:05 Total	37
Max On	12 IRIS AV TROLLEY STATION
Max Off	6 12TH & IMPERIAL STATION
Max Load	14 NATIONAL AV & CROSBY ST
14:15 Total	17
Max On	4 IRIS AV TROLLEY STATION
Max Off	3 12TH & IMPERIAL STATION
Max Load	5 NATIONAL AV & CROSBY ST
14:25 Total	40
Max On	7 12TH & IMPERIAL STATION
Max Off	11 12TH & IMPERIAL STATION
Max Load	17 4TH ST & ADELLA LN
14:35 Total	14
Max On	4 IRIS AV TROLLEY STATION
Max Off	2 SILVER STRAND & AVD DEL SOL
Max Load	7 SILVER STRAND & 7TH ST
14:50 Total	30
Max On	4 4TH ST & PALM AV
Max Off	7 12TH & IMPERIAL STATION
Max Load	17 NATIONAL AV & CROSBY ST
15:04 Total	50
Max On	6 3RD ST & ORANGE AV
Max Off	16 12TH & IMPERIAL STATION
Max Load	30 NATIONAL AV & CROSBY ST
15:19 Total	46
Max On	13 IRIS AV TROLLEY STATION
Max Off	6 PALM AV & 9TH ST
Max Load	15 CORONADO AV & 25TH ST
15:29 Total	26
Max On	8 IRIS AV TROLLEY STATION

	Max Off	5 12TH & IMPERIAL STATION
	Max Load	12 4TH ST & ADELLA LN
15:39	Total	27
	Max On	5 4TH ST & PALM AV
	Max Off	6 NATIONAL AV & CROSBY ST
	Max Load	17 4TH ST & B AV
15:54	Total	15
	Max On	5 IRIS AV TROLLEY STATION
	Max Off	3 SILVER STRAND & AVD DEL SOL
	Max Load	9 SILVER STRAND & CORONADO CAYS BL
16:09	Total	50
	Max On	7 IRIS AV TROLLEY STATION
	Max Off	17 12TH & IMPERIAL STATION
	Max Load	24 4TH ST & ADELLA LN
16:39	Total	30
	Max On	4 IRIS AV TROLLEY STATION
	Max Off	7 12TH & IMPERIAL STATION
	Max Load	17 4TH ST & B AV
17:09	Total	24
	Max On	6 IRIS AV TROLLEY STATION
	Max Off	4 12TH & IMPERIAL STATION
	Max Load	14 4TH ST & B AV
17:44	Total	38
	Max On	13 IRIS AV TROLLEY STATION
	Max Off	5 12TH & IMPERIAL STATION
	Max Load	18 NATIONAL AV & CROSBY ST
18:14	Total	22
	Max On	10 IRIS AV TROLLEY STATION
	Max Off	3 IMPERIAL BEACH & 13TH ST
	Max Load	10 IRIS AV & MONTEREY PARK DR
18:44	Total	23
	Max On	5 IRIS AV TROLLEY STATION
	Max Off	4 12TH & IMPERIAL STATION
	Max Load	11 4TH ST & B AV
19:14	Total	17
	Max On	4 IRIS AV TROLLEY STATION
	Max Off	5 12TH & IMPERIAL STATION
	Max Load	13 4TH ST & ADELLA LN
19:42	Total	9
	Max On	1 IRIS AV TROLLEY STATION
	Max Off	3 12TH & IMPERIAL STATION
	Max Load	6 4TH ST & ADELLA LN
20:12	Total	13
	Max On	4 IRIS AV TROLLEY STATION
	Max Off	3 12TH & IMPERIAL STATION
	Max Load	6 ORANGE AV & 8TH ST
20:42	Total	9
	Max On	6 IRIS AV TROLLEY STATION
	Max Off	2 IMPERIAL BEACH & 13TH ST
	Max Load	6 IRIS AV & MONTEREY PARK DR
21:12	Total	7
	Max On	4 3RD ST & I AVE
	Max Off	4 12TH & IMPERIAL STATION
	Max Load	5 4TH ST & ALAMEDA BL (NASNI MAIN GATE)
21:42	Total	11
	Max On	4 IRIS AV TROLLEY STATION
	Max Off	4 BROADWAY & 9TH AV
	Max Load	5 SILVER STRAND & CORONADO CAYS BL
22:07	Total	8
	Max On	2 IRIS AV TROLLEY STATION
	Max Off	2 NATIONAL AV & CROSBY ST
	Max Load	5 4TH ST & ADELLA LN
22:37	Total	10
	Max On	5 IRIS AV TROLLEY STATION
	Max Off	3 BROADWAY & 9TH AV
	Max Load	6 PARK BLVD & 10TH AV
23:37	Total	3
	Max On	2 IRIS AV TROLLEY STATION
	Max Off	1 CORONADO AV & 25TH ST
	Max Load	2 IRIS AV & MONTEREY PARK DR
24:07:00	Total	4
	Max On	2 IRIS AV TROLLEY STATION
	Max Off	1 CORONADO AV & GREEN BAY ST
	Max Load	2 IRIS AV & MONTEREY PARK DR

Direction: Southbound

Starting Terminal Time Passengers Stop

5:19 Total	16
Max On	2 BROADWAY & 5TH AV
Max Off	9 IRIS AV TROLLEY STATION
Max Load	9 IRIS AV & 27TH ST
5:40 Total	18
Max On	3 12TH & IMPERIAL STATION
Max Off	9 IRIS AV TROLLEY STATION
Max Load	9 IRIS AV & MONTEREY PINE DR
5:56 Total	37
Max On	17 12TH & IMPERIAL STATION
Max Off	12 IRIS AV TROLLEY STATION
Max Load	23 POMONA AV & GLORIETTA BL
6:09 Total	24
Max On	5 12TH & IMPERIAL STATION
Max Off	5 IRIS AV TROLLEY STATION
Max Load	13 NATIONAL AV & 16TH ST
6:35 Total	37
Max On	13 12TH & IMPERIAL STATION
Max Off	8 IRIS AV TROLLEY STATION
Max Load	20 POMONA AV & GLORIETTA BL
7:06 Total	59
Max On	14 12TH & IMPERIAL STATION
Max Off	12 3RD ST & I AV
Max Load	39 POMONA AV & GLORIETTA BL
7:21 Total	22
Max On	7 12TH & IMPERIAL STATION
Max Off	5 NATIONAL AV & 16TH ST
Max Load	9 NATIONAL AV & 16TH ST
7:41 Total	27
Max On	9 12TH & IMPERIAL STATION
Max Off	5 ORANGE AV & 9TH ST
Max Load	20 POMONA AV & GLORIETTA BL
7:51 Total	34
Max On	6 12TH & IMPERIAL STATION
Max Off	9 IRIS AV TROLLEY STATION
Max Load	16 POMONA AV & GLORIETTA BL
8:11 Total	43
Max On	8 BROADWAY & 10TH AV
Max Off	9 IRIS AV TROLLEY STATION
Max Load	21 POMONA AV & GLORIETTA BL
8:25 Total	34
Max On	8 12TH & IMPERIAL STATION
Max Off	10 IRIS AV TROLLEY STATION
Max Load	17 NATIONAL AV & BEARDSLEY ST
8:40 Total	42
Max On	13 BROADWAY & 10TH AV
Max Off	6 NATIONAL AV & BEARDSLEY ST
Max Load	30 NATIONAL AV & 16TH ST
9:02 Total	32
Max On	12 12TH & IMPERIAL STATION
Max Off	7 NATIONAL AV & BEARDSLEY ST
Max Load	19 NATIONAL AV & 16TH ST
9:32 Total	39
Max On	4 BROADWAY & 5TH AV
Max Off	14 IRIS AV TROLLEY STATION
Max Load	16 4TH ST & ALAMEDA BL (NASNI MAIN GATE)
10:02 Total	44
Max On	11 12TH & IMPERIAL STATION
Max Off	14 IRIS AV TROLLEY STATION
Max Load	18 NATIONAL AV & 16TH ST
10:32 Total	27
Max On	6 BROADWAY & 3RD AV
Max Off	4 12TH & IMPERIAL STATION
Max Load	13 NATIONAL AV & 16TH ST
11:02 Total	30
Max On	10 BROADWAY & 3RD AV
Max Off	8 IRIS AV TROLLEY STATION
Max Load	15 NATIONAL AV & 16TH ST
11:31 Total	44
Max On	8 BROADWAY & 3RD AV
Max Off	13 IRIS AV TROLLEY STATION
Max Load	17 POMONA AV & GLORIETTA BL
12:01 Total	40
Max On	7 BROADWAY & 3RD AV
Max Off	11 IRIS AV TROLLEY STATION

Max Load	14 POMONA AV & GLORIETTA BL
12:16 Total	26
Max On	6 12TH & IMPERIAL STATION
Max Off	7 IRIS AV TROLLEY STATION
Max Load	8 NATIONAL AV & 16TH ST
12:31 Total	34
Max On	4 BROADWAY & 8TH AV
Max Off	11 IRIS AV TROLLEY STATION
Max Load	13 SILVER STRAND & CORONADO CAYS BL
12:46 Total	39
Max On	12 12TH & IMPERIAL STATION
Max Off	11 IRIS AV TROLLEY STATION
Max Load	22 NATIONAL AV & 16TH ST
13:01 Total	36
Max On	7 BROADWAY & 5TH AV
Max Off	5 IRIS AV TROLLEY STATION
Max Load	16 NATIONAL AV & 16TH ST
13:16 Total	41
Max On	9 BROADWAY & 10TH AV
Max Off	11 IRIS AV TROLLEY STATION
Max Load	21 NATIONAL AV & 16TH ST
13:31 Total	27
Max On	5 12TH & IMPERIAL STATION
Max Off	9 IRIS AV TROLLEY STATION
Max Load	13 RAINBOW DR & BONITO AV
13:46 Total	44
Max On	9 12TH & IMPERIAL STATION
Max Off	12 IRIS AV TROLLEY STATION
Max Load	18 RAINBOW DR & BONITO AV
14:02 Total	46
Max On	5 BROADWAY & 3RD AV
Max Off	22 IRIS AV TROLLEY STATION
Max Load	23 IRIS AV & MONTEREY PARK DR
14:17 Total	46
Max On	5 BROADWAY & 3RD AV
Max Off	19 IRIS AV TROLLEY STATION
Max Load	19 IRIS AV & MONTEREY PINE DR
14:32 Total	35
Max On	4 10TH AV & MARKET ST
Max Off	8 IRIS AV TROLLEY STATION
Max Load	16 SILVER STRAND & LEYTE RD
14:47 Total	42
Max On	10 12TH & IMPERIAL STATION
Max Off	12 IRIS AV TROLLEY STATION
Max Load	16 NATIONAL AV & 16TH ST
15:06 Total	47
Max On	7 12TH & IMPERIAL STATION
Max Off	16 IRIS AV TROLLEY STATION
Max Load	25 SILVER STRAND & AVE DE LAS ARENAS
15:21 Total	44
Max On	8 12TH & IMPERIAL STATION
Max Off	12 IRIS AV TROLLEY STATION
Max Load	24 SILVER STRAND & AVE DE LAS ARENAS
15:41 Total	66
Max On	12 ORANGE AV & GLORIETTA BL
Max Off	20 IRIS AV TROLLEY STATION
Max Load	47 SILVER STRAND & LEYTE RD
15:55 Total	54
Max On	10 12TH & IMPERIAL STATION
Max Off	10 IRIS AV TROLLEY STATION
Max Load	27 SILVER STRAND & AVD DEL SOL
16:25 Total	65
Max On	7 BROADWAY & 3RD AV
Max Off	18 IRIS AV TROLLEY STATION
Max Load	29 RAINBOW DR & BONITO AV
16:51 Total	48
Max On	6 12TH & IMPERIAL STATION
Max Off	10 IRIS AV TROLLEY STATION
Max Load	31 SILVER STRAND & LEYTE RD
17:11 Total	47
Max On	10 BROADWAY & 3RD AV
Max Off	9 IRIS AV TROLLEY STATION
Max Load	23 SILVER STRAND & AVD DEL SOL
17:25 Total	18
Max On	5 12TH & IMPERIAL STATION
Max Off	4 IMPERIAL BEACH & 13TH ST

Max Load	13 NATIONAL AV & 16TH ST
17:55 Total	32
Max On	8 BROADWAY & 3RD AV
Max Off	6 IRIS AV TROLLEY STATION
Max Load	17 NATIONAL AV & 16TH ST
18:25 Total	25
Max On	6 12TH & IMPERIAL STATION
Max Off	3 3RD ST & I AV
Max Load	15 NATIONAL AV & 16TH ST
19:00 Total	25
Max On	3 ORANGE AV & 9TH ST
Max Off	5 9TH ST & PALM AV
Max Load	17 SILVER STRAND & AVD DEL SOL
19:30 Total	12
Max On	3 IMPERIAL BEACH & 13TH ST
Max Off	7 IRIS AV TROLLEY STATION
Max Load	7 IMPERIAL BEACH & GRANGER ST
20:00 Total	26
Max On	6 12TH & IMPERIAL STATION
Max Off	11 IRIS AV TROLLEY STATION
Max Load	15 SILVER STRAND & AVD DEL SOL
20:30 Total	21
Max On	5 12TH & IMPERIAL STATION
Max Off	5 IRIS AV TROLLEY STATION
Max Load	14 RAINBOW DR & BONITO AV
21:00 Total	20
Max On	5 12TH & IMPERIAL STATION
Max Off	3 3RD ST & I AV
Max Load	11 POMONA AV & GLORIETTA BL
21:30 Total	27
Max On	11 12TH & IMPERIAL STATION
Max Off	5 IRIS AV TROLLEY STATION
Max Load	16 NATIONAL AV & 16TH ST
21:56 Total	14
Max On	3 ORANGE AV & LOMA AV
Max Off	3 IRIS AV TROLLEY STATION
Max Load	13 ORANGE AV & DANA PL
22:26 Total	20
Max On	6 BROADWAY & 3RD AV
Max Off	5 3RD ST & I AV
Max Load	14 NATIONAL AV & 16TH ST
22:56 Total	18
Max On	3 BROADWAY & 3RD AV
Max Off	4 3RD ST & I AV
Max Load	10 NATIONAL AV & 16TH ST
23:26 Total	6
Max On	1 BROADWAY & FRONT ST
Max Off	2 9TH ST & PALM AV
Max Load	4 3RD ST & E AV
23:56 Total	20
Max On	6 PALM AV & 7TH ST
Max Off	7 IRIS AV TROLLEY STATION
Max Load	12 NATIONAL AV & 16TH ST
24:42:00 Total	10
Max On	5 BROADWAY & 3RD AV
Max Off	7 IRIS AV TROLLEY STATION
Max Load	10 4TH ST & ALAMEDA BL (NASNI MAIN GATE)
25:12:00 Total	5
Max On	2 12TH & IMPERIAL STATION
Max Off	4 IRIS AV TROLLEY STATION
Max Load	5 NATIONAL AV & 16TH ST

Capacity = 42 seating capacity or 60 with people standing

Starting Terminal Time			INBOUND				OUTBOUND			
			AM		PM		AM		PM	
Passengers	Stop	Row	Max Load	Max Load	Max Load	Row	Max Load	Max Load	Max Load	
4:35 Total	28	12	27	50	55	311	10	36	52	
Max On	4 HIGHLAND AV & 24TH ST	17	20	Above Seating		316	12	Above Seating		
Max Off	10 12TH & IMPERIAL STATION	22	19	2	2	321	16	0	3	
Max Load	27 8TH ST & B AV	27	21	Above Standing		326	25	Above Standing		
		32	36	0	0	331	29	0	0	
5:05 Total	32	37	22			336	15			
Max On	8 IRIS AV TROLLEY STATION	42	21			341	13			
Max Off	7 12TH & IMPERIAL STATION	47	29			346	35			
Max Load	20 NATIONAL CITY & 4TH ST	52	30			351	36			
		57	18			356	30			
5:35 Total	43	62	31			361	19			
Max On	13 IRIS AV TROLLEY STATION	67	30			366	30			
Max Off	9 12TH & IMPERIAL STATION	72	20			371	23			
Max Load	19 NATIONAL CITY & 7TH ST	77	50			376	24			
		82	34			381	15			
6:05 Total	54	87	45			386	17			
Max On	17 IRIS AV TROLLEY STATION	92	22			391	20			
Max Off	5 3RD AV & K ST	97	23			396	20			
Max Load	21 NATIONAL CITY & 2ND ST	102	31			401	27			
		107	27			406	19			
6:20 Total	62	112	15			411	26			
Max On	21 IRIS AV TROLLEY STATION	117	21			416	36			
Max Off	24 3RD AV & K ST	122	15			421	30			
Max Load	36 3RD AV & NAPLES ST	127	21			426	27			
		132	28			431	31			
6:35 Total	54	137	35			436	28			
Max On	18 IRIS AV TROLLEY STATION	142	33			441	36			
Max Off	13 3RD AV & K ST	147	30			446	17			
Max Load	22 3RD AV & MAIN ST	152	26			451	32			
		157	24			456	36			
6:50 Total	46	162	14			461	26			
Max On	13 IRIS AV TROLLEY STATION	167	13			466	19			
Max Off	5 3RD AV & H ST	172	15			471	50			
Max Load	21 3RD AV & L ST	177	42			476	27			
		182	33			481	33			
7:05 Total	76	187	20			486	13			
Max On	26 IRIS AV TROLLEY STATION	192	19			491	36			
Max Off	10 3RD AV & F ST	197	20			496	32			
Max Load	29 3RD AV & MOSS ST	202	55			501	43			
		207	19			506	28			
7:20 Total	75	212	21			511	19			
Max On	29 IRIS AV TROLLEY STATION	217	27			516	23			
Max Off	8 3RD AV & F ST	222	17			521	52			
Max Load	30 DEL SOL BL & OCEAN BLUFFS	227	27			526	15			
		232	44			531	20			
7:35 Total	48	237	21			536	22			
Max On	10 IRIS AV TROLLEY STATION	242	10			541	17			
Max Off	6 3RD AV & MAIN ST	247	17			546	16			
Max Load	18 3RD AV & L ST	252	17			551	9			
		257	11			556	19			
7:50 Total	80	262	12			561	19			
Max On	30 IRIS AV TROLLEY STATION	267	9			566	10			
Max Off	11 3RD AV & K ST	272	10			571	17			
Max Load	31 PICADOR BL & DEL SOL BL	277	7			576	11			
		282	3			581	9			
8:05 Total	73	287	9			586	14			
Max On	24 IRIS AV TROLLEY STATION	292	5			591	11			
Max Off	5 3RD AV & PALOMAR ST	297	3			596	16			
Max Load	30 PICADOR BL & VIA TONGA	302	4			601	4			
						606	10			
8:20 Total	52					611	7			
Max On	16 IRIS AV TROLLEY STATION					616	8			
Max Off	6 3RD AV & H ST					621	8			
Max Load	20 3RD AV & MAIN ST					626	19			
8:35 Total	117									
Max On	37 IRIS AV TROLLEY STATION									
Max Off	12 3RD AV & QUINTARD ST									
Max Load	50 3RD AV & MAIN ST									
9:05 Total	97									
Max On	32 IRIS AV TROLLEY STATION									
Max Off	9 HIGHLAND AV & 1100 (OPP FEDCO)									
Max Load	34 3RD AV & OXFORD ST									

9:35	Total	98
	Max On	25 IRIS AV TROLLEY STATION
	Max Off	9 3RD AV & H ST
	Max Load	45 3RD AV & L ST
9:50	Total	60
	Max On	21 IRIS AV TROLLEY STATION
	Max Off	8 8TH ST TROLLEY STATION & (NATIONAL CITY)
	Max Load	22 DEL SOL BL & OCEAN BLUFFS
10:05	Total	85
	Max On	18 IRIS AV TROLLEY STATION
	Max Off	9 BROADWAY & 9TH AV
	Max Load	23 3RD AV & MOSS ST
10:20	Total	55
	Max On	22 IRIS AV TROLLEY STATION
	Max Off	9 4TH AV & C ST (SUPER SHOPS)
	Max Load	31 3RD AV & L ST
10:35	Total	82
	Max On	10 IRIS AV TROLLEY STATION
	Max Off	9 12TH & IMPERIAL STATION
	Max Load	27 HIGHLAND AV & 22ND ST
10:50	Total	37
	Max On	15 IRIS AV TROLLEY STATION
	Max Off	5 8TH ST TROLLEY STATION & (NATIONAL CITY)
	Max Load	15 BEYER BL & IRIS AV
11:05	Total	74
	Max On	15 IRIS AV TROLLEY STATION
	Max Off	6 3RD AV & H ST
	Max Load	21 3RD AV & MAIN ST
11:20	Total	57
	Max On	12 IRIS AV TROLLEY STATION
	Max Off	8 3RD AV & H ST
	Max Load	15 3RD AV & PALOMAR ST
11:35	Total	68
	Max On	12 IRIS AV TROLLEY STATION
	Max Off	5 3RD AV & L ST
	Max Load	21 3RD AV & MOSS ST
11:50	Total	71
	Max On	17 IRIS AV TROLLEY STATION
	Max Off	12 8TH ST TROLLEY STATION & (NATIONAL CITY)
	Max Load	28 3RD AV & F ST
12:05	Total	105
	Max On	19 IRIS AV TROLLEY STATION
	Max Off	9 BROADWAY & 4TH AV
	Max Load	35 E ST & 3RD AV
12:20	Total	71
	Max On	13 3RD AV & G ST
	Max Off	10 8TH ST TROLLEY STATION & (NATIONAL CITY)
	Max Load	33 3RD AV & F ST
12:35	Total	69
	Max On	12 IRIS AV TROLLEY STATION
	Max Off	5 3RD AV & H ST
	Max Load	30 3RD AV & L ST
12:50	Total	56
	Max On	16 IRIS AV TROLLEY STATION
	Max Off	10 8TH ST TROLLEY STATION & (NATIONAL CITY)
	Max Load	26 3RD AV & NAPLES ST
13:05	Total	70
	Max On	10 IRIS AV TROLLEY STATION
	Max Off	7 12TH & IMPERIAL STATION
	Max Load	24 HIGHLAND AV & 13TH ST
13:20	Total	32
	Max On	9 IRIS AV TROLLEY STATION
	Max Off	11 8TH ST TROLLEY STATION & (NATIONAL CITY)
	Max Load	14 3RD AV & K ST
13:35	Total	50
	Max On	8 IRIS AV TROLLEY STATION
	Max Off	6 3RD AV & H ST

Max Load	13 8TH ST & E AV
13:50 Total	38
Max On	6 IRIS AV TROLLEY STATION
Max Off	8 3RD AV & H ST
Max Load	15 3RD AV & OXFORD ST
14:05 Total	106
Max On	21 IRIS AV TROLLEY STATION
Max Off	8 12TH & IMPERIAL STATION
Max Load	42 HIGHLAND AV & 22ND ST
14:20 Total	73
Max On	9 IRIS AV TROLLEY STATION
Max Off	6 E ST & 3RD AV
Max Load	33 3RD AV & G ST
14:35 Total	48
Max On	5 IRIS AV TROLLEY STATION
Max Off	5 MAIN ST & 28TH ST
Max Load	20 8TH ST & G AV
14:50 Total	74
Max On	11 IRIS AV TROLLEY STATION
Max Off	12 12TH & IMPERIAL STATION
Max Load	19 8TH ST & E AV
15:05 Total	62
Max On	13 IRIS AV TROLLEY STATION
Max Off	5 DEL SOL BL & DEL SUR BL
Max Load	20 HIGHLAND AV & PLAZA BL
15:20 Total	142
Max On	23 IRIS AV TROLLEY STATION
Max Off	16 HIGHLAND AV & 1100 (OPP FEDCO)
Max Load	55 3RD AV & OXFORD ST
15:35 Total	41
Max On	6 IRIS AV TROLLEY STATION
Max Off	4 HIGHLAND AV & 16TH ST
Max Load	19 3RD AV & K ST
15:50 Total	54
Max On	7 IRIS AV TROLLEY STATION
Max Off	7 3RD AV & H ST
Max Load	21 HIGHLAND AV & PLAZA BL
16:05 Total	68
Max On	16 IRIS AV TROLLEY STATION
Max Off	5 3RD AV & G ST
Max Load	27 3RD AV & I ST
16:20 Total	44
Max On	12 IRIS AV TROLLEY STATION
Max Off	4 3RD AV & H ST
Max Load	17 3RD AV & I ST
16:45 Total	70
Max On	11 IRIS AV TROLLEY STATION
Max Off	6 12TH & IMPERIAL STATION
Max Load	27 8TH ST & G AV
17:10 Total	78
Max On	24 3RD AV & PALOMAR ST
Max Off	13 12TH & IMPERIAL STATION
Max Load	44 HIGHLAND AV & 30TH ST
17:25 Total	43
Max On	21 IRIS AV TROLLEY STATION
Max Off	8 4TH AV & D ST
Max Load	21 BEYER BL & IRIS AV
17:40 Total	33
Max On	5 IRIS AV TROLLEY STATION
Max Off	5 12TH & IMPERIAL STATION
Max Load	10 3RD AV & H ST
18:10 Total	41
Max On	8 IRIS AV TROLLEY STATION
Max Off	3 HIGHLAND AV & 24TH ST
Max Load	17 8TH ST & G AV
18:40 Total	29

	Max On	7 HIGHLAND AV & 1100 (OPP FEDCO)
	Max Off	6 MAIN ST & 32ND ST
	Max Load	17 HIGHLAND AV & PLAZA BL
19:10	Total	31
	Max On	5 4TH AV & C ST (SUPER SHOPS)
	Max Off	3 HIGHLAND AV & 24TH ST
	Max Load	11 8TH ST & G AV
19:40	Total	32
	Max On	7 IRIS AV TROLLEY STATION
	Max Off	5 12TH & IMPERIAL STATION
	Max Load	12 3RD AV & L ST
20:10	Total	24
	Max On	7 IRIS AV TROLLEY STATION
	Max Off	3 3RD AV & K ST
	Max Load	9 8TH ST & B AV
20:40	Total	23
	Max On	5 IRIS AV TROLLEY STATION
	Max Off	4 3RD AV & QUINTARD ST
	Max Load	10 HIGHLAND AV & 24TH ST
21:10	Total	13
	Max On	3 IRIS AV TROLLEY STATION
	Max Off	3 12TH & IMPERIAL STATION
	Max Load	7 NATIONAL CITY & 4TH ST
21:40	Total	6
	Max On	1 IRIS AV TROLLEY STATION
	Max Off	1 3RD AV & I ST
	Max Load	3 HIGHLAND AV & 30TH ST
22:10	Total	14
	Max On	4 IRIS AV TROLLEY STATION
	Max Off	2 HIGHLAND AV & 16TH ST
	Max Load	9 HIGHLAND AV & 28TH ST
22:40	Total	13
	Max On	3 IRIS AV TROLLEY STATION
	Max Off	2 BROADWAY & 4TH AV
	Max Load	5 PICADOR BL & CEDAR GLEN WY
23:10	Total	6
	Max On	1 3RD AV & NAPLES ST
	Max Off	1 3RD AV & F ST
	Max Load	3 HIGHLAND AV & 30TH ST
24:10:00	Total	8
	Max On	4 IRIS AV TROLLEY STATION
	Max Off	1 DEL SOL BL & BEYER BL
	Max Load	4 BEYER BL & IRIS AV

Direction: Southbound

Starting Terminal TimePassengers Stop

5:13	Total	23
	Max On	3 3RD AV & QUINTARD ST
	Max Off	9 IRIS AV TROLLEY STATION
	Max Load	10 3RD AV & NAPLES ST
5:38	Total	26
	Max On	5 12TH & IMPERIAL STATION
	Max Off	7 IRIS AV TROLLEY STATION
	Max Load	12 4TH AV & C ST
5:53	Total	31
	Max On	4 HIGHLAND AV & 8TH ST
	Max Off	8 IRIS AV TROLLEY STATION
	Max Load	16 3RD AV & 648 (SALVATION ARMY)
6:03	Total	53
	Max On	6 4TH AV & D ST
	Max Off	15 3RD AV & K ST
	Max Load	25 3RD AV & F ST
6:18	Total	50
	Max On	6 8TH ST & B AV
	Max Off	17 HIGHLAND AV & 30TH ST
	Max Load	29 HIGHLAND AV & 18TH ST

6:33	Total	33
	Max On	5 12TH & IMPERIAL STATION
	Max Off	5 3RD AV & H ST(REG CTR)
	Max Load	15 3RD AV & G ST
6:48	Total	30
	Max On	4 12TH & IMPERIAL STATION
	Max Off	4 3RD AV & F ST
	Max Load	13 HIGHLAND AV & 18TH ST
7:02	Total	69
	Max On	19 HIGHLAND AV & 30TH ST
	Max Off	11 IRIS AV TROLLEY STATION
	Max Load	35 E ST & 3RD AV
7:32	Total	85
	Max On	10 HIGHLAND AV & 16TH ST
	Max Off	23 IRIS AV TROLLEY STATION
	Max Load	36 3RD AV & 648 (SALVATION ARMY)
8:02	Total	90
	Max On	8 3RD AV & H ST(REG CTR)
	Max Off	15 IRIS AV TROLLEY STATION
	Max Load	30 3RD AV & I ST (648 Community Center)
8:17	Total	41
	Max On	8 12TH & IMPERIAL STATION
	Max Off	8 IRIS AV TROLLEY STATION
	Max Load	19 3RD AV & I ST (648 Community Center)
8:32	Total	94
	Max On	8 BROADWAY & 10TH AV
	Max Off	11 IRIS AV TROLLEY STATION
	Max Load	30 3RD AV & H ST(REG CTR)
8:45	Total	71
	Max On	5 12TH & IMPERIAL STATION
	Max Off	8 IRIS AV TROLLEY STATION
	Max Load	23 HIGHLAND AV & 14TH ST
8:59	Total	59
	Max On	9 12TH & IMPERIAL STATION
	Max Off	9 IRIS AV TROLLEY STATION
	Max Load	24 3RD AV & L ST
9:13	Total	49
	Max On	6 HIGHLAND AV & 16TH ST
	Max Off	7 IRIS AV TROLLEY STATION
	Max Load	15 3RD AV & J ST
9:27	Total	52
	Max On	5 MAIN ST & 28TH ST
	Max Off	11 IRIS AV TROLLEY STATION
	Max Load	17 3RD AV & I ST (648 Community Center)
9:41	Total	65
	Max On	4 BROADWAY & 3RD AV
	Max Off	13 IRIS AV TROLLEY STATION
	Max Load	20 3RD AV & NAPLES ST
9:56	Total	46
	Max On	5 HIGHLAND AV & 22ND ST
	Max Off	13 IRIS AV TROLLEY STATION
	Max Load	20 3RD AV & MADRONA ST
10:24	Total	77
	Max On	9 BROADWAY & 5TH AV
	Max Off	12 IRIS AV TROLLEY STATION
	Max Load	27 8TH ST & D AV
10:44	Total	43
	Max On	8 HIGHLAND AV & PLAZA BL (FEDCO)
	Max Off	11 IRIS AV TROLLEY STATION
	Max Load	19 3RD AV & L ST(LONGS)
10:54	Total	108
	Max On	11 3RD AV & F ST
	Max Off	24 IRIS AV TROLLEY STATION
	Max Load	26 8TH ST & A AV
11:14	Total	85
	Max On	11 HIGHLAND AV & PLAZA BL (FEDCO)
	Max Off	26 IRIS AV TROLLEY STATION

Max Load	36 3RD AV & H ST(REG CTR)
11:21 Total	89
Max On	9 12TH & IMPERIAL STATION
Max Off	9 IRIS AV TROLLEY STATION
Max Load	30 MAIN ST & SICARD ST
11:40 Total	78
Max On	8 4TH AV & C ST
Max Off	18 IRIS AV TROLLEY STATION
Max Load	27 3RD AV & PALOMAR ST
11:51 Total	110
Max On	8 12TH & IMPERIAL STATION
Max Off	13 IRIS AV TROLLEY STATION
Max Load	31 3RD AV & J ST
12:10 Total	79
Max On	9 HIGHLAND AV & PLAZA BL (FEDCO)
Max Off	28 IRIS AV TROLLEY STATION
Max Load	28 DEL SOL BL & PRIVATE ST
12:21 Total	106
Max On	10 HIGHLAND AV & 16TH ST
Max Off	17 IRIS AV TROLLEY STATION
Max Load	36 3RD AV & K ST
12:40 Total	44
Max On	6 8TH ST TROLLEY STATION & (NATIONAL CITY)
Max Off	15 IRIS AV TROLLEY STATION
Max Load	17 3RD AV & MADRONA ST
12:51 Total	65
Max On	9 BROADWAY & 10TH AV
Max Off	7 HIGHLAND AV & 8TH ST
Max Load	32 MAIN ST & ROOSEVELT AV
13:10 Total	91
Max On	11 3RD AV & H ST(REG CTR)
Max Off	22 IRIS AV TROLLEY STATION
Max Load	36 3RD AV & J ST
13:21 Total	99
Max On	9 3RD AV & H ST(REG CTR)
Max Off	18 IRIS AV TROLLEY STATION
Max Load	26 3RD AV & QUINTARD ST
13:40 Total	52
Max On	9 4TH AV & C ST
Max Off	14 IRIS AV TROLLEY STATION
Max Load	19 3RD AV & F ST
13:51 Total	137
Max On	13 HIGHLAND AV & PLAZA BL (FEDCO)
Max Off	48 IRIS AV TROLLEY STATION
Max Load	50 DEL SOL BL & OCEAN BLUFFS
14:10 Total	46
Max On	5 3RD AV & K ST
Max Off	11 BEYER WY & PALM AV
Max Load	27 3RD AV & PALOMAR ST
14:21 Total	95
Max On	23 3RD AV & QUINTARD ST
Max Off	31 IRIS AV TROLLEY STATION
Max Load	33 BEYER WY & MAIN ST
14:40 Total	33
Max On	6 3RD AV & H ST(REG CTR)
Max Off	10 BEYER WY & PALM AV
Max Load	13 3RD AV & OXFORD ST
14:49 Total	112
Max On	20 12TH & IMPERIAL STATION
Max Off	22 IRIS AV TROLLEY STATION
Max Load	36 IMPERIAL AV & 16TH ST
15:10 Total	69
Max On	8 3RD AV & H ST(REG CTR)
Max Off	16 IRIS AV TROLLEY STATION
Max Load	32 3RD AV & L ST(LONGS)
15:19 Total	118

	Max On	7 BROADWAY & 5TH AV
	Max Off	32 IRIS AV TROLLEY STATION
	Max Load	43 3RD AV & L ST
15:47	Total	109
	Max On	12 12TH & IMPERIAL STATION
	Max Off	18 IRIS AV TROLLEY STATION
	Max Load	28 IMPERIAL AV & 16TH ST
16:02	Total	53
	Max On	7 12TH & IMPERIAL STATION
	Max Off	10 IRIS AV TROLLEY STATION
	Max Load	19 HIGHLAND AV & PLAZA BL (FEDCO)
16:17	Total	70
	Max On	8 3RD AV & QUINTARD ST
	Max Off	15 IRIS AV TROLLEY STATION
	Max Load	23 3RD AV & I ST (648 Community Center)
16:32	Total	106
	Max On	24 3RD AV & H ST(REG CTR)
	Max Off	44 IRIS AV TROLLEY STATION
	Max Load	52 BEYER WY & PALM AV
16:47	Total	39
	Max On	10 12TH & IMPERIAL STATION
	Max Off	4 IMPERIAL AV & 16TH ST
	Max Load	15 IMPERIAL AV & 16TH ST
17:02	Total	46
	Max On	14 12TH & IMPERIAL STATION
	Max Off	6 4TH AV & FLOWER ST
	Max Load	20 MAIN ST & RIGEL ST
17:17	Total	46
	Max On	6 12TH & IMPERIAL STATION
	Max Off	10 IRIS AV TROLLEY STATION
	Max Load	22 HIGHLAND AV & 18TH ST
17:32	Total	30
	Max On	7 BROADWAY & 3RD AV
	Max Off	3 BROADWAY & 10TH AV
	Max Load	17 IMPERIAL AV & 16TH ST
17:47	Total	40
	Max On	5 BROADWAY & 3RD AV
	Max Off	5 IRIS AV TROLLEY STATION
	Max Load	16 MAIN ST & RIGEL ST
18:07	Total	27
	Max On	6 12TH & IMPERIAL STATION
	Max Off	3 MAIN ST & VESTA ST
	Max Load	9 IMPERIAL AV & 16TH ST
18:26	Total	43
	Max On	9 12TH & IMPERIAL STATION
	Max Off	13 IRIS AV TROLLEY STATION
	Max Load	19 3RD AV & ORANGE AV
18:46	Total	41
	Max On	4 12TH & IMPERIAL STATION
	Max Off	11 IRIS AV TROLLEY STATION
	Max Load	19 HIGHLAND AV & 22ND ST
19:06	Total	20
	Max On	4 12TH & IMPERIAL STATION
	Max Off	3 3RD AV & H ST(REG CTR)
	Max Load	10 IMPERIAL AV & 16TH ST
19:27	Total	28
	Max On	4 HIGHLAND AV & 16TH ST
	Max Off	6 IRIS AV TROLLEY STATION
	Max Load	17 HIGHLAND AV & 18TH ST
19:52	Total	21
	Max On	4 12TH & IMPERIAL STATION
	Max Off	6 IRIS AV TROLLEY STATION
	Max Load	11 3RD AV & ORANGE AV
20:22	Total	22
	Max On	4 BROADWAY & 3RD AV
	Max Off	9 IRIS AV TROLLEY STATION
	Max Load	9 IMPERIAL AV & 16TH ST

20:52	Total	34
	Max On	9 12TH & IMPERIAL STATION
	Max Off	3 12TH & IMPERIAL STATION
	Max Load	14 8TH ST & B AV
21:22	Total	22
	Max On	6 BROADWAY & 3RD AV
	Max Off	4 3RD AV & PALOMAR ST
	Max Load	11 MAIN ST & RIGEL ST
21:52	Total	24
	Max On	4 BROADWAY & 3RD AV
	Max Off	4 PICADOR BL & DEL SOL BL
	Max Load	16 3RD AV & NAPLES ST
22:17	Total	11
	Max On	2 BEYER WY & MAIN ST
	Max Off	3 IRIS AV TROLLEY STATION
	Max Load	4 10TH AV & MARKET ST
22:57	Total	13
	Max On	5 12TH & IMPERIAL STATION
	Max Off	3 HIGHLAND AV & 18TH ST
	Max Load	10 LOGAN AV & SIGSBEE ST
23:27	Total	14
	Max On	4 BROADWAY & 5TH AV
	Max Off	3 12TH & IMPERIAL STATION
	Max Load	7 BROADWAY & 8TH AV
23:57	Total	11
	Max On	3 BROADWAY & 3RD AV
	Max Off	3 HIGHLAND AV & 8TH ST
	Max Load	8 BROADWAY & 10TH AV
24:27:00	Total	13
	Max On	5 MAIN ST & 28TH ST
	Max Off	4 IRIS AV TROLLEY STATION
	Max Load	8 MAIN ST & 29TH ST
25:22:00	Total	21
	Max On	12 12TH & IMPERIAL STATION
	Max Off	4 4TH AV & C ST
	Max Load	19 IMPERIAL AV & 16TH ST

APPENDIX D

- Bus Stop Inventory

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
16th St & National Ave, IB	-	-	-	-	-	Corner	901, 929	
	Adjacent Land Uses: Commercial Auto Shop							
16th St & National Ave, OB	-	-	-	-	-	Corner	901, 929	
	Adjacent Land Uses: Vacant Lot Auto Shop Commercial							
Sigsbee St & Logan Ave, IB	-	-	-	-	-	Midblock	11	
	Adjacent Land Uses: Commercial Residential							

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
Sigsbee St & Logan Ave, OB	-	-	-	-	-	Corner	11	
	Adjacent Land Uses: Commercial Residential							
Sigsbee St & Newton Ave, IB	-	-	-	-	Pull out	Corner	929	
	Adjacent Land Uses: School Industrial (car) Commercial							
Sigsbee St & Newton Ave, OB	-	-	-	-	-	Corner	929	
	Adjacent Land Uses: School Industrial (car) Commercial							

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
Beardslee St & Main St, IB	-	-	-	-	-	Corner	929	
	Adjacent Land Uses: School Commerical Retail							
Beardslee St & Main St, OB	-	x	-	-	x	Corner	929	
	Adjacent Land Uses: School Commerical Retail							
Beardslee St & National Ave, IB	-	x	-	-	-	Corner	901	
	Adjacent Land Uses: Hospital Residential Retail Commercial							

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
Beardslee St & National Ave, OB	-	x	-	-	-	Corner	901	
	Adjacent Land Uses: Hospital Residential Retail Commercial							
Beardslee St & Logan Ave, IB	-	x	-	-	-	Corner	11	
	Adjacent Land Uses: Vacant Lot Freeway off-ramp Commercial							
Beardslee St & Logan Ave, OB	-	x	-	-	-	Corner	11	
	Adjacent Land Uses: Hotel Commercial Residential							

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
Cesar Chavez Pkwy & Logan Ave, IB 	x	x	x	x	-	Corner	11	
Adjacent Land Uses: Commerical Residential Community Park								
Cesar Chavez Pkwy & Logan Ave, OB 	x	x	x	x	-	Corner	11	
Adjacent Land Uses: Commerical Residential Community Park								
Cesar Chavez Pkwy & Logan Ave/National Ave, IB	x	x	x	x	-	Midblock	901	

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
	Adjacent Land Uses: Park Commerical Empty Lot							

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
Cesar Chavez Pkwy & National Ave, IB	-	x	-	x	-	Corner	901	
	Adjacent Land Uses: Empty Lots Commercial							
Cesar Chavez Pkwy & Main St, IB	-	-	-	-	-	Corner	929	
	Adjacent Land Uses: Empty Lots Commercial Industrial (Auto)							
Cesar Chavez Pkwy & Main St, OB	-	-	-	-	-	Corner	929	
	Adjacent Land Uses: Commercial Industrial (Auto) Empty Lot Poor Visibility - stop hidden behind tree							

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
Main St & Coronado Bridge (under), IB 	-	-	-	-	-	Midblock	929	
Adjacent Land Uses: Commerical Residential Industrial (Truck)								
Main St & Coronado Bridge (under), OB 	-	-	-	-	-	Midblock	929	
Adjacent Land Uses: Commerical Residential Industrial (Truck)								
Main St & Evans St, IB 	-	-	-	-	-	Corner	929	
Adjacent Land Uses: Commerical Residential Industrial (Power Station)								

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
Main St & Evans St, OB 	-	x	-	-	-	Midblock	929	
Adjacent Land Uses: Commerical Residential Industrial (Power Station)								
Main St & Sampson St, IB 	-	x	-	-	-	Corner	929	
Adjacent Land Uses: Commercial Fire Station Residential Abandoned Building								
Main St & Sampson St, OB 	-	x	-	-	-	Corner	929	
Adjacent Land Uses: Commercial Fire Station Residential Abandoned Building								

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
Main St & Sicard St, IB 	-	-	-	-	-	Corner	929	
Adjacent Land Uses: Industrial (Towing and Manufacturing) Commercial								
Main St & Sicard St, OB 	-	-	-	-	x	Midblock	929	
Adjacent Land Uses: Industrial (Towing and Manufacturing) Commercial								
Main St & 26th St, IB 	-	-	-	-	x	Midblock	929	
Adjacent Land Uses: Commerical Industrial Ship Yard								

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
Main St & 26th St, OB 	-	-	-	-	-	Corner	929	
Adjacent Land Uses: Commerical Industrial Ship Yard								
Main St & 27th St, IB 	-	x	-	-	x	Corner	929	
Adjacent Land Uses: Retail Residential Commercial (Auto)								
Main St & 27th St, OB 	-	x	-	-	x	Corner	929	
Adjacent Land Uses: Retail Residential Commercial								

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
Main St & 28th St, IB 	-	x	x	-	x	Corner	929	
Adjacent Land Uses: Retail Industrial (Ship Yard a block away) Commercial								
Main St & 28th St, OB 	-	x	-	-	-	Corner	929	
Adjacent Land Uses: Retail Industrial (Ship Yard a block away) Commercial								
Main St & 29th St, IB 	-	-	-	-	x	Corner	929	
Adjacent Land Uses: Residential Navy Base Commercial Industrial (Ship Yard a block away)								

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
Main St & 29th St, OB 	-	x	-	-	x	Midblock	929	
Adjacent Land Uses: Residential Navy Base Commercial Industrial (Ship Yard a block away)								
Main St & 30th St, IB 	-	-	-	-	x	Corner	929	
Adjacent Land Uses: Retail Navy Base Commercial								
Main St & 30th St, OB 	-	x	-	-	x	Midblock	929	
Adjacent Land Uses: Retail Navy Base Commercial								

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
Main St & 31st St, IB 	-	-	-	-	x	Midblock	929	
Adjacent Land Uses: Residential Navy Base Commercial								
Main St & 31st St, OB 	-	x	-	-	x	Midblock	929	
Adjacent Land Uses: Residential Navy Base Commercial								
Main St & 32nd St, IB 	-	x	-	-	-	Midblock	929	
Adjacent Land Uses: Retail Navy Base Commercial								

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
Main St & 32nd St, OB	-	x	-	-	x	Corner	929	
	Adjacent Land Uses: Retail Navy Base Commercial							
Main St & Rigel St, IB	-	x	-	-	x	Corner	929	
	Adjacent Land Uses: Commercial Navy Base							
Main St & Rigel St, OB	-	x	-	-	x	Midblock	929	
	Adjacent Land Uses: Commercial Navy Base							

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
National Ave & 32nd St, IB	-	-	-	-	-	Midblock	11	
	Adjacent Land Uses: Residential Retail							
National Ave & 32nd St, OB	-	x	-	-	x	Corner	11	
	Adjacent Land Uses: Residential Retail							
National Ave & 30th St, IB	x	x	x	x	x	Corner	11	
	Adjacent Land Uses: Residential Retail							

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
National Ave & 30th St, OB	-	-	-	-	-	Corner	11	
	Adjacent Land Uses: Residential Retail Auto Repair							
National Ave & 29th St, IB	-	-	-	x	x	Corner	11	
	Adjacent Land Uses: Residential Retail Auto Repair							
National Ave & 29th St, OB	-	x	-	x	x	Midblock	11	
	Adjacent Land Uses: Retail Residential							

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
National Ave & 28th St, IB	-	-	-	x	x	Corner	11	
	Adjacent Land Uses: Retail Residential							
National Ave & 27th St, IB	-	x	-	-	-	Midblock	11	
	Adjacent Land Uses: Retail Residential							
National Ave & 27th St, OB	-	x	-	-	-	Midblock	11	
	Adjacent Land Uses: Retail Residential							

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
National Ave & 26th St, IB	-	-	-	-	-	Corner	11	
	Adjacent Land Uses: Retail Residential							
National Ave & 26th St, OB	-	-	-	-	-	Midblock	11	
	Adjacent Land Uses: Retail Residential							
Sampson St & Logan Ave, IB	-	x	-	-	-	Corner	11	
	Adjacent Land Uses: Retail Residential							

Barrio Logan Transit Stop Inventory - May 2008

Existing Transit Stop	Shelter(s)	Bench(s)	Lighting	Trash Container	Concrete Pad	Stop Location on Block	Route(s) Served	Daily Boardings/ Alightings
Sampson St & Logan Ave, OB	-	x	-	x	-	Corner	11	
	Adjacent Land Uses: Church Retail Vacant Lot Residential							
I-5 SB On-Ramp & Logan Ave, IB	-	x	-	x	-	Corner	11	
	Adjacent Land Uses: Park Freeway							
I-5 SB On-Ramp & Logan Ave, OB	-	x	-	-	-	Midblock	11	
	Adjacent Land Uses: Park Freeway							

APPENDIX E

- Existing Traffic Volume Data

AM PEAK HOUR	745 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 16th St

DATE: 06/03/2008

LOCATION: City of San Diego

E-W STREET: Commercial St

DAY: TUESDAY

PROJECT# 08-4148-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0.5	NT 1.5	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	3	3	0	10	5	0	26	1	3	21	0	74
7:15 AM	5	1	1	1	8	2	0	24	2	1	16	1	62
7:30 AM	2	4	2	3	16	3	1	20	1	1	28	5	86
7:45 AM	3	3	4	2	17	9	1	28	3	4	32	8	114
8:00 AM	2	7	1	0	20	5	0	19	5	0	29	3	91
8:15 AM	3	4	3	2	9	9	1	13	5	5	31	8	93
8:30 AM	1	6	1	3	3	6	1	23	6	4	33	3	90
8:45 AM	4	4	2	1	4	4	2	22	6	3	33	3	88
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	22	32	17	12	87	43	6	175	29	21	223	31	698

AM Peak Hr Begins at: 745 AM

PEAK													
VOLUMES =	9	20	9	7	49	29	3	83	19	13	125	22	388
PEAK HR.													
FACTOR:		0.950			0.759			0.820			0.909		0.851

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 16th St

DATE: 06/03/2008

LOCATION: City of San Diego

E-W STREET: Commercial St

DAY: TUESDAY

PROJECT# 08-4148-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0.5	NT 1.5	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	7	6	2	1	5	8	5	44	9	0	47	7	141
4:15 PM	2	6	3	2	1	4	3	35	0	0	45	3	104
4:30 PM	2	4	5	1	7	3	3	29	1	0	54	8	117
4:45 PM	3	5	2	2	3	4	7	23	1	0	46	6	102
5:00 PM	2	5	0	1	3	2	10	32	2	0	46	6	109
5:15 PM	7	2	0	3	3	2	4	24	0	0	42	7	94
5:30 PM	5	6	0	2	5	6	3	25	3	3	30	8	96
5:45 PM	0	1	2	4	2	3	1	24	3	0	40	4	84
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 28	NT 35	NR 14	SL 16	ST 29	SR 32	EL 36	ET 236	ER 19	WL 3	WT 350	WR 49	TOTAL 847
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PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	14	21	12	6	16	19	18	131	11	0	192	24	464
PEAK HR. FACTOR:		0.783			0.732			0.690			0.871		0.823

CONTROL: Signalized

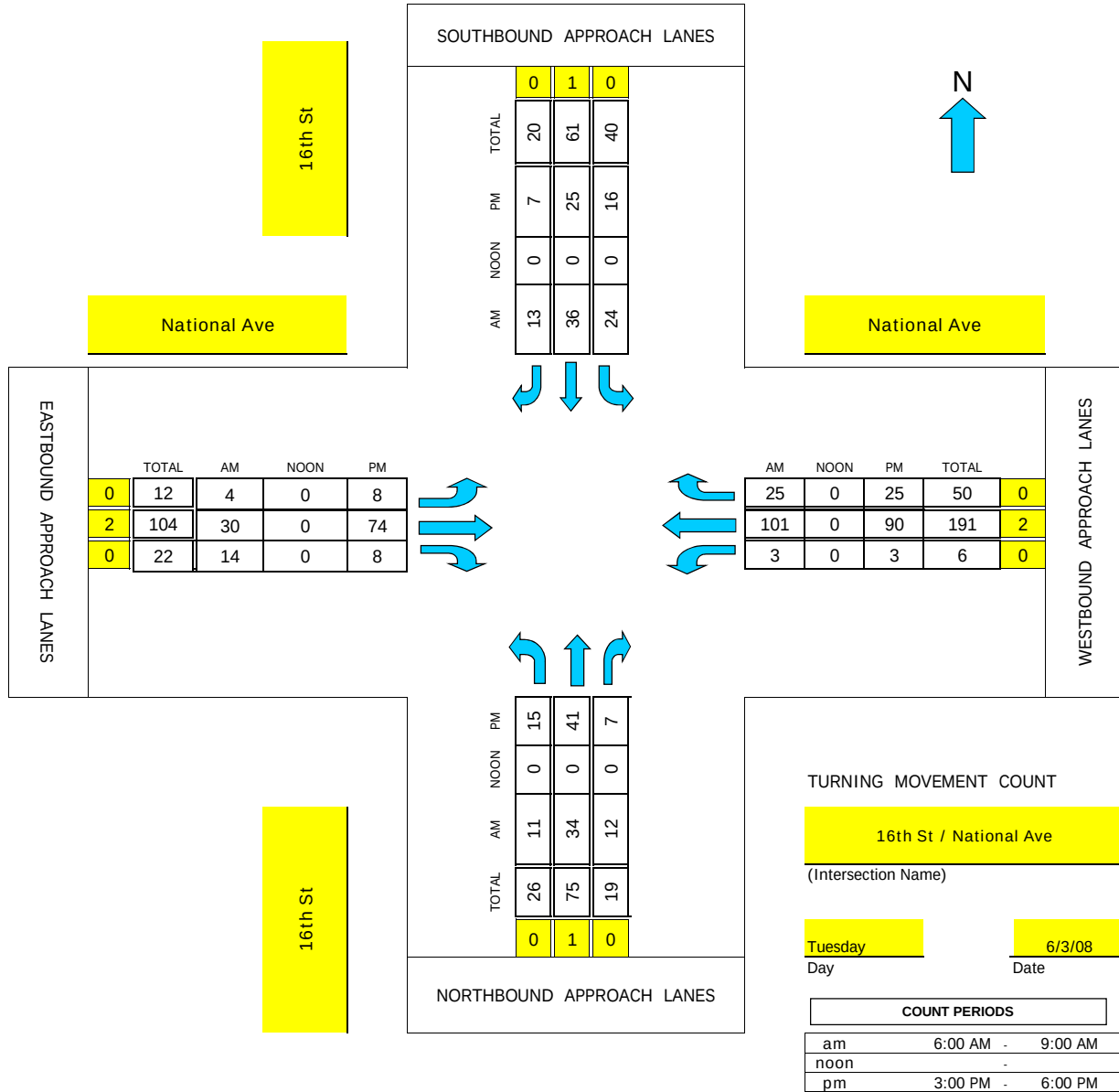
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 16th St/National Ave

Project #: 08-4148-002



CONTROL: 2-Way Stop Sign (N/S)

AM PEAK HOUR 730 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 16th St

DATE: 06/03/2008

LOCATION: City of San Diego

E-W STREET: National Ave

DAY: TUESDAY

PROJECT# 08-4148-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	2	0	0	2	0	

6:00 AM

6:15 AM

6:30 AM

6:45 AM

7:00 AM 2 2 1 3 9 1 0 7 1 1 21 4 52

7:15 AM 1 1 0 5 10 3 1 8 5 3 20 1 58

7:30 AM 4 7 4 4 14 6 2 6 4 1 20 4 76

7:45 AM 3 8 1 8 11 2 0 9 4 0 36 10 92

8:00 AM 2 5 4 5 5 1 0 10 1 2 27 6 68

8:15 AM 2 14 3 7 6 4 2 5 5 0 18 5 71

8:30 AM 1 5 0 7 12 3 2 11 1 0 18 6 66

8:45 AM 3 11 1 4 16 4 6 6 3 1 13 2 70

9:00 AM

9:15 AM

9:30 AM

9:45 AM

10:00 AM

10:15 AM

10:30 AM

10:45 AM

11:00 AM

11:15 AM

11:30 AM

11:45 AM

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	18	53	14	43	83	24	13	62	24	8	173	38	553

AM Peak Hr Begins at: 730 AM

PEAK

VOLUMES = 11 34 12 24 36 13 4 30 14 3 101 25 307

PEAK HR.

FACTOR: 0.750 0.760 0.923 0.701 0.834

CONTROL: 2-Way Stop Sign (N/S)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 16th St

DATE: 06/03/2008

LOCATION: City of San Diego

E-W STREET: National Ave

DAY: TUESDAY

PROJECT# 08-4148-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	2	0	0	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	3	6	2	8	6	4	4	17	4	1	28	10	93
4:15 PM	2	7	1	3	5	2	2	12	2	1	19	5	61
4:30 PM	4	17	2	4	6	1	2	23	1	1	25	7	93
4:45 PM	6	11	2	1	8	0	0	22	1	0	18	3	72
5:00 PM	5	11	0	3	4	2	3	37	0	1	16	9	91
5:15 PM	1	10	0	2	3	3	0	20	0	0	12	7	58
5:30 PM	0	4	0	4	4	0	0	10	0	0	14	8	44
5:45 PM	1	4	0	6	7	3	0	9	2	0	12	9	53
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	22	70	7	31	43	15	11	150	10	4	144	58	565

PM Peak Hr Begins at: 400 PM

PEAK													
VOLUMES =	15	41	7	16	25	7	8	74	8	3	90	25	319
PEAK HR. FACTOR:		0.685			0.667			0.865			0.756		0.858

CONTROL: 2-Way Stop Sign (N/S)

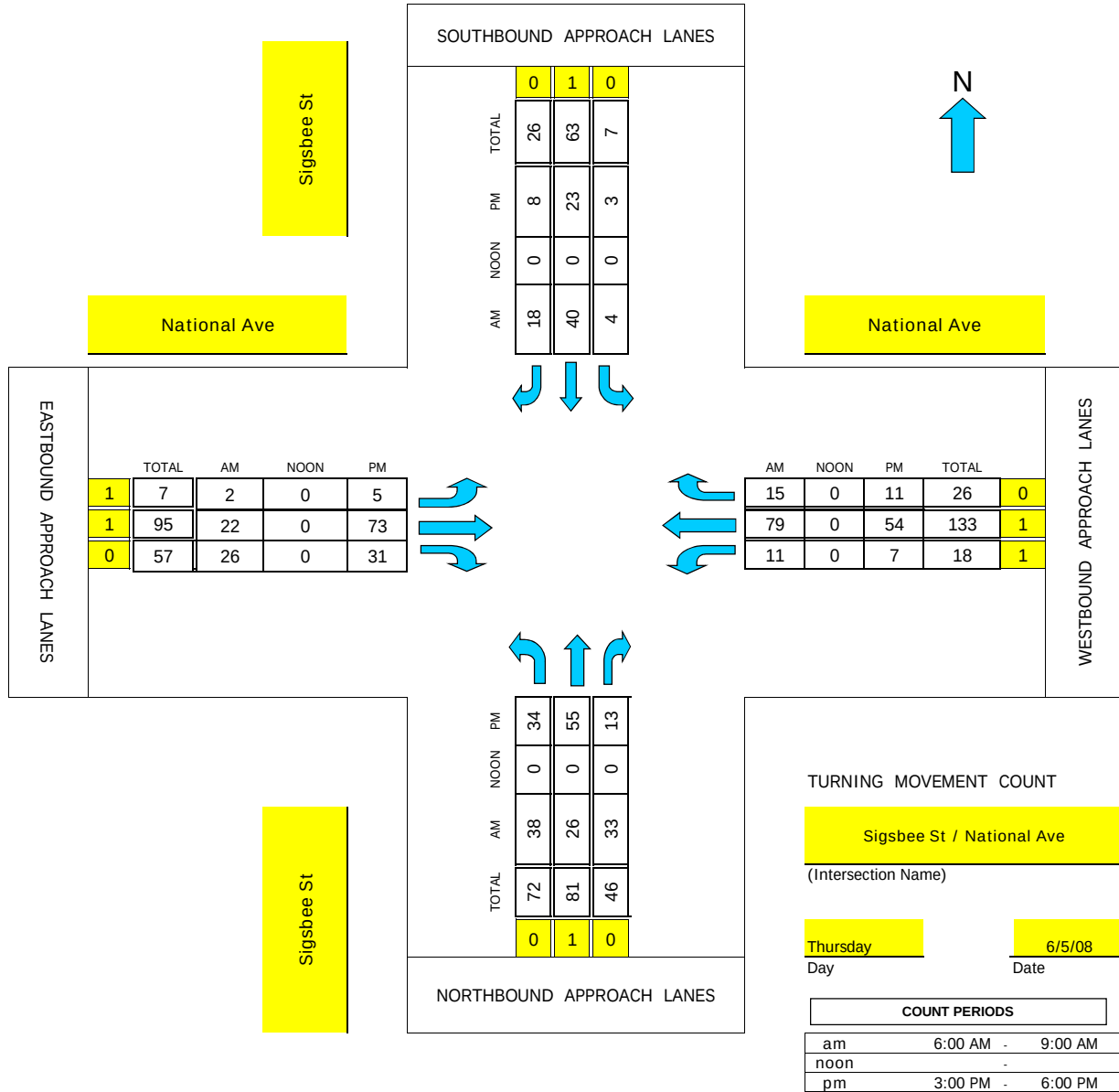
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Sigsbee St/National Ave

Project #: 08-4148-003



CONTROL: Signalized

AM PEAK HOUR 745 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 415 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sigsbee St

DATE: 06/05/2008

LOCATION: City of San Diego

E-W STREET: National Ave

DAY: THURSDAY

PROJECT# 08-4148-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	1	1	0	1	1	0	

6:00 AM

6:15 AM

6:30 AM

6:45 AM

7:00 AM	4	6	2	4	7	2	1	9	3	1	12	4	55
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7:15 AM	5	1	4	1	7	5	0	5	8	2	12	1	51
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7:30 AM	6	6	4	1	11	6	1	11	6	3	15	4	74
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7:45 AM	15	5	6	2	10	9	0	5	9	1	26	5	93
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8:00 AM	4	7	8	2	9	6	0	5	3	4	22	1	71
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8:15 AM	4	8	7	0	11	2	1	5	6	0	15	3	62
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8:30 AM	15	6	12	0	10	1	1	7	8	6	16	6	88
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8:45 AM	5	7	11	2	8	8	2	9	3	1	9	4	69
---------	---	---	----	---	---	---	---	---	---	---	---	---	----

9:00 AM

9:15 AM

9:30 AM

9:45 AM

10:00 AM

10:15 AM

10:30 AM

10:45 AM

11:00 AM

11:15 AM

11:30 AM

11:45 AM

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	58	46	54	12	73	39	6	56	46	18	127	28	563

AM Peak Hr Begins at: 745 AM

PEAK													
VOLUMES =	38	26	33	4	40	18	2	22	26	11	79	15	314
PEAK HR.													
FACTOR:		0.735			0.738			0.781			0.820		0.844

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sigsbee St

DATE: 06/05/2008

LOCATION: City of San Diego

E-W STREET: National Ave

DAY: THURSDAY

PROJECT# 08-4148-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	1	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6	14	5	3	4	1	3	15	3	3	17	0	74
4:15 PM	12	11	4	1	7	3	1	14	4	3	13	3	76
4:30 PM	16	8	3	2	7	2	0	17	8	0	12	1	76
4:45 PM	4	13	1	0	5	1	2	11	9	1	21	2	70
5:00 PM	2	23	5	0	4	2	2	31	10	3	8	5	95
5:15 PM	3	13	2	2	5	1	1	20	1	2	11	0	61
5:30 PM	7	10	0	0	2	1	1	13	3	1	13	6	57
5:45 PM	3	14	2	0	5	2	2	10	5	1	17	1	62
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	53	106	22	8	39	13	12	131	43	14	112	18	571

PM Peak Hr Begins at: 415 PM

PEAK													
VOLUMES =	34	55	13	3	23	8	5	73	31	7	54	11	317
PEAK HR. FACTOR:	0.850			0.773			0.634			0.750			0.834

CONTROL: Signalized

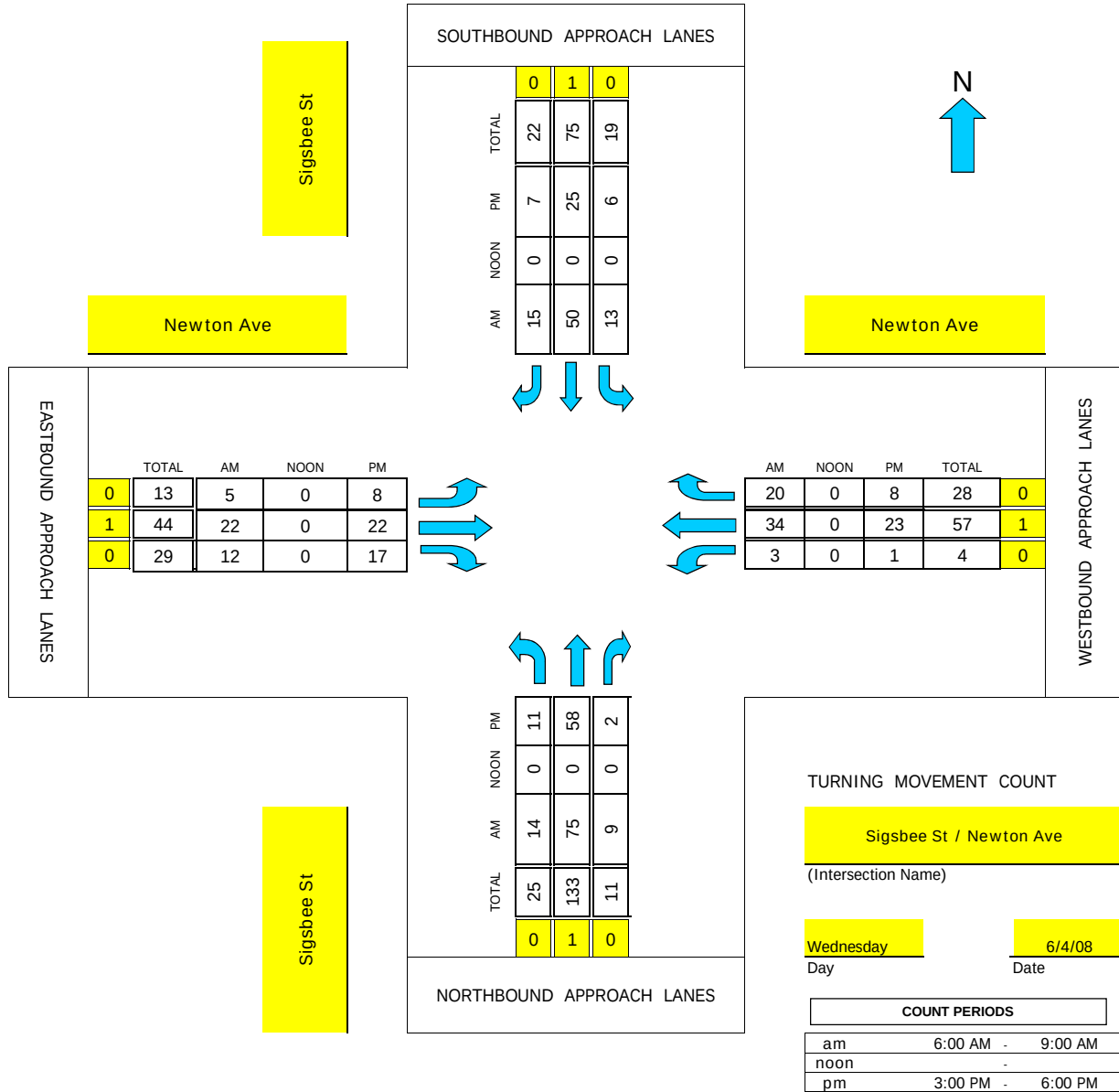
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Sigsbee St/Newton Ave

Project #: 08-4148-004



CONTROL: 4-Way Stop Sign

AM PEAK HOUR 800 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sigsbee St

DATE: 06/04/2008

LOCATION: City of San Diego

E-W STREET: Newton Ave

DAY: WEDNESDAY

PROJECT# 08-4148-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	6	0	3	6	2	2	5	1	1	8	1	35
7:15 AM	2	5	1	1	16	3	1	4	5	0	11	0	49
7:30 AM	2	20	1	2	10	4	0	3	5	2	6	4	59
7:45 AM	4	15	3	2	14	1	1	6	6	2	8	1	63
8:00 AM	3	13	0	3	6	5	1	4	3	0	10	3	51
8:15 AM	5	18	0	4	13	3	3	8	5	1	9	7	76
8:30 AM	2	20	6	6	12	2	1	7	3	0	7	5	71
8:45 AM	4	24	3	0	19	5	0	3	1	2	8	5	74
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	22	121	14	21	96	25	9	40	29	8	67	26	478

AM Peak Hr Begins at: 800 AM

PEAK													
VOLUMES =	14	75	9	13	50	15	5	22	12	3	34	20	272
PEAK HR.													
FACTOR:		0.790			0.813			0.609			0.838		0.895

CONTROL: 4-Way Stop Sign

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sigsbee St

DATE: 06/04/2008

LOCATION: City of San Diego

E-W STREET: Newton Ave

DAY: WEDNESDAY

PROJECT# 08-4148-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6	10	1	4	9	4	1	7	2	0	5	2	51
4:15 PM	3	14	0	0	2	1	1	4	6	0	7	2	40
4:30 PM	0	21	1	1	10	1	4	6	6	1	9	1	61
4:45 PM	2	13	0	1	4	1	2	5	3	0	2	3	36
5:00 PM	2	10	0	2	12	0	4	6	3	0	2	4	45
5:15 PM	1	13	1	2	11	1	1	2	3	0	4	0	39
5:30 PM	4	19	0	0	10	1	0	1	3	2	3	2	45
5:45 PM	3	10	3	1	9	3	0	2	0	0	5	2	38
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	21	110	6	11	67	12	13	33	26	3	37	16	355

PM Peak Hr Begins at: 400 PM

PEAK													
VOLUMES =	11	58	2	6	25	7	8	22	17	1	23	8	188
PEAK HR.													
FACTOR:		0.807			0.559			0.734			0.727		0.770

CONTROL: 4-Way Stop Sign

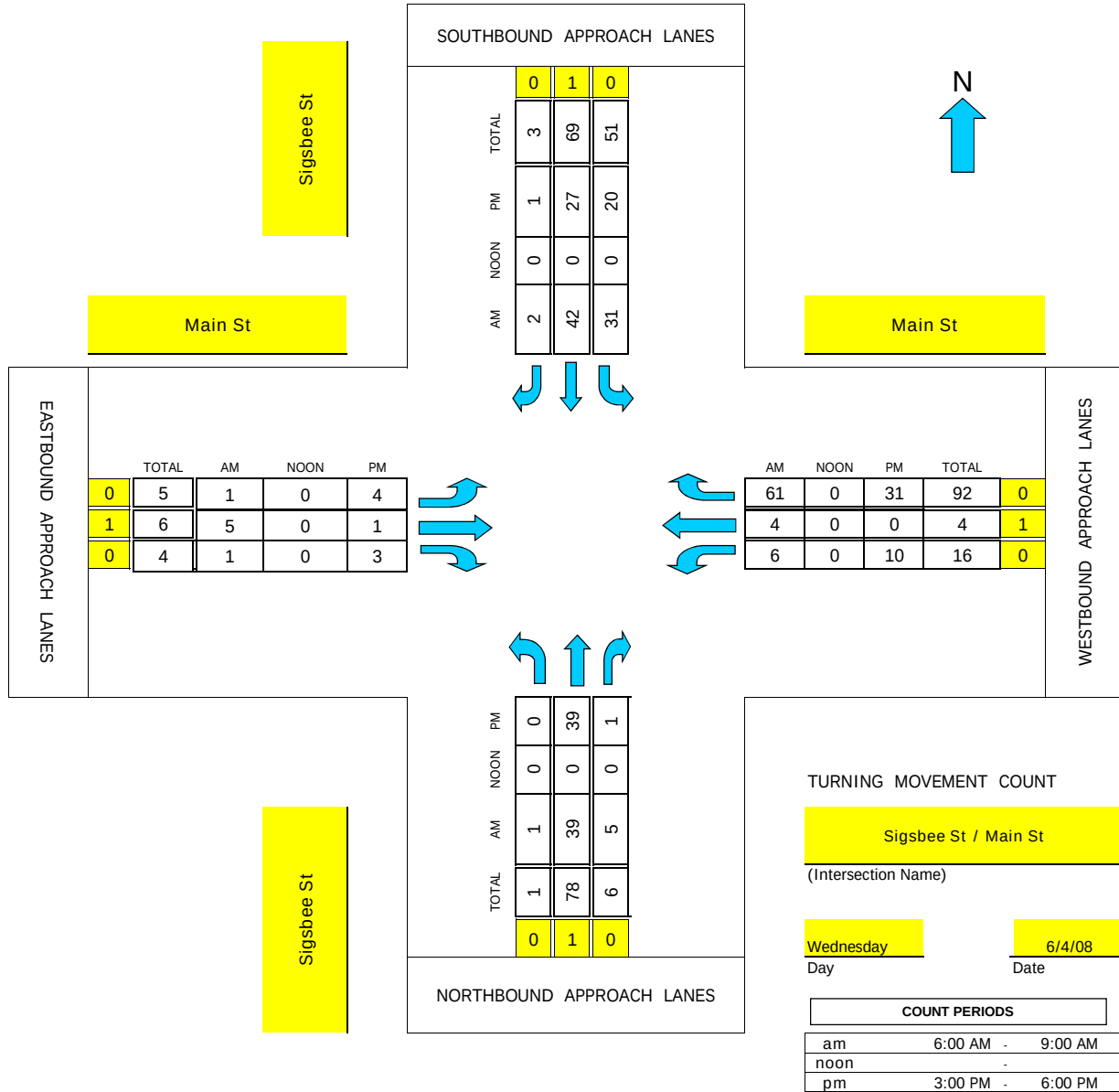
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Sigsbee St/Main St

Project #: 08-4148-005



CONTROL: 4-way stop sign

AM PEAK HOUR 800 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sigsbee St

DATE: 06/04/2008

LOCATION: City of San Diego

E-W STREET: Main St

DAY: WEDNESDAY

PROJECT# 08-4148-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

6:00 AM

6:15 AM

6:30 AM

6:45 AM

7:00 AM	0	6	0	2	10	0	0	3	0	0	1	2	24
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7:15 AM	0	4	0	4	15	0	1	1	0	1	2	5	33
---------	---	---	---	---	----	---	---	---	---	---	---	---	----

7:30 AM	1	12	1	6	12	1	0	0	0	0	0	11	44
---------	---	----	---	---	----	---	---	---	---	---	---	----	----

7:45 AM	1	11	0	8	8	2	0	3	0	2	1	13	49
---------	---	----	---	---	---	---	---	---	---	---	---	----	----

8:00 AM	0	7	0	4	9	1	0	1	0	1	1	12	36
---------	---	---	---	---	---	---	---	---	---	---	---	----	----

8:15 AM	0	10	1	10	10	1	0	1	0	2	0	13	48
---------	---	----	---	----	----	---	---	---	---	---	---	----	----

8:30 AM	1	10	3	9	9	0	0	1	1	2	2	17	55
---------	---	----	---	---	---	---	---	---	---	---	---	----	----

8:45 AM	0	12	1	8	14	0	1	2	0	1	1	19	59
---------	---	----	---	---	----	---	---	---	---	---	---	----	----

9:00 AM

9:15 AM

9:30 AM

9:45 AM

10:00 AM

10:15 AM

10:30 AM

10:45 AM

11:00 AM

11:15 AM

11:30 AM

11:45 AM

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	3	72	6	51	87	5	2	12	1	9	8	92	348

AM Peak Hr Begins at: 800 AM

PEAK													
VOLUMES =	1	39	5	31	42	2	1	5	1	6	4	61	198
PEAK HR.													
FACTOR:		0.804			0.852			0.583			0.845		0.839

CONTROL: 4-way stop sign

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sigsbee St

DATE: 06/04/2008

LOCATION: City of San Diego

E-W STREET: Main St

DAY: WEDNESDAY

PROJECT# 08-4148-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		10	0	4	8	0	0	0	3	1	0	12	38
4:15 PM		8	0	2	6	0	3	1	0	3	0	6	29
4:30 PM		15	1	8	9	1	1	0	0	0	0	7	42
4:45 PM		6	0	6	4	0	0	0	0	6	0	6	28
5:00 PM		8	5	6	5	0	0	0	0	0	0	6	30
5:15 PM		11	0	9	3	0	0	0	0	0	1	9	33
5:30 PM		17	2	5	9	0	0	0	0	0	0	11	44
5:45 PM		7	0	7	6	0	0	0	0	2	0	7	29
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	82	8	47	50	1	4	1	3	12	1	64	273

PM Peak Hr Begins at: 400 PM

PEAK													
VOLUMES =	0	39	1	20	27	1	4	1	3	10	0	31	137
PEAK HR.													
FACTOR:		0.625			0.667			0.500			0.788		0.815

CONTROL: 4-way stop sign

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Harbor Dr.

DATE: 2/16/2006

LOCATION: City of San Diego

E-W STREET: ~~Sigbee St.~~

DAY: THURSDAY

PROJECT# 06-4058-002

Sigsbee

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	1	2	0	0	0	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		189	7	3	31					3		3	236
7:15 AM		242	10	7	55					7		9	330
7:30 AM		226	5	5	46					5		7	294
7:45 AM		266	9	8	63					7		11	364
8:00 AM		212	3	2	33					2		4	256
8:15 AM		198	7	8	49					6		5	273
8:30 AM		126	3	3	43					1		6	182
8:45 AM		198	6	4	52					4		4	268
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	1657	50	40	372	0	0	0	0	35	0	49	2203
	nb a	nb d		sb a	sb d		eb a	eb d		wb a	nb d		
	1707	1706		412	407		0	90		84	0		
AM Peak Hr Begins at:				715 AM									

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	946	27	22	197	0	0	0	0	21	0	31	1244
PEAK HR.	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
FACTOR:		0.885			0.771			0.000			0.722		0.854

CONTROL: 1WayStop(WB)

A-21

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Harbor Dr.

DATE: 2/16/2006

LOCATION: City of San Diego

E-W STREET: Sighee St.

DAY: THURSDAY

PROJECT# 06-4058-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 0	ER 0	WL 0	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		67	3	15	288					7		3	383
4:15 PM		57	4	26	263					11		7	368
4:30 PM		88	2	23	274					9		5	401
4:45 PM		81	6	28	299					14		6	434
5:00 PM		76	1	17	297					7		4	402
5:15 PM		71	6	20	303					9		7	416
5:30 PM		66	3	12	271					5		3	360
5:45 PM		77	3	10	251					8		8	357
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 0	NT 583	NR 28	SL 151	ST 2246	SR 0	EL 0	ET 0	ER 0	WL 70	WT 0	WR 43	TOTAL 3121
	nb a	nb d		sb a	sb d		eb a	eb d		wb a	nb d		
	611	626		2397	2316		0	179		113	0		
PM Peak Hr Begins at: 430 PM													

PEAK VOLUMES =	0	316	15	88	1173	0	0	0	0	39	0	22	1653
PEAK HR. FACTOR:		0.919			0.964			0.000			0.763		0.952

CONTROL: 1WayStop(WB)

A-22

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Logan Ave.

DATE: 5/24/2005

LOCATION: City of San Diego

E-W STREET: I-5 SB Off-Ramp

DAY: TUESDAY

PROJECT# 05-4125-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	1	1	0	
6:00 AM	1												
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0		4	15	19	0		12	4	2	23		79
7:15 AM	1		7	15	26	2		16	5	2	32		106
7:30 AM	3		7	27	37	1		12	7	10	28		132
7:45 AM	2		9	26	55	8		13	4	23	25		165
8:00 AM	8		12	21	31	6		16	1	17	31		143
8:15 AM	4		16	20	41	7		15	5	13	29		150
8:30 AM	4		20	22	30	5		16	4	30	13		144
8:45 AM	6		13	19	46	4		27	6	8	24		153
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	28	0	88	165	285	33	0	127	36	105	205	0	1072

AM Peak Hr Begins at: 745 AM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	18	0	57	89	157	26	0	60	14	83	98	0	602
PEAK HR.													
FACTOR:		0.781			0.764			0.925			0.943		0.912

CONTROL: 4WAYSTOP

A-14

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Logan Ave.

DATE: 5/24/2005

LOCATION: City of San Diego

E-W STREET: I-5 SB Off-Ramp

DAY: TUESDAY

PROJECT# 05-4125-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	4		8	39	18	1		24	6	10	12		122
4:15 PM	4		13	47	19	3		61	12	6	19		184
4:30 PM	9		17	34	17	3		35	5	5	19		144
4:45 PM	3		20	30	21	0		53	4	2	11		144
5:00 PM	6		18	33	18	0		46	4	2	21		148
5:15 PM	2		18	34	17	3		60	2	10	14		160
5:30 PM	7		26	20	12	4		28	3	5	19		124
5:45 PM	5		22	27	12	2		38	2	8	15		131
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	40	0	142	264	134	16	0	345	38	48	130	0	1157

PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	22	0	68	144	75	6	0	195	25	15	70	0	620
PEAK HR. FACTOR:		0.865			0.815			0.753			0.850		0.842

CONTROL: 4WAYSTOP

A15

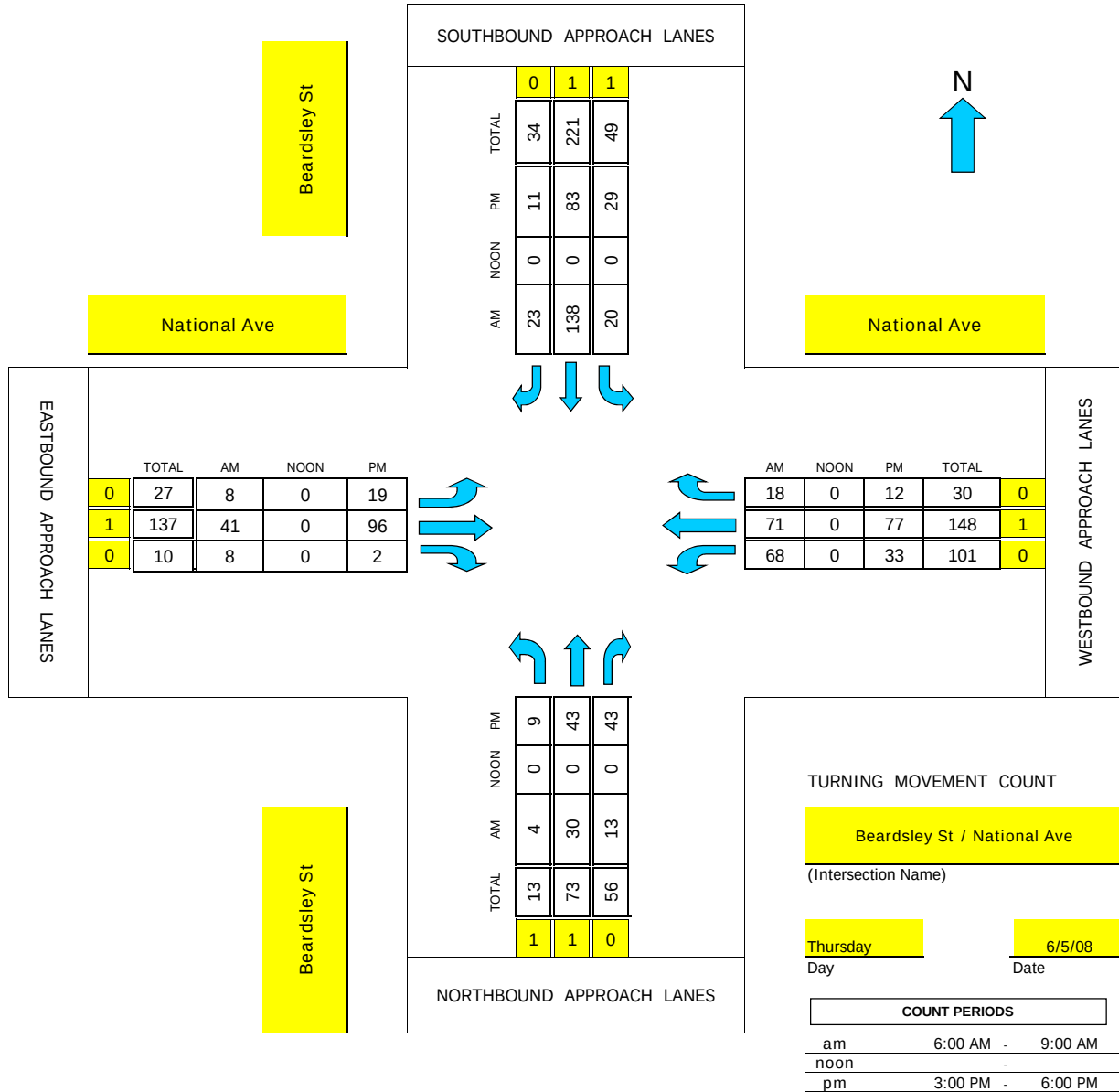
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Beardsley St/National Ave

Project #: 08-4148-008



CONTROL: 4-Way Stop Sign

AM PEAK HOUR 745 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 415 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beardsley St

DATE: 06/05/2008

LOCATION: City of San Diego

E-W STREET: National Ave

DAY: THURSDAY

PROJECT# 08-4148-008

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	0	1	0	0	1	0	

6:00 AM

6:15 AM

6:30 AM

6:45 AM

7:00 AM	0	7	5	1	23	4	2	9	1	6	13	2	73
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7:15 AM	3	3	2	7	33	6	3	8	1	7	18	5	96
---------	---	---	---	---	----	---	---	---	---	---	----	---	----

7:30 AM	1	8	3	2	38	8	5	11	0	11	12	1	100
---------	---	---	---	---	----	---	---	----	---	----	----	---	-----

7:45 AM	2	8	2	3	37	8	0	6	3	15	25	9	118
---------	---	---	---	---	----	---	---	---	---	----	----	---	-----

8:00 AM	1	10	7	5	38	8	4	12	1	17	16	5	124
---------	---	----	---	---	----	---	---	----	---	----	----	---	-----

8:15 AM	0	7	3	5	32	1	1	11	4	15	15	4	98
---------	---	---	---	---	----	---	---	----	---	----	----	---	----

8:30 AM	1	5	1	7	31	6	3	12	0	21	15	0	102
---------	---	---	---	---	----	---	---	----	---	----	----	---	-----

8:45 AM	2	9	6	8	35	2	1	6	0	5	23	5	102
---------	---	---	---	---	----	---	---	---	---	---	----	---	-----

9:00 AM

9:15 AM

9:30 AM

9:45 AM

10:00 AM

10:15 AM

10:30 AM

10:45 AM

11:00 AM

11:15 AM

11:30 AM

11:45 AM

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	10	57	29	38	267	43	19	75	10	97	137	31	813

AM Peak Hr Begins at: 745 AM

PEAK													
VOLUMES =	4	30	13	20	138	23	8	41	8	68	71	18	442
PEAK HR.													
FACTOR:		0.653			0.887			0.838			0.801		0.891

CONTROL: 4-Way Stop Sign

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Beardsley St](#)

DATE: [06/05/2008](#)

LOCATION: [City of San Diego](#)

E-W STREET: [National Ave](#)

DAY: [THURSDAY](#)

PROJECT# [08-4148-008](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	4	11	9	8	20	5	5	25	3	6	17	5	118
4:15 PM	2	9	9	7	19	5	4	23	1	9	19	2	109
4:30 PM	3	11	9	8	29	3	3	22	0	10	19	3	120
4:45 PM	4	6	7	6	16	1	6	19	0	9	28	2	104
5:00 PM	0	17	18	8	19	2	6	32	1	5	11	5	124
5:15 PM	8	15	4	7	16	0	2	19	1	5	7	3	87
5:30 PM	0	13	4	7	12	3	0	20	0	5	16	2	82
5:45 PM	2	9	5	7	16	4	3	7	2	5	16	0	76
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	23	91	65	58	147	23	29	167	8	54	133	22	820

PM Peak Hr Begins at: [415 PM](#)

PEAK													
VOLUMES =	9	43	43	29	83	11	19	96	2	33	77	12	457
PEAK HR.													
FACTOR:		0.679			0.769			0.750			0.782		0.921

CONTROL: [4-Way Stop Sign](#)

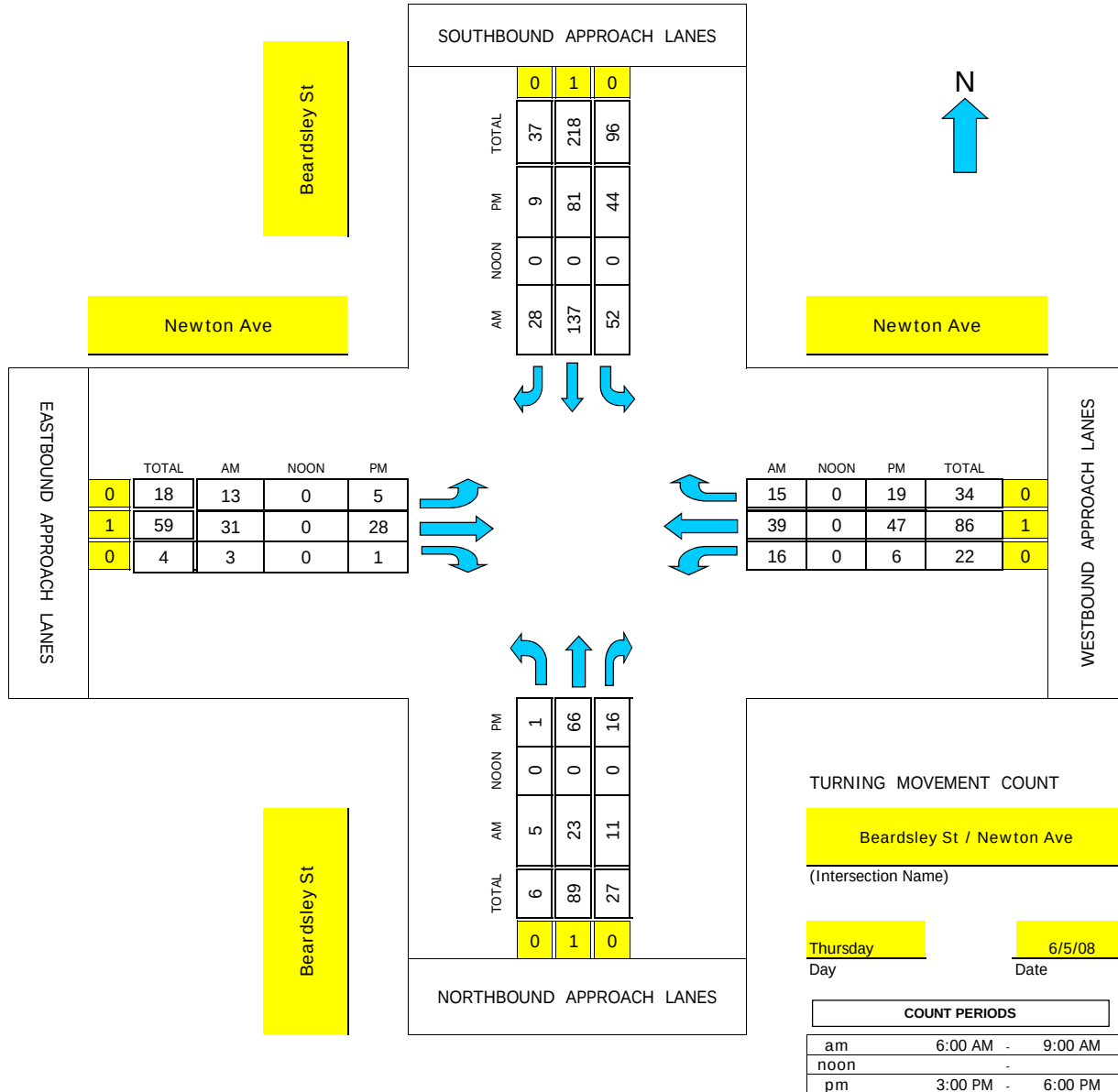
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Beardsley St / Newton Ave

Project #: 08-4148-009



CONTROL: 4-Way Stop Sign

AM PEAK HOUR 745 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beardsley St

DATE: 06/05/2008

LOCATION: City of San Diego

E-W STREET: Newton Ave

DAY: THURSDAY

PROJECT# 08-4148-009

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	8	1	9	19	3	1	7	1	4	6	2	61
7:15 AM	0	9	2	7	29	6	1	8	3	0	5	2	72
7:30 AM	0	6	4	2	29	5	0	9	0	9	11	6	81
7:45 AM	2	9	4	12	33	6	2	7	2	5	8	7	97
8:00 AM	1	8	2	13	31	10	6	8	0	4	9	4	96
8:15 AM	2	1	1	14	39	6	3	7	0	4	9	3	89
8:30 AM	0	5	4	13	34	6	2	9	1	3	13	1	91
8:45 AM	0	10	4	12	25	3	1	12	1	3	9	6	86
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	5	56	22	82	239	45	16	67	8	32	70	31	673

AM Peak Hr Begins at: 745 AM

PEAK													
VOLUMES =	5	23	11	52	137	28	13	31	3	16	39	15	373
PEAK HR.													
FACTOR:		0.650			0.919			0.839			0.875		0.961

CONTROL: 4-Way Stop Sign

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Beardsley St](#)

DATE: [06/05/2008](#)

LOCATION: [City of San Diego](#)

E-W STREET: [Newton Ave](#)

DAY: [THURSDAY](#)

PROJECT# [08-4148-009](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	20	6	9	19	2	1	7	0	3	14	5	86
4:15 PM	0	16	3	11	19	1	0	5	1	0	12	5	73
4:30 PM	0	17	2	14	26	3	3	10	0	2	12	5	94
4:45 PM	1	13	5	10	17	3	1	6	0	1	9	4	70
5:00 PM	1	14	2	5	17	2	4	10	0	3	12	6	76
5:15 PM	1	17	4	7	14	2	2	6	0	3	13	6	75
5:30 PM	1	12	0	7	14	2	3	9	1	3	9	2	63
5:45 PM	2	15	1	2	15	1	1	8	0	5	9	1	60
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	6	124	23	65	141	16	15	61	2	20	90	34	597

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	1	66	16	44	81	9	5	28	1	6	47	19	323
PEAK HR. FACTOR:		0.798			0.779			0.654			0.818		0.859

CONTROL: [4-Way Stop Sign](#)

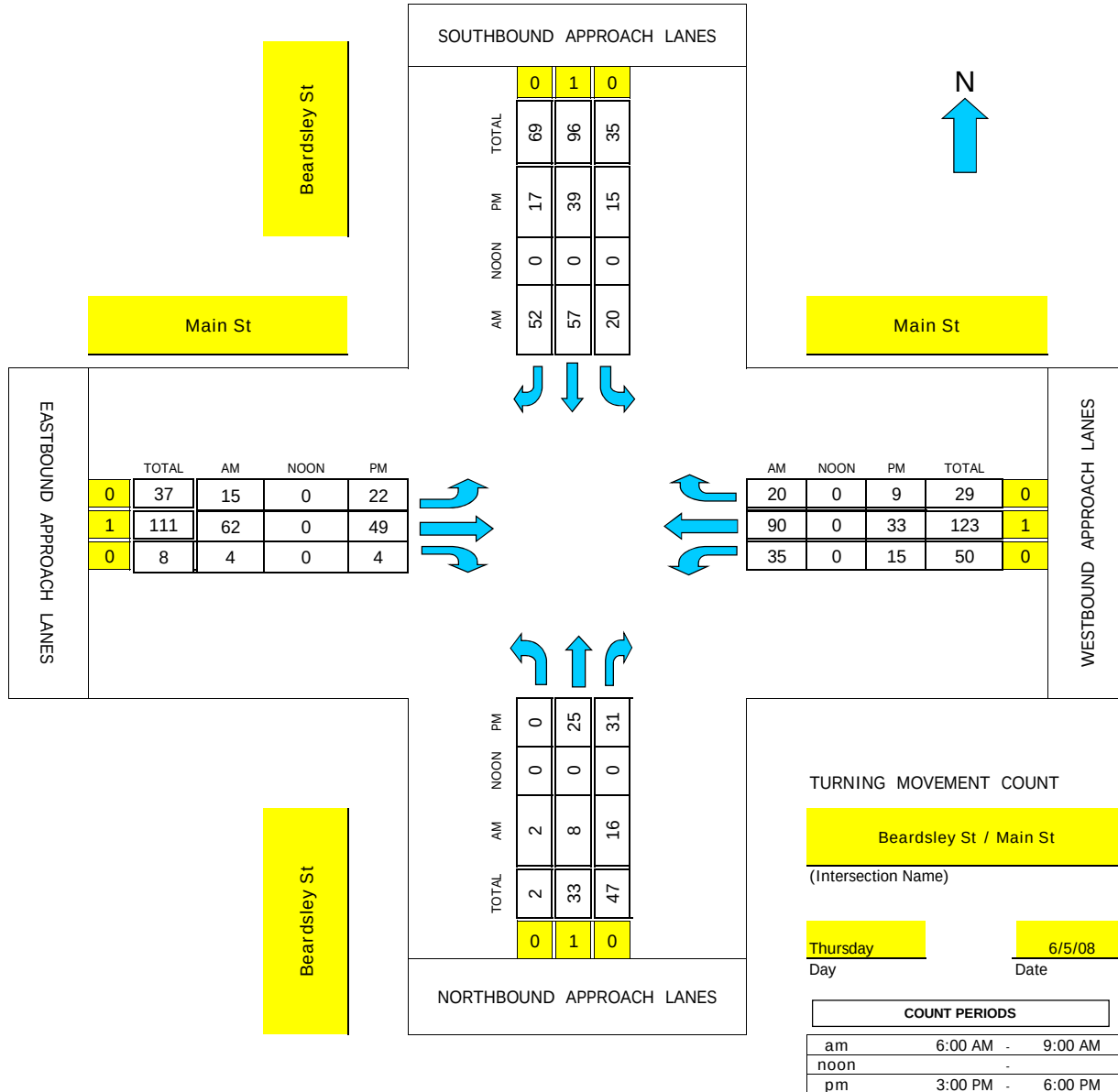
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Beardsley St/Main St

Project #: 08-4148-010



CONTROL: 4-Way Stop Sign

AM PEAK HOUR 800 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Beardsley St

DATE: 06/05/2008

LOCATION: City of San Diego

E-W STREET: Main St

DAY: THURSDAY

PROJECT# 08-4148-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	7	0	2	17	4	3	2	0	5	5	3	48
7:15 AM	0	1	0	7	25	1	2	1	3	9	9	7	65
7:30 AM	0	4	0	6	30	11	1	14	0	6	15	7	94
7:45 AM	1	3	0	5	19	9	4	15	1	8	21	6	92
8:00 AM	2	1	7	7	15	9	5	11	1	8	19	3	88
8:15 AM	0	1	2	6	12	19	1	15	1	8	22	7	94
8:30 AM	0	1	2	3	17	15	1	19	1	7	37	3	106
8:45 AM	0	5	5	4	13	9	8	17	1	12	12	7	93
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	3	23	16	40	148	77	25	94	8	63	140	43	680

AM Peak Hr Begins at: 800 AM

PEAK													
VOLUMES =	2	8	16	20	57	52	15	62	4	35	90	20	381
PEAK HR.													
FACTOR:		0.650			0.872			0.779			0.771		0.899

CONTROL: 4-Way Stop Sign

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Beardsley St](#)

DATE: [06/05/2008](#)

LOCATION: [City of San Diego](#)

E-W STREET: [Main St](#)

DAY: [THURSDAY](#)

PROJECT# [08-4148-010](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	11	8	3	14	1	4	14	0	5	6	1	67
4:15 PM	0	5	6	4	8	3	8	14	0	4	10	4	66
4:30 PM	0	2	5	6	10	10	7	12	1	4	10	3	70
4:45 PM	0	7	12	2	7	3	3	9	3	2	7	1	56
5:00 PM	0	7	7	3	10	6	2	6	6	5	8	5	65
5:15 PM	1	14	5	3	3	5	2	5	1	3	1	1	44
5:30 PM	1	7	7	2	6	9	2	6	2	1	7	2	52
5:45 PM	0	8	5	9	6	6	4	11	0	2	8	2	61
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	2	61	55	32	64	43	32	77	13	26	57	19	481

PM Peak Hr Begins at: 400 PM

PEAK													
VOLUMES =	0	25	31	15	39	17	22	49	4	15	33	9	259
PEAK HR. FACTOR:		0.737			0.683			0.852			0.792		0.925

CONTROL: [4-Way Stop Sign](#)

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Harbor Dr.

DATE: 2/16/2006

LOCATION: City of San Diego

E-W STREET: Beardsley St.

DAY: THURSDAY

PROJECT# 06-4058-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	1	2	0	0	0	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		180	6	5	34					9		15	249
7:15 AM		238	3	3	61					7		13	325
7:30 AM		204	5	6	46					8		19	288
7:45 AM		259	2	1	65					5		9	341
8:00 AM		206	6	3	37					10		13	275
8:15 AM		180	1	2	47					2		12	244
8:30 AM		162	3	4	36					6		14	225
8:45 AM		200	5	2	58					4		10	279
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 0	NT 1629	NR 31	SL 26	ST 384	SR 0	EL 0	ET 0	ER 0	WL 51	WT 0	WR 105	TOTAL 2226
	nb a	nb d		sb a	sb d		eb a	eb d		wb a	nb d		
	1660	1734		410	435		0	57		156	0		
AM Peak Hr Begins at:			715 AM										

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	907	16	13	209	0	0	0	0	30	0	54	1229
PEAK HR. FACTOR:	0.884			0.841			0.000			0.778			0.901

CONTROL: 1WayStop(WB)

A-23

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Harbor Dr.

DATE: 2/16/2006

LOCATION: City of San Diego

E-W STREET: Beardsley St.

DAY: THURSDAY

PROJECT# 06-4058-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	1	2	0	0	0	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		50	4	19	281					5		5	364
4:15 PM		63	7	16	267					9		2	364
4:30 PM		90	3	20	277					6		4	400
4:45 PM		84	2	10	310					7		1	414
5:00 PM		78	6	17	291					5		6	403
5:15 PM		77	5	13	289					8		5	397
5:30 PM		58	8	10	220					4		3	303
5:45 PM		70	4	8	258					5		2	347
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	570	39	113	2193	0	0	0	0	49	0	28	2992
	nb a	nb d		sb a	sb d		eb a	eb d		wb a	nb d		
	609	598		2306	2242		0	152		77	0		
PM Peak Hr Begins at:				430 PM									

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	329	16	60	1167	0	0	0	0	26	0	16	1614
PEAK HR.	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
FACTOR:		0.927			0.959			0.000			0.808		0.975

CONTROL: 1WayStop(WB)

A 24

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Kearney Ave.

DATE: 5/19/2005

LOCATION: City of San Diego

E-W STREET: Cesar Chavez Pkwy.

DAY: THURSDAY

PROJECT# 05-4125-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	1.3	.3	.31	2	0	0	1	1		
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	86	16	26				39	55			95	0	317
7:15 AM	88	17	42				32	68			86	5	338
7:30 AM	74	9	21				43	65			100	3	315
7:45 AM	73	15	23				35	60			70	2	278
8:00 AM	76	15	26				37	61			102	6	323
8:15 AM	59	12	34				28	47			88	7	275
8:30 AM	59	16	31				32	57			101	10	306
8:45 AM	65	21	36				32	53			98	6	311
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	580	121	239	0	0	0	278	466	0	0	740	39	2463

AM Peak Hr Begins at: 715 AM

PEAK VOLUMES =	311	56	112	0	0	0	147	254	0	0	358	16	1254
PEAK HR. FACTOR:		0.815			0.000			0.928			0.866		0.928

CONTROL: signalized

A-11

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Kearney Ave.

DATE: 5/19/2005

LOCATION: City of San Diego

E-W STREET: Cesar Chavez Pkwy.

DAY: THURSDAY

PROJECT# 05-4125-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	1.3	.3	.31	2	0	0	1	1		
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	81	17	33				35	42		33	5		246
4:15 PM	106	24	35				51	46		27	0		289
4:30 PM	110	31	46				41	65		41	2		336
4:45 PM	134	52	41				58	57		50	11		403
5:00 PM	90	41	32				54	49		47	9		322
5:15 PM	80	27	24				39	42		56	6		274
5:30 PM	81	15	21				32	52		41	4		246
5:45 PM	87	21	26				29	59		32	1		255
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	769	228	258	0	0	0	339	412	0	0	327	38	2371

PM Peak Hr Begins at: 415 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	440	148	154	0	0	0	204	217	0	0	165	22	1350
PEAK HR.													
FACTOR:		0.817			0.000			0.915			0.766		0.837

CONTROL: signalized

A-12

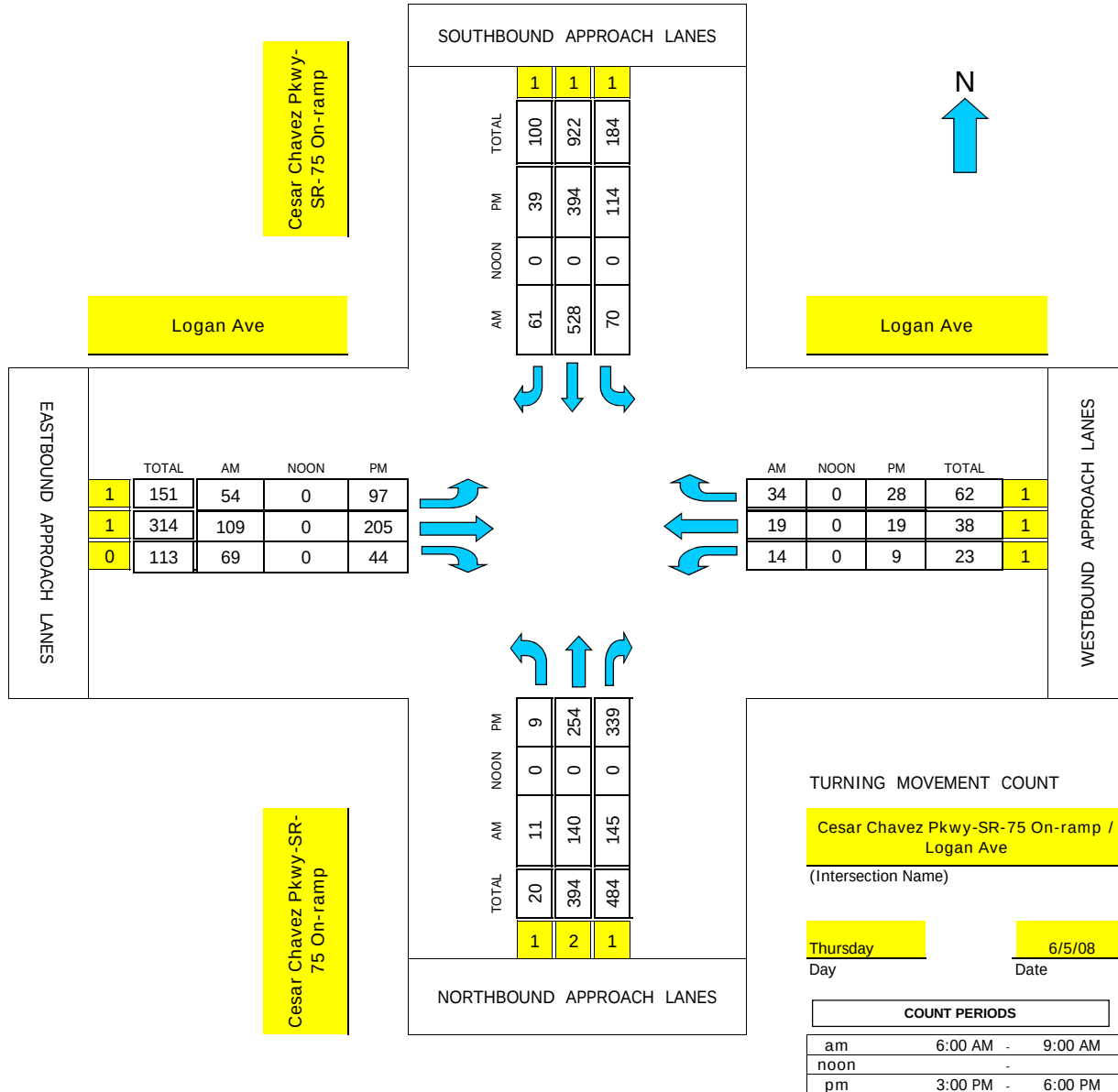
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Cesar Chavez Pkwy-SR-75 On-ramp/Logan Ave

Project #: 08-4148-013



CONTROL: Signalized

AM PEAK HOUR 730 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Cesar Chavez Pkwy-SR-75 On- DATE: 06/05/2008

LOCATION: City of San Diego

E-W STREET: Logan Ave

DAY: THURSDAY

PROJECT# 08-4148-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 0	WL 1	WT 1	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	22	28	17	115	20	15	19	11	4	6	7	267
7:15 AM	5	23	28	13	118	11	23	17	23	1	4	6	272
7:30 AM	2	35	44	17	123	14	19	19	16	3	7	10	309
7:45 AM	2	27	42	28	148	14	17	31	17	6	4	8	344
8:00 AM	5	38	34	15	117	16	10	31	17	1	5	7	296
8:15 AM	2	40	25	10	140	17	8	28	19	4	3	9	305
8:30 AM	2	39	30	12	119	24	17	31	8	1	6	6	295
8:45 AM	4	36	48	19	96	19	7	25	18	1	4	7	284
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	25	260	279	131	976	135	116	201	129	21	39	60	2372

AM Peak Hr Begins at: 730 AM

PEAK													
VOLUMES =	11	140	145	70	528	61	54	109	69	14	19	34	1254
PEAK HR.													
FACTOR:		0.914			0.867			0.892			0.838		0.911

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Cesar Chavez Pkwy-SR-75 On- DATE: 06/05/2008

LOCATION: City of San Diego

E-W STREET: Logan Ave

DAY: THURSDAY

PROJECT# 08-4148-013

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	1	1	1	1	1	1	0	1	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2	61	72	27	106	8	23	41	10	3	5	9	367
4:15 PM	3	62	69	30	94	7	30	57	13	2	5	9	381
4:30 PM	0	62	109	33	100	11	22	56	11	3	6	7	420
4:45 PM	4	69	89	24	94	13	22	51	10	1	3	3	383
5:00 PM	0	80	102	25	71	2	18	47	6	1	3	4	359
5:15 PM	5	56	88	30	68	0	31	38	8	2	3	7	336
5:30 PM	3	47	77	26	81	1	24	45	10	3	2	8	327
5:45 PM	3	37	76	35	82	0	21	51	10	0	4	5	324
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	20	474	682	230	696	42	191	386	78	15	31	52	2897

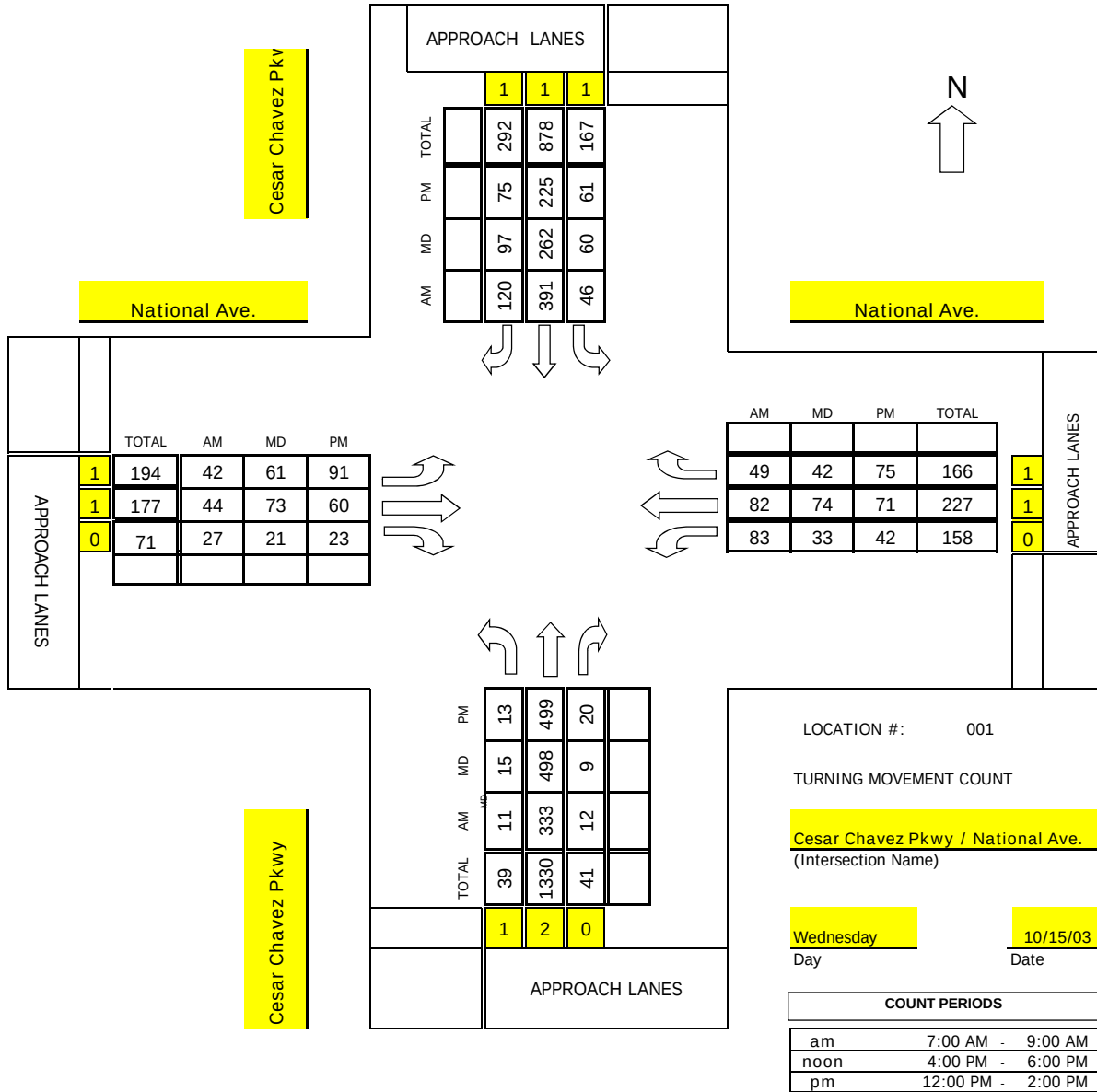
PM Peak Hr Begins at: 400 PM

PEAK													
VOLUMES =	9	254	339	114	394	39	97	205	44	9	19	28	1551
PEAK HR.													
FACTOR:		0.880			0.950			0.865			0.824		0.923

CONTROL: Signalized

TMC SUMMARY OF Cesar Chavez Pkwy / National Ave.

Project #: 03-1482-004



AM PEAK HOUR 745 AM

NOON PEAK HOUR 1215 PM

PM PEAK HOUR 415 PM

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Cesar Chavez Pkwy

DATE: 10/15/2003

LOCATION: City of San Diego

E-W STREET: National Ave.

DAY: WEDNESDAY

PROJECT# 03-1482-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	67	1	5	73	12	9	7	7	9	9	6	207
7:15 AM	1	56	2	6	119	12	10	10	8	10	12	9	255
7:30 AM	3	74	1	4	115	14	10	9	5	14	15	13	277
7:45 AM	4	80	3	8	117	22	11	12	6	17	23	17	320
8:00 AM	3	87	2	7	102	33	9	9	4	19	18	14	307
8:15 AM	2	81	4	12	87	30	10	13	7	21	22	10	299
8:30 AM	2	85	3	19	85	35	12	10	10	26	19	8	314
8:45 AM	3	73	2	13	91	23	9	9	7	17	16	7	270
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 20	NT 603	NR 18	SL 74	ST 789	SR 181	EL 80	ET 79	ER 54	WL 133	WT 134	WR 84	TOTAL 2249

AM Peak Hr Begins at: 745 AM

PEAK VOLUMES =	11	333	12	46	391	120	42	44	27	83	82	49	1240
PEAK HR. FACTOR:		0.967			0.947			0.883			0.939		0.969

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Cesar Chavez Pkwy

DATE: 10/15/2003

LOCATION: City of San Diego

E-W STREET: National Ave.

DAY: WEDNESDAY

PROJECT# 03-1482-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 1	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2	129	2	14	57	14	20	13	4	5	17	13	290
4:15 PM	1	128	6	17	65	21	27	19	7	7	29	18	345
4:30 PM	3	96	4	15	59	23	22	14	6	11	18	21	292
4:45 PM	5	127	6	12	52	17	18	12	4	14	10	16	293
5:00 PM	4	148	4	17	49	14	24	15	6	10	14	20	325
5:15 PM	3	116	5	19	65	11	21	12	4	12	13	17	298
5:30 PM	5	116	3	20	74	14	19	10	5	14	10	18	308
5:45 PM	2	123	5	14	65	12	14	8	3	9	11	13	279
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 25	NT 983	NR 35	SL 128	ST 486	SR 126	EL 165	ET 103	ER 39	WL 82	WT 122	WR 136	TOTAL 2430
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PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	13	499	20	61	225	75	91	60	23	42	71	75	1255
PEAK HR. FACTOR:		0.853			0.876			0.821			0.870		0.909

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Cesar Chavez Blvd.

DATE: 2/16/2006

LOCATION: City of San Diego

E-W STREET: Newton Ave.

DAY: THURSDAY

PROJECT# 06-4058-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	37	2	3	68	5	8	3	2	2	3	6	140
7:15 AM	4	33	4	7	77	9	7	6	7	6	2	7	169
7:30 AM	3	44	1	5	81	8	5	4	3	5	5	4	168
7:45 AM	3	51	2	11	93	14	11	8	6	8	3	6	216
8:00 AM	1	67	0	8	104	10	8	3	5	2	7	7	222
8:15 AM	5	70	4	3	130	17	6	7	4	7	10	8	271
8:30 AM	2	51	2	4	73	9	7	5	3	2	5	4	167
8:45 AM	4	40	5	3	81	13	5	3	4	5	7	3	173
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 23	NT 393	NR 20	SL 44	ST 707	SR 85	EL 57	ET 39	ER 34	WL 37	WT 42	WR 45	TOTAL 1526
	nb a nb d			sb a sb d			eb a eb d			wb a nb d			
	436 495			836 778			130 103			124 150			

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	12	232	7	27	408	49	30	22	18	22	25	25	877
PEAK HR. FACTOR:	0.794			0.807			0.700			0.720			0.809

CONTROL: Signalized

A-27

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Cesar Chavez Blvd.

DATE: 2/16/2006

LOCATION: City of San Diego

E-W STREET: Newton Ave.

DAY: THURSDAY

PROJECT# 06-4058-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2	70	5	6	61	7	9	9	3	2	6	10	190
4:15 PM	3	87	4	9	66	4	17	11	8	4	7	13	233
4:30 PM	1	92	9	7	79	5	10	13	5	2	8	19	250
4:45 PM	3	126	6	11	80	9	19	21	7	6	9	21	318
5:00 PM	0	96	8	8	69	3	13	15	3	2	5	12	234
5:15 PM	4	117	6	12	63	6	11	19	4	7	13	7	269
5:30 PM	0	76	4	8	58	3	11	6	2	3	3	11	185
5:45 PM	1	86	7	9	50	4	13	11	4	4	9	18	216
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =														TOTAL	
NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR		1895		
14	750	49	70	526	41	103	105	36	30	60	111				
nb a		nb d		sb a		sb d		eb a		eb d		wb a		nb d	
813		964		637		592		244		224		201		115	
PM Peak Hr Begins at:														430 PM	

PEAK VOLUMES =	8	431	29	38	291	23	53	68	19	17	35	59	1071
PEAK HR. FACTOR:		0.867			0.880			0.745			0.771		0.842

CONTROL: Signalized

A 28

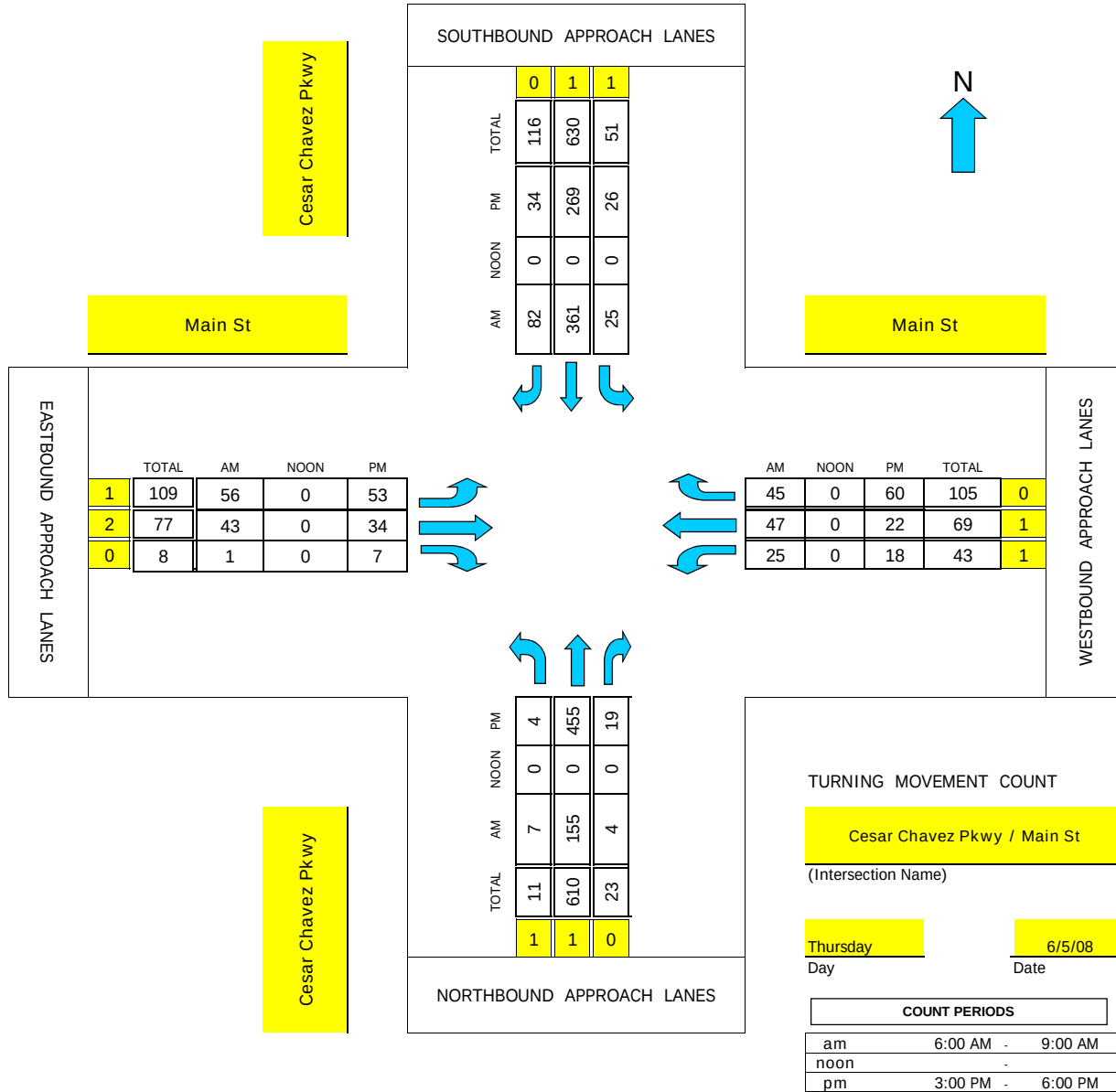
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Cesar Chavez Pkwy/Main St

Project #: 08-4148-016



CONTROL: Signalized

AM PEAK HOUR 730 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Cesar Chavez Pkwy

DATE: 06/05/2008

LOCATION: City of San Diego

E-W STREET: Main St

DAY: THURSDAY

PROJECT# 08-4148-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	45	3	5	91	12	2	9	0	12	6	8	194
7:15 AM	0	36	3	10	93	17	4	4	2	6	11	11	197
7:30 AM	1	47	1	4	106	21	10	9	0	8	9	15	231
7:45 AM	4	40	0	4	92	14	15	10	0	7	15	8	209
8:00 AM	2	41	1	7	81	22	17	12	0	7	10	9	209
8:15 AM	0	27	2	10	82	25	14	12	1	3	13	13	202
8:30 AM	1	44	3	8	68	29	13	12	0	5	16	10	209
8:45 AM	4	50	4	6	50	20	14	11	1	9	7	14	190
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	13	330	17	54	663	160	89	79	4	57	87	88	1641

AM Peak Hr Begins at: 730 AM

PEAK													
VOLUMES =	7	155	4	25	361	82	56	43	1	25	47	45	851
PEAK HR.													
FACTOR:		0.847			0.893			0.862			0.914		0.921

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Cesar Chavez Pkwy

DATE: 06/05/2008

LOCATION: City of San Diego

E-W STREET: Main St

DAY: THURSDAY

PROJECT# 08-4148-016

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	1	2	0	1	1	0	

1:00 PM

1:15 PM

1:30 PM

1:45 PM

2:00 PM

2:15 PM

2:30 PM

2:45 PM

3:00 PM

3:15 PM

3:30 PM

3:45 PM

4:00 PM 2 101 5 6 63 5 12 10 2 5 7 9 227

4:15 PM 1 124 6 8 71 11 15 7 3 3 6 14 269

4:30 PM 0 127 4 6 62 12 12 9 1 7 4 22 266

4:45 PM 1 103 4 6 73 6 14 8 1 3 5 15 239

5:00 PM 0 100 1 5 58 8 7 9 0 3 7 20 218

5:15 PM 1 105 4 6 61 4 9 6 0 4 1 8 209

5:30 PM 0 108 2 6 73 9 10 3 1 1 5 8 226

5:45 PM 0 103 4 3 67 9 14 14 1 3 6 6 230

6:00 PM

6:15 PM

6:30 PM

6:45 PM

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	5	871	30	46	528	64	93	66	9	29	41	102	1884

PM Peak Hr Begins at: 400 PM

PEAK

VOLUMES = 4 455 19 26 269 34 53 34 7 18 22 60 1001

PEAK HR.

FACTOR: 0.912 0.914 0.940 0.758 0.930

CONTROL: Signalized

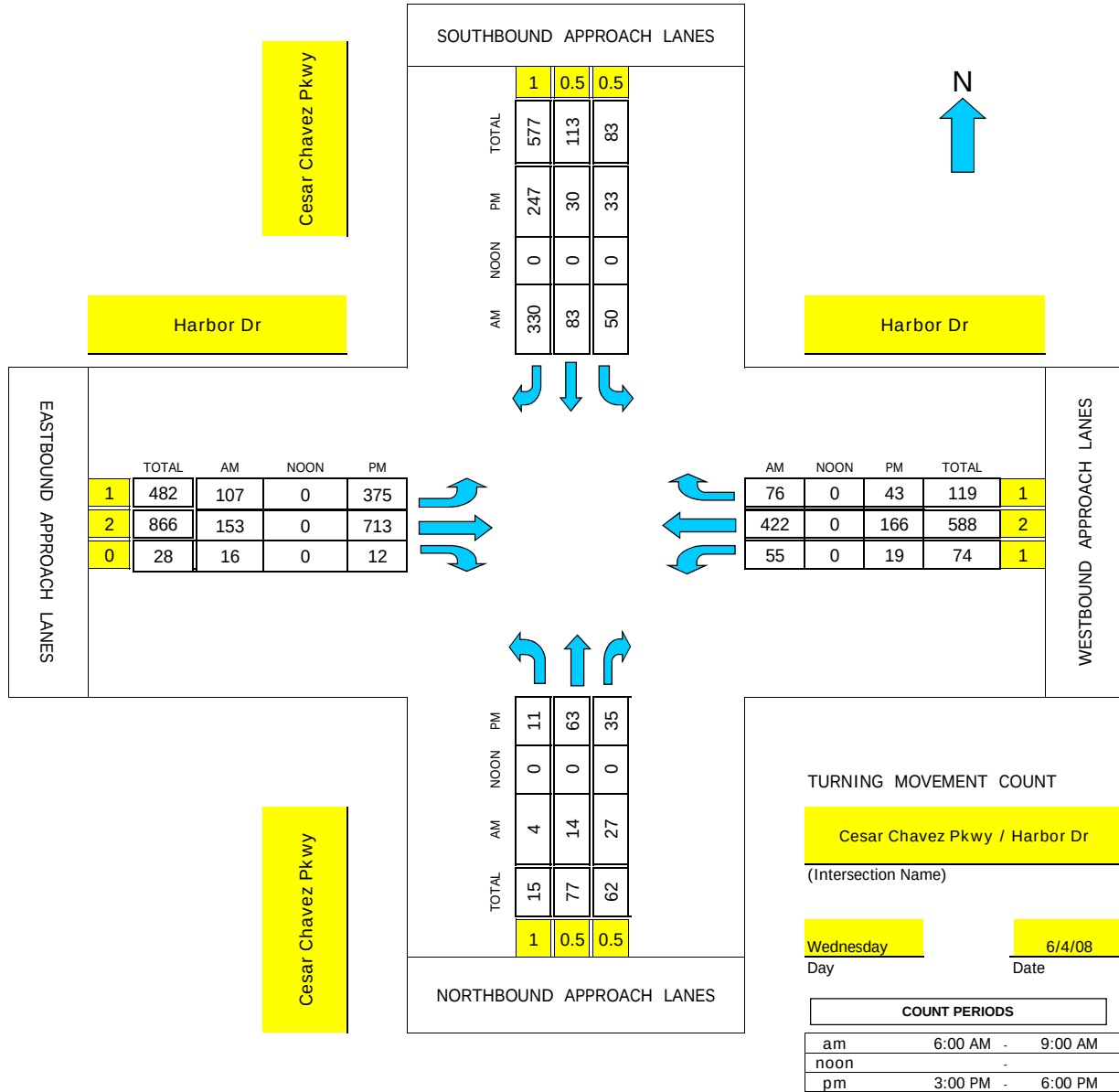
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Cesar Chavez Pkwy/Harbor Dr

Project #: 08-4148-017



CONTROL: Signalized

AM PEAK HOUR 715 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 430 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Cesar Chavez Pkwy

DATE: 06/04/2008

LOCATION: City of San Diego

E-W STREET: Harbor Dr

DAY: WEDNESDAY

PROJECT# 08-4148-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 0.5	NR 0.5	SL 0.5	ST 0.5	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
6:00 AM	0	2	9	20	2	56	11	18	2	5	14	4	143
6:15 AM	1	2	7	20	11	68	26	32	2	6	33	11	219
6:30 AM	1	9	7	24	16	77	28	39	3	15	48	14	281
6:45 AM	1	3	10	22	20	75	37	42	5	11	79	19	324
7:00 AM	1	4	9	16	13	61	32	50	4	9	58	9	266
7:15 AM	2	5	7	11	19	89	28	39	1	10	76	17	304
7:30 AM	0	2	9	16	32	67	34	39	9	18	132	21	379
7:45 AM	2	2	6	16	21	89	18	39	5	22	105	23	348
8:00 AM	0	5	5	7	11	85	27	36	1	5	109	15	306
8:15 AM	3	3	8	8	9	61	28	42	5	9	70	10	256
8:30 AM	2	4	9	8	9	60	24	31	3	16	64	11	241
8:45 AM	0	5	5	7	11	58	34	37	4	7	33	9	210
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	13	46	91	175	174	846	327	444	44	133	821	163	3277

AM Peak Hr Begins at: 715 AM

PEAK													
VOLUMES =	4	14	27	50	83	330	107	153	16	55	422	76	1337
PEAK HR.													
FACTOR:		0.804			0.919			0.841			0.808		0.882

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Cesar Chavez Pkwy

DATE: 06/04/2008

LOCATION: City of San Diego

E-W STREET: Harbor Dr

DAY: WEDNESDAY

PROJECT# 08-4148-017

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 0.5	NR 0.5	SL 0.5	ST 0.5	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	3	34	11	8	4	51	75	60	2	7	40	20	315
3:15 PM	3	26	8	15	11	38	73	79	5	12	57	22	349
3:30 PM	1	14	13	16	11	58	98	108	1	8	43	14	385
3:45 PM	7	8	14	6	15	72	93	138	1	3	42	17	416
4:00 PM	2	16	6	3	5	50	88	127	2	13	32	15	359
4:15 PM	1	20	9	8	5	68	79	152	1	2	43	12	400
4:30 PM	4	16	6	7	4	65	98	185	4	7	40	13	449
4:45 PM	2	17	13	10	10	60	91	180	4	0	51	12	450
5:00 PM	2	18	11	9	6	68	94	162	2	7	30	14	423
5:15 PM	3	12	5	7	10	54	92	186	2	5	45	4	425
5:30 PM	2	10	3	2	9	46	81	158	2	1	22	5	341
5:45 PM	0	26	9	4	6	50	77	98	2	6	26	11	315
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 30	NT 217	NR 108	SL 95	ST 96	SR 680	EL 1039	ET 1633	ER 28	WL 71	WT 471	WR 159	TOTAL 4627
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PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	11	63	35	33	30	247	375	713	12	19	166	43	1747
PEAK HR. FACTOR:		0.852			0.934			0.958			0.905		0.971

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Logan Ave.

DATE: 5/26/2005

LOCATION: City of San Diego

E-W STREET: I-5 SB On-Ramp

DAY: THURSDAY

PROJECT# 05-4125-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 2	NR 0	SL 0	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 0	WR	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		13	16	62	26	1	1		0				119
7:15 AM		10	9	56	13	0	0		0				88
7:30 AM		21	14	54	16	0	0		0				105
7:45 AM		16	9	60	20	1	0		1				107
8:00 AM		30	15	82	35	0	0		0				162
8:15 AM		13	11	68	36	0	0		1				129
8:30 AM		18	15	73	18	1	1		0				126
8:45 AM		17	15	74	35	0	0		0				141
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 0	NT 138	NR 104	SL 529	ST 199	SR 3	EL 2	ET 0	ER 2	WL 0	WT 0	WR 0	TOTAL 977
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AM Peak Hr Begins at: 800 AM

PEAK VOLUMES =	0	78	56	297	124	1	1	0	1	0	0	0	558
PEAK HR. FACTOR:		0.744		0.902			0.500			0.000			0.861

CONTROL: non signalized

A-17

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Logan Ave.

DATE: 5/26/2005

LOCATION: City of San Diego

E-W STREET: I-5 SB On-Ramp

DAY: THURSDAY

PROJECT# 05-4125-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	2	0	0	2	0	0	1	0	0	0		
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													173
4:00 PM	0	17	6	105	44	0	1	0	0				169
4:15 PM	2	27	8	83	42	2	1	2	2				173
4:30 PM	1	14	8	97	50	0	2	0	1				171
4:45 PM	0	7	9	103	49	1	1	0	1				211
5:00 PM	0	18	13	129	47	1	1	1	1				188
5:15 PM	0	16	7	111	51	3	0	0	0				205
5:30 PM	0	20	17	99	63	2	2	0	2				152
5:45 PM	0	14	13	85	39	0	1	0	0				
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	3	133	81	812	385	9	9	3	7	0	0	0	1442

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	61	46	442	210	7	4	1	4	0	0	0	775
PEAK HR. FACTOR:		0.723		0.931				0.563			0.000		0.918

CONTROL: non signalized

A-18

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: National Ave.

DATE: 3/7/2006

LOCATION: City of San Diego

E-W STREET: SR-75 Off Ramp

DAY: TUESDAY

PROJECT# 06-4071-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 0	ER 0	WL 1	WT 0	WR 1	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM		26			9					4		27	66
7:15 AM		23			12					8		25	68
7:30 AM		32			13					7		39	91
7:45 AM		41			20					4		46	111
8:00 AM		29			18					2		30	79
8:15 AM		40			16					3		41	100
8:30 AM		22			10					5		33	70
8:45 AM		26			20					5		30	81
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 0	NT 239	NR 0	SL 0	ST 118	SR 0	EL 0	ET 0	ER 0	WL 38	WT 0	WR 271	TOTAL 666
	nb a	nb d		sb a	sb d		eb a	eb d		wb a	nb d		
	239	510		118	156		0	0		309	0		
AM Peak Hr Begins at: 730 AM													

PEAK VOLUMES =	0	142	0	0	67	0	0	0	0	16	0	156	381
PEAK HR. FACTOR:		0.866			0.838			0.000			0.860		0.858

CONTROL: 1WayStop(WB)

A-29

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: National Ave.

DATE: 3/7/2006

LOCATION: City of San Diego

E-W STREET: SR-75 Off Ramp

DAY: TUESDAY

PROJECT# 06-4071-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 0	ER 0	WL 1	WT 0	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		34			37					21		21	113
4:15 PM		31			39					15		26	111
4:30 PM		28			46					14		30	118
4:45 PM		39			31					20		42	132
5:00 PM		36			44					23		35	138
5:15 PM		29			28					16		31	104
5:30 PM		22			31					15		23	91
5:45 PM		35			36					11		20	102
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 0	NT 254	NR 0	SL 0	ST 292	SR 0	EL 0	ET 0	ER 0	WL 135	WT 0	WR 228	TOTAL 909
	nb a	nb d		sb a	sb d		eb a	eb d		wb a	nb d		
	254	482		292	427		0	0		363	0		
PM Peak Hr Begins at:				415 PM									

PEAK VOLUMES =	0	134	0	0	160	0	0	0	0	72	0	133	499
PEAK HR. FACTOR:		0.859			0.870			0.000			0.827		0.904

CONTROL: 1WayStop(WB)

A-30

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: National Ave.

DATE: 3/7/2006

LOCATION: City of San Diego

E-W STREET: Evans St.

DAY: TUESDAY

PROJECT# 06-4071-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	17	1	4	10	2	1	7	2	2	3	4	55
7:15 AM	2	18	1	3	11	3	0	5	4	1	2	2	52
7:30 AM	4	25	3	3	15	1	4	9	1	1	1	6	73
7:45 AM	8	30	4	2	22	2	2	8	3	1	0	5	87
8:00 AM	5	26	3	2	13	4	2	5	3	2	3	4	72
8:15 AM	1	42	6	0	15	2	2	4	3	1	4	1	81
8:30 AM	3	18	4	1	15	4	3	5	1	1	4	3	62
8:45 AM	3	26	4	1	18	5	1	6	2	2	3	2	73
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	28	202	26	16	119	23	15	49	19	11	20	27	555

nb a nb d sb a sb d eb a eb d wb a nb d
 256 244 158 149 83 91 58 71
 AM Peak Hr Begins at: 730 AM

PEAK													
VOLUMES =	18	123	16	7	65	9	10	26	10	5	8	16	313
PEAK HR. FACTOR:		0.801			0.779			0.821			0.806		0.899

CONTROL: 2WayStop(NS)

A-31

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: National Ave.

DATE: 3/7/2006

LOCATION: City of San Diego

E-W STREET: Evans St.

DAY: TUESDAY

PROJECT# 06-4071-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2	31	4	3	49	3	0	5	8	3	4	5	117
4:15 PM	4	25	3	4	48	2	1	4	6	4	2	4	107
4:30 PM	1	22	2	7	60	4	2	3	7	7	5	7	127
4:45 PM	2	29	4	3	48	2	1	1	4	6	1	11	112
5:00 PM	7	30	3	6	63	2	0	1	10	9	2	9	142
5:15 PM	7	22	6	2	41	6	2	3	8	5	2	10	114
5:30 PM	6	17	4	3	43	4	1	4	7	6	4	6	105
5:45 PM	2	21	3	5	33	5	2	1	6	3	5	8	94
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 31	NT 197	NR 29	SL 33	ST 385	SR 28	EL 9	ET 22	ER 56	WL 43	WT 25	WR 60	TOTAL 918
	nb a nb d			sb a sb d			eb a eb d			wb a nb d			
	257 266			446 484			87 84			128 84			
PM Peak Hr Begins at:			430 PM										

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	17	103	15	18	212	14	5	8	29	27	10	37	495
PEAK HR. FACTOR:	0.844			0.859			0.808			0.925			0.871

CONTROL: 2WayStop(NS)

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Evans St

DATE: 3/7/2006

LOCATION: City of San Diego

E-W STREET: Newton Ave

DAY: TUESDAY

PROJECT# 06-4071-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	2	7	2	1	2	3	2	1	4	1	7	1	33
7:15 AM	2	5	0	3	2	1	2	5	4	0	4	1	29
7:30 AM	3	9	1	0	1	1	1	11	2	0	3	3	35
7:45 AM	2	5	3	0	4	5	5	8	1	3	9	3	48
8:00 AM	3	2	1	0	2	5	4	7	2	0	5	0	31
8:15 AM	2	3	1	1	1	6	2	7	4	0	7	2	36
8:30 AM	2	4	2	0	4	2	1	7	4	2	2	2	32
8:45 AM	3	5	0	1	3	1	4	7	0	0	9	1	34
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	19	40	10	6	19	24	21	53	21	6	46	13	278

nb a nb d sb a sb d eb a eb d wb a nb d
 69 74 49 46 95 69 65 89
 AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	10	19	6	1	8	17	12	33	9	3	24	8	150
PEAK HR. FACTOR:		0.673			0.722			0.964			0.583		0.781

CONTROL: 2-Way Stop N/S

A-33

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Evans St

DATE: 3/7/2006

LOCATION: City of San Diego

E-W STREET: Newton Ave

DAY: TUESDAY

PROJECT# 06-4071-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	4	2	1	1	0	4	9	3	2	5	0	32
4:15 PM	0	3	0	2	1	3	2	10	3	3	7	1	35
4:30 PM	2	6	2	1	2	4	3	13	6	0	7	4	50
4:45 PM	0	2	2	3	2	0	2	8	4	1	7	0	31
5:00 PM	4	4	2	2	3	4	6	15	3	1	6	2	52
5:15 PM	0	2	0	0	2	4	3	10	4	0	4	1	30
5:30 PM	0	2	0	3	3	4	4	10	5	1	7	0	39
5:45 PM	0	1	1	2	1	2	0	3	2	0	5	1	18
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 7	NT 24	NR 9	SL 14	ST 15	SR 21	EL 24	ET 78	ER 30	WL 8	WT 48	WR 9	TOTAL 287
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nb a nb d sb a sb d eb a eb d wb a nb d
 40 57 50 53 132 101 65 76
 PM Peak Hr Begins at: 415 PM

PEAK VOLUMES =	6	15	6	8	8	11	13	46	16	5	27	7	168
PEAK HR. FACTOR:		0.675			0.750			0.781			0.886		0.808

CONTROL: 2-Way Stop N/S

A-34

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Evans St

DATE: 3/7/2006

LOCATION: City of San Diego

E-W STREET: Main St

DAY: TUESDAY

PROJECT# 06-4071-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM				3		3	4	7		26	1		44
7:15 AM				1		3	0	12		31	3		50
7:30 AM				0		3	4	14		34	4		59
7:45 AM				2		3	1	11		25	2		44
8:00 AM				2		3	2	7		24	2		40
8:15 AM				0		1	1	13		25	1		41
8:30 AM				3		6	5	13		22	2		51
8:45 AM				1		1	7	21		19	0		49
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 12	ST 0	SR 23	EL 24	ET 98	ER 0	WL 0	WT 206	WR 15	TOTAL 378
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nb a nb d sb a sb d eb a eb d wb a nb d
 0 39 35 0 122 110 221 229
 AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	0	0	6	0	12	9	44	0	0	116	10	197
PEAK HR. FACTOR:	0.000			0.750			0.736			0.829			0.835

CONTROL: 1-Way Stop S

A-35

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Evans St

DATE: 3/7/2006

LOCATION: City of San Diego

E-W STREET: Main St

DAY: TUESDAY

PROJECT# 06-4071-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				0		2	2	21			25	5	55
4:15 PM				2		1	1	28			23	1	56
4:30 PM				9		0	2	30			18	3	62
4:45 PM				2		0	0	18			16	1	37
5:00 PM				0		3	4	16			17	6	46
5:15 PM				2		2	1	21			13	0	39
5:30 PM				2		1	2	15			5	0	25
5:45 PM				2		2	0	17			10	1	32
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 0	NT 0	NR 0	SL 19	ST 0	SR 11	EL 12	ET 166	ER 0	WL 0	WT 127	WR 17	TOTAL 352
	nb a	nb d		sb a	sb d		eb a	eb d		wb a	nb d		
	0 29			30 0			178 185			144 138			
PM Peak Hr Begins at:			400 PM										

PEAK VOLUMES =	0	0	0	13	0	3	5	97	0	0	82	10	210
PEAK HR. FACTOR:		0.000			0.444			0.797			0.767		0.847

CONTROL: 1-Way Stop S

A-36

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Logan St

DATE: 3/15/2006

LOCATION: City of San Diego

E-W STREET: Sampson St

DAY: WEDNESDAY

PROJECT# 06-4071-005B

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	8	5	12	22	2	11	21	0	4	8	0	93
7:15 AM	1	9	4	11	24	0	13	16	0	4	10	2	94
7:30 AM	2	11	6	16	20	3	10	24	3	7	12	1	115
7:45 AM	4	15	10	22	27	5	15	31	4	10	15	2	160
8:00 AM	5	16	12	24	31	5	14	30	6	15	20	4	182
8:15 AM	4	18	15	26	35	8	18	28	10	14	21	3	200
8:30 AM	3	14	12	19	29	7	14	25	8	15	19	4	169
8:45 AM	5	14	11	21	30	8	16	29	9	18	22	3	186
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 24	NT 105	NR 75	SL 151	ST 218	SR 38	EL 111	ET 204	ER 40	WL 87	WT 127	WR 19	TOTAL 1199
	nb a nb d			sb a sb d			eb a eb d			wb a nb d			
	204 235			407 345			355 430			233 189			
AM Peak Hr Begins at:			800 AM										

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	17	62	50	90	125	28	62	112	33	62	82	14	737
PEAK HR.													
FACTOR:	0.872			0.880			0.924			0.919			0.921

CONTROL: 4-Way Stop

A-39

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Logan St

DATE: 3/15/2006

LOCATION: City of San Diego

E-W STREET: Sampson St

DAY: WEDNESDAY

PROJECT# 06-4071-005B

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2	12	8	19	28	6	15	30	1	9	16	0	146
4:15 PM	3	10	9	18	35	3	6	29	0	9	17	3	142
4:30 PM	3	13	11	20	32	6	17	33	2	13	20	4	174
4:45 PM	5	16	15	26	31	8	15	30	1	15	22	3	187
5:00 PM	8	19	15	27	38	10	19	36	4	19	26	4	225
5:15 PM	7	22	14	24	35	11	18	37	4	17	28	2	219
5:30 PM	9	18	12	26	31	8	15	32	3	14	22	3	193
5:45 PM	5	16	13	24	31	7	11	29	7	16	24	4	187
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	42	126	97	184	261	59	116	256	22	112	175	23	1473

nb a nb d sb a sb d eb a eb d wb a nb d
 265 265 504 395 394 537 310 276
 PM Peak Hr Begins at: 500 PM

PEAK													
VOLUMES =	29	75	54	101	135	36	63	134	18	66	100	13	824
PEAK HR. FACTOR:		0.919			0.907			0.911			0.913		0.916

CONTROL: 4-Way Stop

A-40

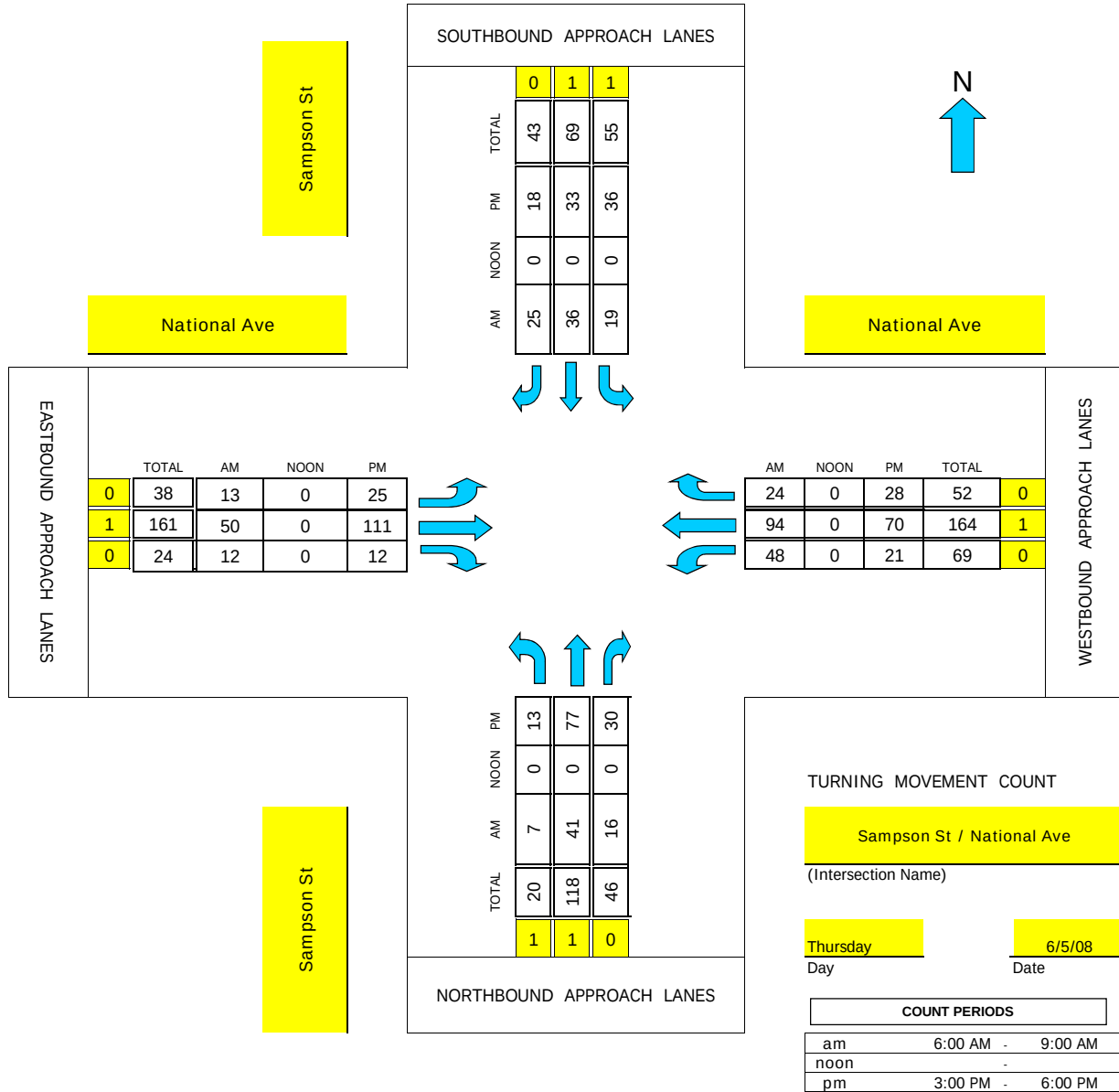
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Sampson St/National Ave

Project #: 08-4148-024



CONTROL: Signalized

AM PEAK HOUR 800 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sampson St

DATE: 06/05/2008

LOCATION: City of San Diego

E-W STREET: National Ave

DAY: THURSDAY

PROJECT# 08-4148-024

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	0	1	0	0	1	0	

6:00 AM

6:15 AM

6:30 AM

6:45 AM

7:00 AM	1	9	3	4	9	5	3	6	2	10	15	1	68
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7:15 AM	2	9	4	2	7	5	3	7	3	7	7	2	58
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7:30 AM	3	9	4	4	15	5	2	7	3	9	16	4	81
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7:45 AM	0	12	4	3	11	7	6	5	3	11	32	9	103
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8:00 AM	0	10	5	7	6	7	3	10	5	12	16	7	88
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8:15 AM	1	9	1	1	7	6	4	9	3	9	29	6	85
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8:30 AM	3	11	5	5	14	6	2	13	1	15	24	5	104
---------	---	----	---	---	----	---	---	----	---	----	----	---	-----

8:45 AM	3	11	5	6	9	6	4	18	3	12	25	6	108
---------	---	----	---	---	---	---	---	----	---	----	----	---	-----

9:00 AM

9:15 AM

9:30 AM

9:45 AM

10:00 AM

10:15 AM

10:30 AM

10:45 AM

11:00 AM

11:15 AM

11:30 AM

11:45 AM

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	13	80	31	32	78	47	27	75	23	85	164	40	695

AM Peak Hr Begins at: 800 AM

PEAK													
VOLUMES =	7	41	16	19	36	25	13	50	12	48	94	24	385
PEAK HR.													
FACTOR:		0.842			0.800			0.750			0.943		0.891

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Sampson St](#)

DATE: [06/05/2008](#)

LOCATION: [City of San Diego](#)

E-W STREET: [National Ave](#)

DAY: [THURSDAY](#)

PROJECT# [08-4148-024](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	3	19	7	9	9	4	7	24	5	6	13	5	111
4:15 PM	5	21	7	7	8	4	8	29	4	4	19	12	128
4:30 PM	4	17	10	10	9	5	5	30	1	6	20	5	122
4:45 PM	1	20	6	10	7	5	5	28	2	5	18	6	113
5:00 PM	3	17	11	10	6	3	3	17	5	3	13	7	98
5:15 PM	4	13	6	11	10	7	4	21	1	3	18	3	101
5:30 PM	4	13	11	8	6	2	4	18	1	5	17	6	95
5:45 PM	2	10	5	5	6	4	2	15	2	4	18	4	77
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	26	130	63	70	61	34	38	182	21	36	136	48	845

PM Peak Hr Begins at: 400 PM

PEAK													
VOLUMES =	13	77	30	36	33	18	25	111	12	21	70	28	474
PEAK HR.													
FACTOR:		0.909			0.906			0.902			0.850		0.926

CONTROL: [Signalized](#)

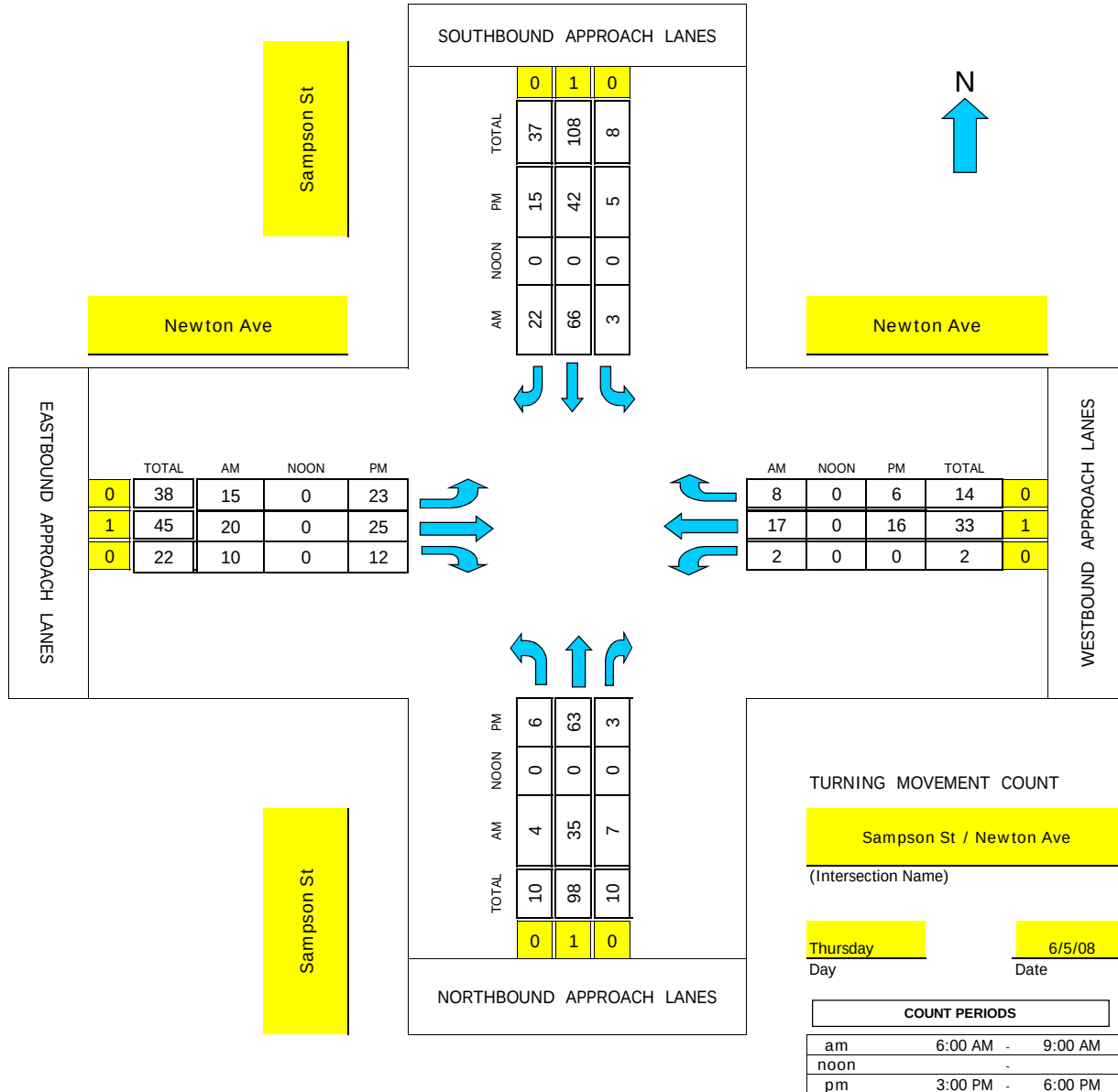
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Sampson St/Newton Ave

Project #: 08-4148-025



CONTROL: 4-Way Stop Sign

AM PEAK HOUR 800 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sampson St

DATE: 06/05/2008

LOCATION: City of San Diego

E-W STREET: Newton Ave

DAY: THURSDAY

PROJECT# 08-4148-025

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0	3	0	1	14	0	4	2	3	0	3	0	30
7:15 AM	0	5	2	1	10	3	2	4	0	2	4	3	36
7:30 AM	0	11	2	1	20	7	5	3	3	0	2	1	55
7:45 AM	4	5	0	0	17	5	3	6	1	3	5	3	52
8:00 AM	2	9	2	0	19	5	1	4	3	0	3	2	50
8:15 AM	0	4	2	0	14	3	3	6	2	1	2	1	38
8:30 AM	2	10	1	1	16	10	5	3	5	1	3	4	61
8:45 AM	0	12	2	2	17	4	6	7	0	0	9	1	60
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	8	59	11	6	127	37	29	35	17	7	31	15	382

AM Peak Hr Begins at: 800 AM

PEAK													
VOLUMES =	4	35	7	3	66	22	15	20	10	2	17	8	209
PEAK HR.													
FACTOR:		0.821			0.843			0.865			0.675		0.857

CONTROL: 4-Way Stop Sign

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Sampson St](#)

DATE: [06/05/2008](#)

LOCATION: [City of San Diego](#)

E-W STREET: [Newton Ave](#)

DAY: [THURSDAY](#)

PROJECT# [08-4148-025](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	3	17	0	1	14	2	3	9	1	0	5	2	57
4:15 PM	0	16	0	1	8	2	7	5	2	0	3	1	45
4:30 PM	1	18	2	2	9	5	7	6	3	0	5	1	59
4:45 PM	2	12	1	1	11	6	6	5	6	0	3	2	55
5:00 PM	1	13	2	0	10	3	4	10	1	1	5	1	51
5:15 PM	3	15	3	0	11	3	1	3	1	0	1	2	43
5:30 PM	1	11	0	2	6	7	7	7	2	0	3	2	48
5:45 PM	0	8	2	2	4	4	4	2	0	0	2	0	28
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	11	110	10	9	73	32	39	47	16	1	27	11	386

PM Peak Hr Begins at: 400 PM

PEAK													
VOLUMES =	6	63	3	5	42	15	23	25	12	0	16	6	216
PEAK HR. FACTOR:		0.857			0.861			0.882			0.786		0.915

CONTROL: [4-Way Stop Sign](#)

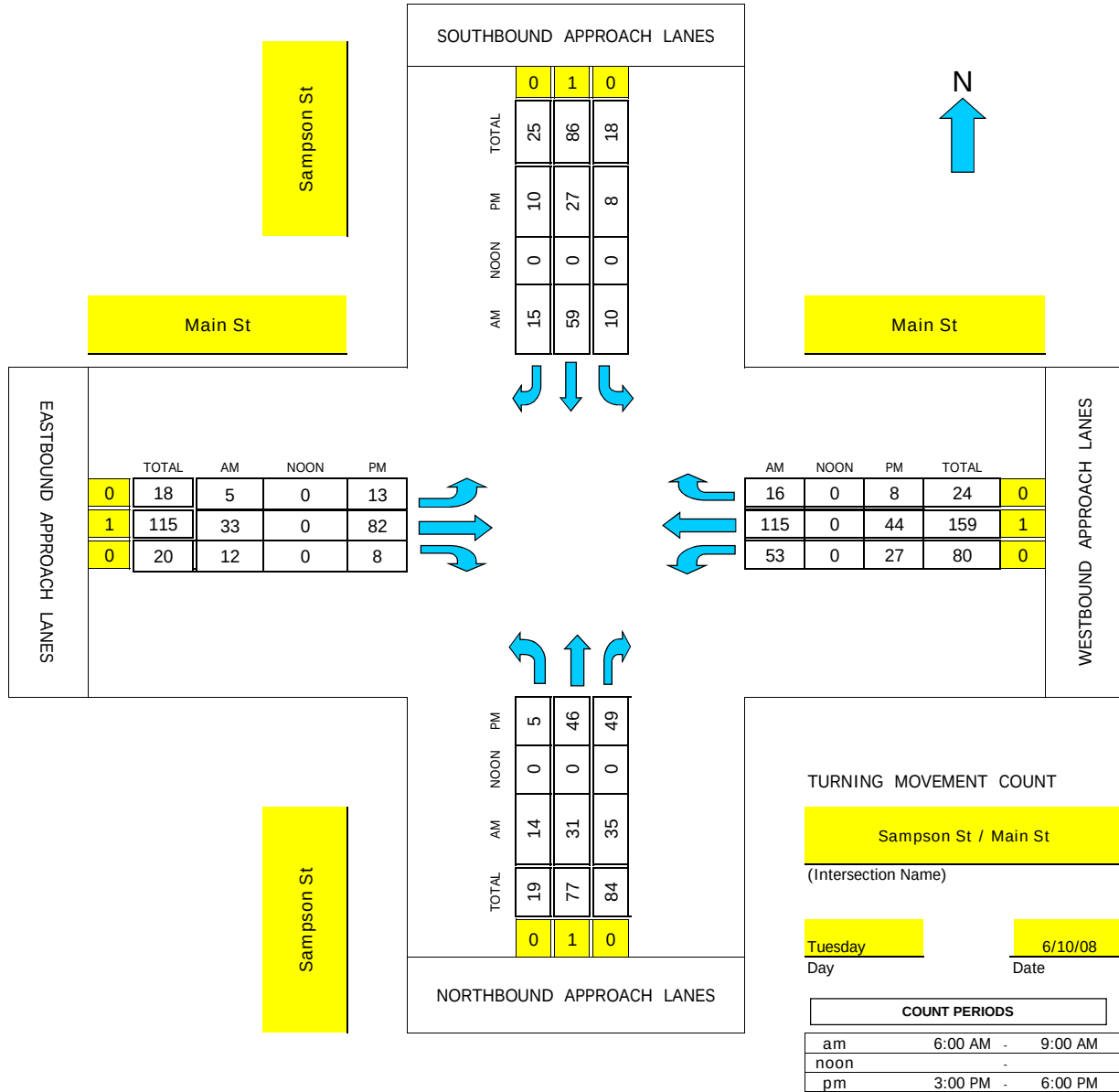
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Sampson St/Main St

Project #: 08-4148-026



CONTROL: 4-Way Stop Sign

AM PEAK HOUR 715 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sampson St

DATE: 06/10/2008

LOCATION: City of San Diego

E-W STREET: Main St

DAY: TUESDAY

PROJECT# 08-4148-026

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

6:00 AM

6:15 AM

6:30 AM

6:45 AM

7:00 AM	1	3	5	2	13	0	2	4	2	16	14	2	64
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7:15 AM	6	5	8	2	15	1	2	7	4	10	28	0	88
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7:30 AM	0	6	5	3	12	6	2	7	2	20	28	6	97
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7:45 AM	4	9	12	3	15	3	0	9	3	11	32	4	105
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8:00 AM	4	11	10	2	17	5	1	10	3	12	27	6	108
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8:15 AM	4	9	14	2	12	2	2	7	0	9	16	2	79
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8:30 AM	2	8	4	0	18	6	4	9	0	10	27	2	90
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8:45 AM	4	4	10	3	11	1	5	15	4	10	15	1	83
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9:00 AM

9:15 AM

9:30 AM

9:45 AM

10:00 AM

10:15 AM

10:30 AM

10:45 AM

11:00 AM

11:15 AM

11:30 AM

11:45 AM

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	25	55	68	17	113	24	18	68	18	98	187	23	714

AM Peak Hr Begins at: 715 AM

PEAK													
VOLUMES =	14	31	35	10	59	15	5	33	12	53	115	16	398
PEAK HR.													
FACTOR:		0.800			0.875			0.893			0.852		0.921

CONTROL: 4-Way Stop Sign

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sampson St

DATE: 06/10/2008

LOCATION: City of San Diego

E-W STREET: Main St

DAY: TUESDAY

PROJECT# 08-4148-026

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	2	15	14	2	7	1	3	15	1	8	13	1	82
4:15 PM	2	9	12	2	8	4	3	22	1	9	16	2	90
4:30 PM	0	11	15	2	7	2	4	27	4	3	9	1	85
4:45 PM	1	11	8	2	5	3	3	18	2	7	6	4	70
5:00 PM	2	9	10	4	5	1	2	20	2	6	13	0	74
5:15 PM	0	7	5	3	7	8	3	13	0	5	12	1	64
5:30 PM	1	5	11	2	5	2	2	16	0	5	8	1	58
5:45 PM	1	15	4	2	5	5	2	7	2	3	9	0	55
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	9	82	79	19	49	26	22	138	12	46	86	10	578

PM Peak Hr Begins at: 400 PM

PEAK													
VOLUMES =	5	46	49	8	27	10	13	82	8	27	44	8	327
PEAK HR.													
FACTOR:		0.806			0.804			0.736			0.731		0.908

CONTROL: 4-Way Stop Sign

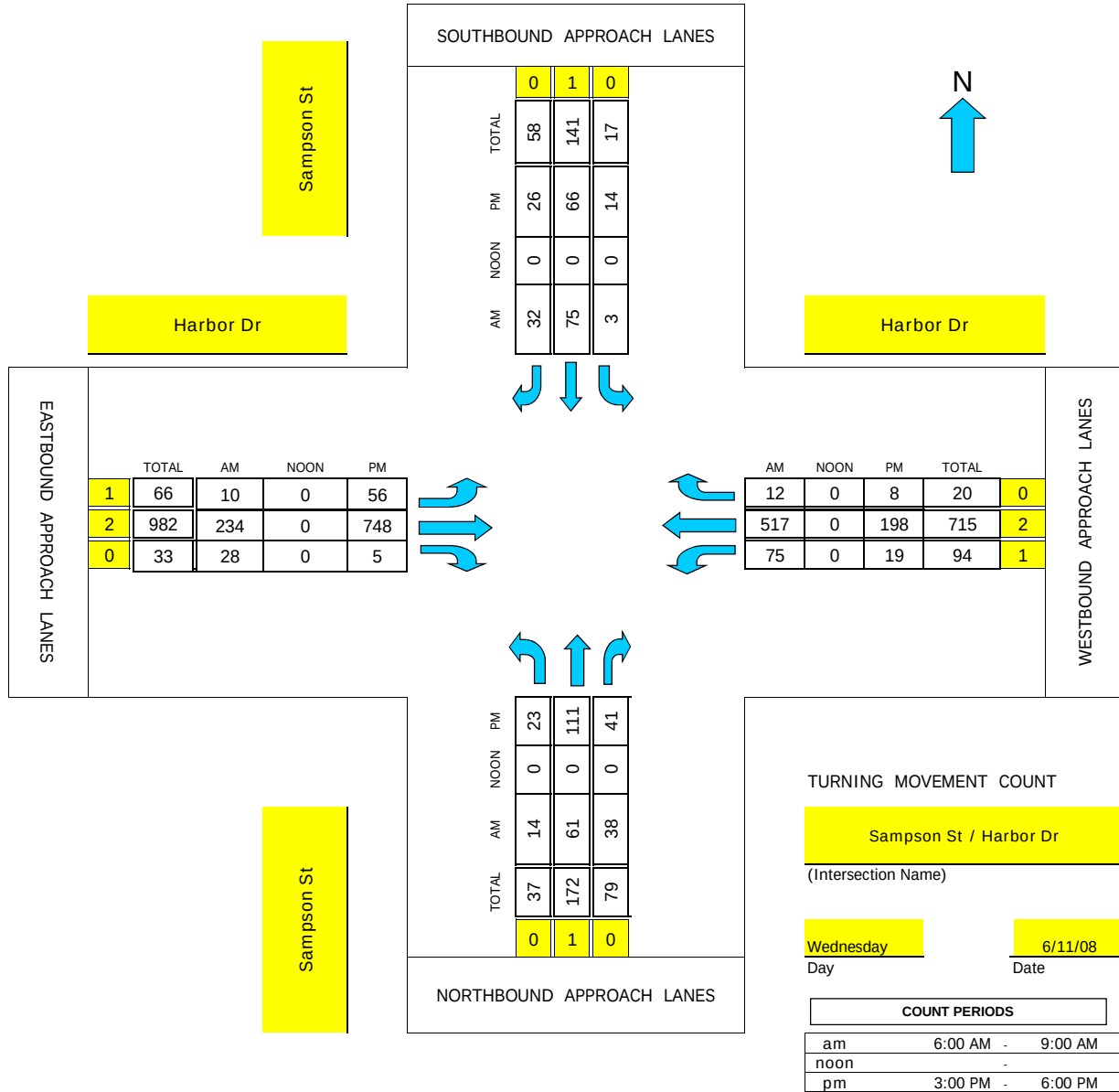
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Sampson St/Harbor Dr

Project #: 08-4148-027



CONTROL: Signalized

AM PEAK HOUR 700 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sampson St

DATE: 06/11/2008

LOCATION: City of San Diego

E-W STREET: Harbor Dr

DAY: WEDNESDAY

PROJECT# 08-4148-027

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	1	18	8	1	18	7	1	63	14	16	96	4	247
7:15 AM	6	14	7	1	18	7	1	55	4	24	143	4	284
7:30 AM	3	14	12	0	22	7	2	58	4	17	154	1	294
7:45 AM	4	15	11	1	17	11	6	58	6	18	124	3	274
8:00 AM	3	13	12	0	32	5	9	46	3	11	97	1	232
8:15 AM	2	15	15	2	15	4	7	61	4	17	75	2	219
8:30 AM	4	15	15	3	18	5	2	39	3	15	66	2	187
8:45 AM	8	16	11	3	14	2	4	41	7	10	48	3	167
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	31	120	91	11	154	48	32	421	45	128	803	20	1904

AM Peak Hr Begins at: 700 AM

PEAK													
VOLUMES =	14	61	38	3	75	32	10	234	28	75	517	12	1099
PEAK HR.													
FACTOR:		0.942			0.948			0.872			0.878		0.935

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sampson St

DATE: 06/11/2008

LOCATION: City of San Diego

E-W STREET: Harbor Dr

DAY: WEDNESDAY

PROJECT# 08-4148-027

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	1	2	0	1	2	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	9	40	13	5	18	7	17	159	3	3	41	1	316
4:15 PM	2	27	11	2	19	10	8	166	2	5	53	1	306
4:30 PM	6	21	7	3	11	4	21	212	0	7	60	2	354
4:45 PM	6	23	10	4	18	5	10	211	0	4	44	4	339
5:00 PM	3	21	9	5	17	7	12	189	0	2	37	0	302
5:15 PM	2	9	4	0	10	5	8	194	1	5	41	0	279
5:30 PM	1	14	3	1	11	6	6	158	1	1	26	0	228
5:45 PM	1	10	1	1	6	3	11	106	2	1	35	3	180
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	30	165	58	21	110	47	93	1395	9	28	337	11	2304

PM Peak Hr Begins at: 400 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	23	111	41	14	66	26	56	748	5	19	198	8	1315
PEAK HR. FACTOR:	0.706			0.855			0.868			0.815			0.929

CONTROL: Signalized

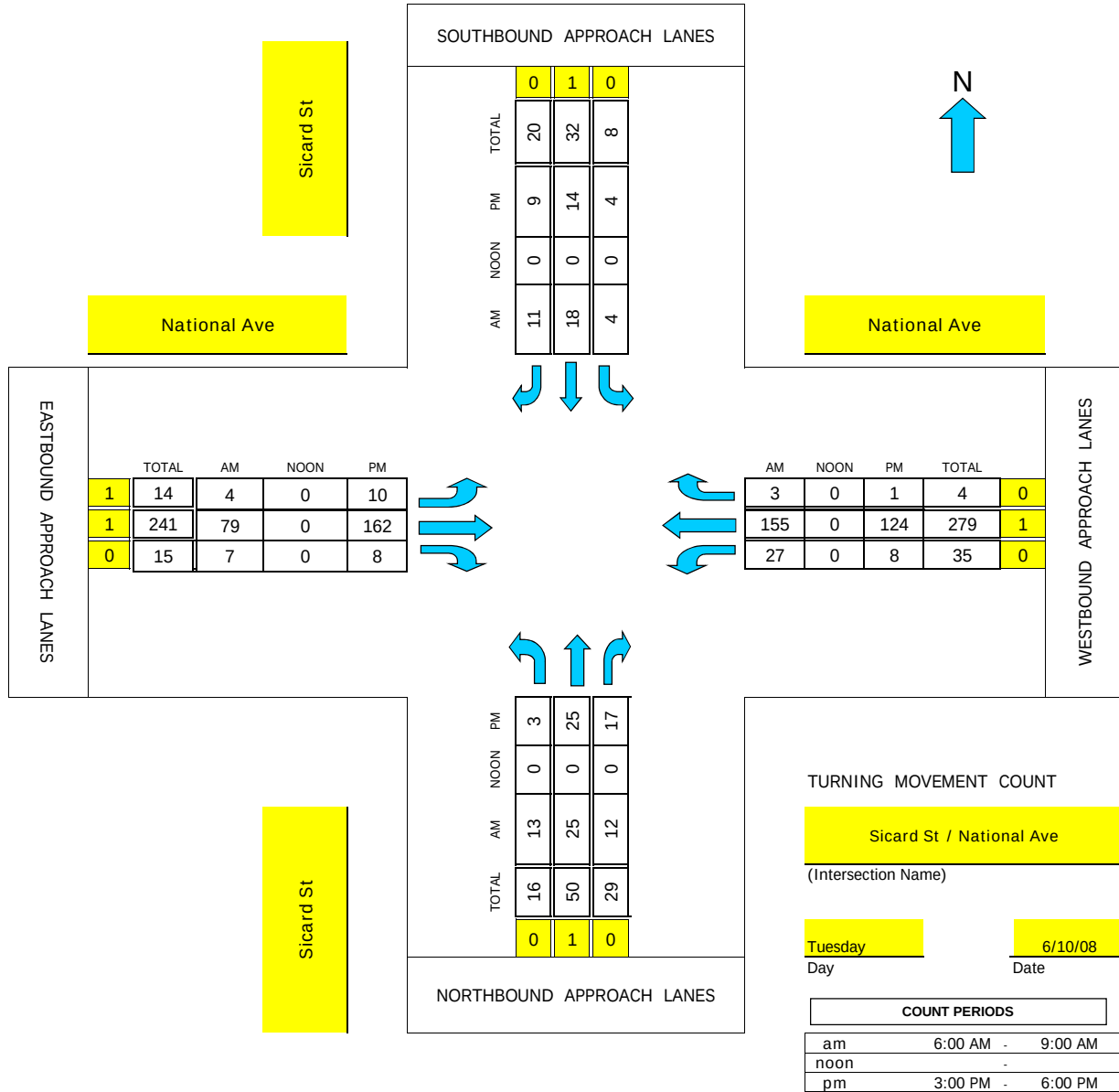
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Sicard St / National Ave

Project #: 08-4148-028



CONTROL: 2-Way Stop Sign (N/S)

AM PEAK HOUR 800 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Sicard St

DATE: 06/10/2008

LOCATION: City of San Diego

E-W STREET: National Ave

DAY: TUESDAY

PROJECT# 08-4148-028

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	1	1	0	0	1	0	

6:00 AM

6:15 AM

6:30 AM

6:45 AM

7:00 AM	0	4	2	1	1	0	1	11	4	1	28	2	55
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7:15 AM	1	4	2	0	6	1	1	14	2	2	27	1	61
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7:30 AM	2	6	1	1	4	1	2	14	0	7	29	2	69
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7:45 AM	3	5	3	0	5	6	0	18	0	13	45	0	98
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8:00 AM	5	6	1	1	3	2	1	16	3	11	42	1	92
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8:15 AM	2	3	1	2	5	1	2	17	0	3	27	1	64
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8:30 AM	6	7	1	1	4	4	1	17	2	4	51	1	99
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8:45 AM	0	9	9	0	6	4	0	29	2	9	35	0	103
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9:00 AM

9:15 AM

9:30 AM

9:45 AM

10:00 AM

10:15 AM

10:30 AM

10:45 AM

11:00 AM

11:15 AM

11:30 AM

11:45 AM

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	19	44	20	6	34	19	8	136	13	50	284	8	641

AM Peak Hr Begins at: 800 AM

PEAK													
VOLUMES =	13	25	12	4	18	11	4	79	7	27	155	3	358
PEAK HR.													
FACTOR:		0.694			0.825			0.726			0.826		0.869

CONTROL: 2-Way Stop Sign (N/S)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: [Sicard St](#)

DATE: [06/10/2008](#)

LOCATION: [City of San Diego](#)

E-W STREET: [National Ave](#)

DAY: [TUESDAY](#)

PROJECT# [08-4148-028](#)

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	1	1	0	0	1	0	

1:00 PM

1:15 PM

1:30 PM

1:45 PM

2:00 PM

2:15 PM

2:30 PM

2:45 PM

3:00 PM

3:15 PM

3:30 PM

3:45 PM

4:00 PM	1	8	4	2	3	2	2	43	3	3	38	0	109
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4:15 PM	0	9	8	2	6	2	3	36	1	0	29	1	97
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4:30 PM	2	6	4	0	5	5	1	39	2	2	32	0	98
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4:45 PM	0	2	1	0	0	0	4	44	2	3	25	0	81
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5:00 PM	1	9	7	2	3	1	2	35	7	2	23	1	93
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5:15 PM	2	8	5	0	4	2	3	30	0	4	24	2	84
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5:30 PM	0	8	7	0	5	5	1	28	0	6	31	4	95
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5:45 PM	4	6	2	2	2	1	1	28	0	2	34	1	83
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6:00 PM

6:15 PM

6:30 PM

6:45 PM

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	10	56	38	8	28	18	17	283	15	22	236	9	740

PM Peak Hr Begins at: 400 PM

PEAK

VOLUMES =	3	25	17	4	14	9	10	162	8	8	124	1	385
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PEAK HR.

FACTOR:	0.662	0.675	0.900	0.811	0.883
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CONTROL: [2-Way Stop Sign \(N/S\)](#)

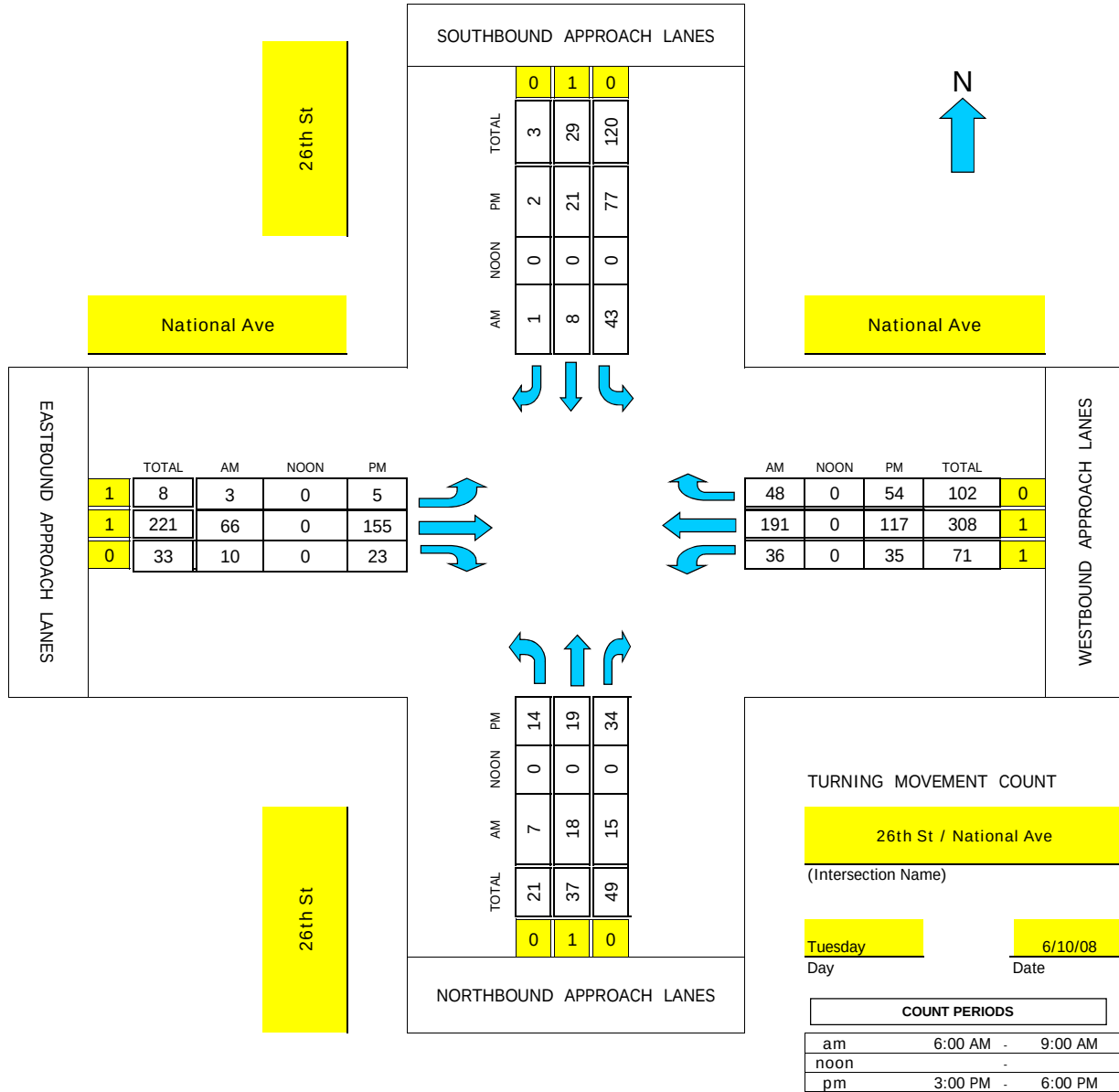
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 26th St/National Ave

Project #: 08-4148-029



CONTROL: 2-Way Stop Sign (N/S)

AM PEAK HOUR 745 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 26th St

DATE: 06/10/2008

LOCATION: City of San Diego

E-W STREET: National Ave

DAY: TUESDAY

PROJECT# 08-4148-029

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	1	1	0	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	4	4	4	3	1	1	12	1	7	27	12	79
7:15 AM	1	3	3	8	1	1	0	15	1	7	28	9	77
7:30 AM	4	4	1	11	4	0	1	15	0	7	34	10	91
7:45 AM	3	3	5	9	4	0	1	18	2	11	55	15	126
8:00 AM	3	5	4	11	2	1	1	13	4	9	50	12	115
8:15 AM	0	8	5	8	0	0	1	17	2	7	31	14	93
8:30 AM	1	2	1	15	2	0	0	18	2	9	55	7	112
8:45 AM	1	2	5	8	0	1	1	22	2	8	42	11	103
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	16	31	28	74	16	4	6	130	14	65	322	90	796

AM Peak Hr Begins at: 745 AM

PEAK													
VOLUMES =	7	18	15	43	8	1	3	66	10	36	191	48	446
PEAK HR.													
FACTOR:		0.769			0.765			0.940			0.849		0.885

CONTROL: 2-Way Stop Sign (N/S)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 26th St

DATE: 06/10/2008

LOCATION: City of San Diego

E-W STREET: National Ave

DAY: TUESDAY

PROJECT# 08-4148-029

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	1	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	5	6	12	22	5	1	2	43	4	6	35	15	156
4:15 PM	2	8	11	18	9	0	2	42	2	9	28	14	145
4:30 PM	4	3	6	23	2	1	0	36	7	11	29	12	134
4:45 PM	3	2	5	14	5	0	1	34	10	9	25	13	121
5:00 PM	3	8	9	19	5	0	1	41	2	1	23	20	132
5:15 PM	2	4	4	18	6	0	0	34	1	2	28	17	116
5:30 PM	0	3	7	26	11	1	0	32	3	4	40	14	141
5:45 PM	4	6	5	17	7	1	3	28	1	11	32	16	131
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	23	40	59	157	50	4	9	290	30	53	240	121	1076

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	14	19	34	77	21	2	5	155	23	35	117	54	556
PEAK HR. FACTOR:		0.728		0.893				0.934			0.920		0.891

CONTROL: 2-Way Stop Sign (N/S)

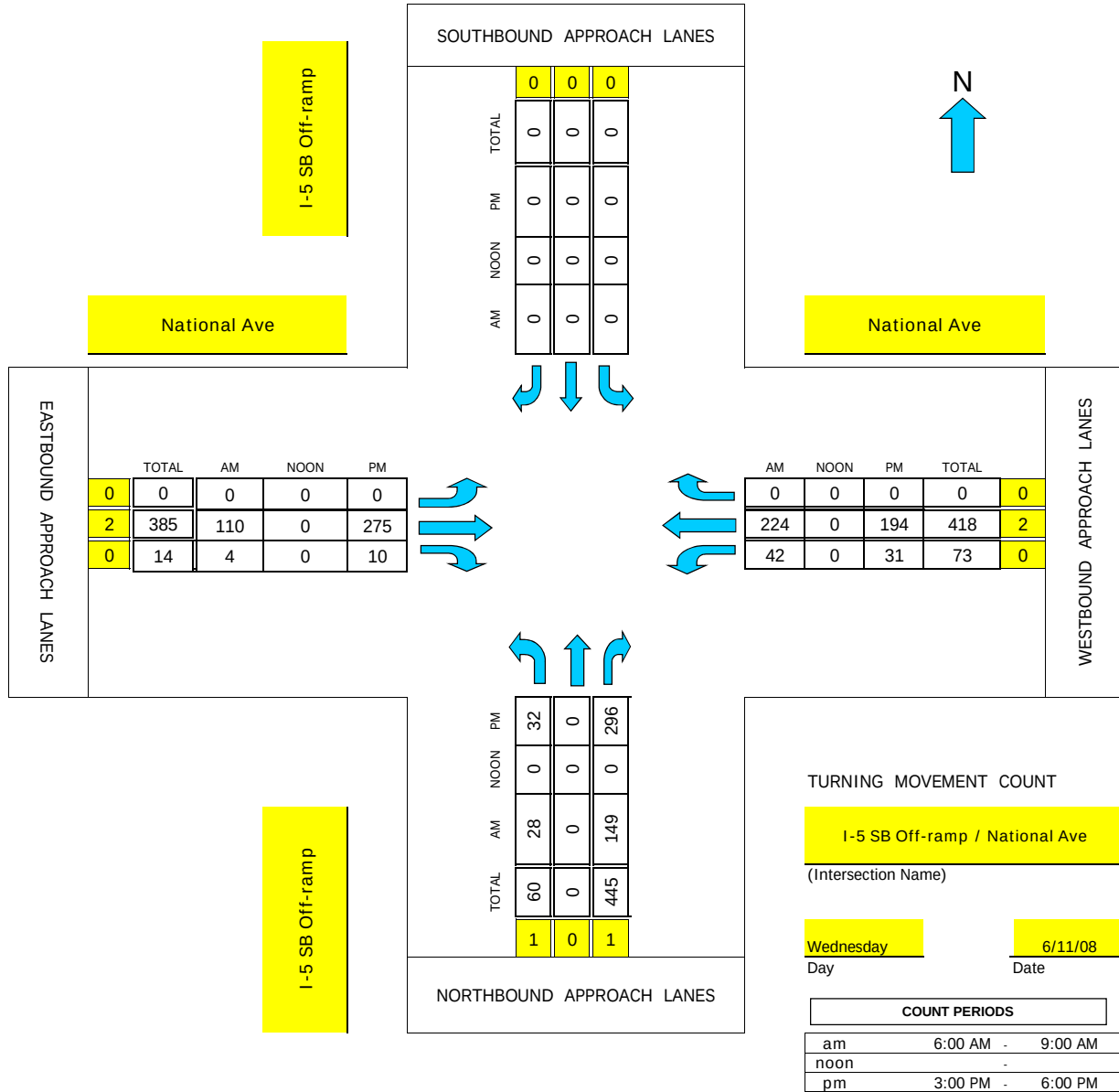
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of I-5 SB Off-ramp/National Ave

Project #: 08-4148-030



CONTROL: 1-Way Stop Sign (NB)

AM PEAK HOUR 745 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-5 SB Off-ramp

DATE: 06/11/2008

LOCATION: City of San Diego

E-W STREET: National Ave

DAY: WEDNESDAY

PROJECT# 08-4148-030

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	0	1	0	0	0	0	2	0	0	2	0	

6:00 AM

6:15 AM

6:30 AM

6:45 AM

7:00 AM

7:15 AM

7:30 AM

7:45 AM

8:00 AM

8:15 AM

8:30 AM

8:45 AM

9:00 AM

9:15 AM

9:30 AM

9:45 AM

10:00 AM

10:15 AM

10:30 AM

10:45 AM

11:00 AM

11:15 AM

11:30 AM

11:45 AM

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	54	0	303	0	0	0	0	203	10	79	383	0	1032

AM Peak Hr Begins at: 745 AM

PEAK													
VOLUMES =	28	0	149	0	0	0	0	110	4	42	224	0	557
PEAK HR.													
FACTOR:		0.763			0.000			0.919			0.875		0.887

CONTROL: 1-Way Stop Sign (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-5 SB Off-ramp

DATE: 06/11/2008

LOCATION: City of San Diego

E-W STREET: National Ave

DAY: WEDNESDAY

PROJECT# 08-4148-030

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	0	1	0	0	0	0	2	0	0	2	0	

1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	6		97					72	3	9	55		242
4:15 PM	12		66					71	1	8	43		201
4:30 PM	4		62					70	2	7	46		191
4:45 PM	10		71					62	4	7	50		204
5:00 PM	6		64					81	1	13	50		215
5:15 PM	6		63					56	2	9	48		184
5:30 PM	5		45					67	3	6	43		169
5:45 PM	8		39					49	4	4	60		164
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	57	0	507	0	0	0	0	528	20	63	395	0	1570

PM Peak Hr Begins at: 400 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	32	0	296	0	0	0	0	275	10	31	194	0	838
PEAK HR. FACTOR:	0.796			0.000			0.950			0.879			0.866

CONTROL: 1-Way Stop Sign (NB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 26th St

DATE: 06/10/2008

LOCATION: City of San Diego

E-W STREET: Main St

DAY: TUESDAY

PROJECT# 08-4148-031

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	1	0	1	0	0	1	0	1	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	8	15	4	2	2	1	15	1	15	29	8	105
7:15 AM	2	3	9	1	3	4	3	9	5	9	34	5	87
7:30 AM	4	1	6	5	1	3	3	11	0	15	42	9	100
7:45 AM	0	5	9	6	5	4	3	15	1	20	43	4	115
8:00 AM	5	3	9	3	5	5	1	14	4	12	31	8	100
8:15 AM	0	3	9	5	2	1	3	22	4	11	21	8	89
8:30 AM	0	2	5	1	2	2	1	19	2	9	32	2	77
8:45 AM	0	1	7	2	3	1	2	28	0	3	22	3	72
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	16	26	69	27	23	22	17	133	17	94	254	47	745

AM Peak Hr Begins at: 700 AM

PEAK													
VOLUMES =	11	17	39	16	11	13	10	50	7	59	148	26	407
PEAK HR.													
FACTOR:		0.598			0.667			0.882			0.869		0.885

CONTROL: 4-Way Stop Sign

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 26th St

DATE: 06/10/2008

LOCATION: City of San Diego

E-W STREET: Main St

DAY: TUESDAY

PROJECT# 08-4148-031

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	1	0	1	0	0	1	0	1	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	0	17	35	6	0	1	2	38	1	5	16	5	126
4:15 PM	0	12	17	9	3	3	1	41	3	4	14	11	118
4:30 PM	1	5	20	6	1	1	1	45	0	3	9	5	97
4:45 PM	0	15	16	7	2	3	5	33	2	4	6	4	97
5:00 PM	1	6	27	4	0	1	7	48	2	8	16	8	128
5:15 PM	0	5	15	6	1	3	1	21	2	13	7	6	80
5:30 PM	0	6	18	7	2	2	5	22	0	5	9	2	78
5:45 PM	0	4	13	7	0	1	3	10	0	1	8	6	53
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	2	70	161	52	9	15	25	258	10	43	85	47	777

PM Peak Hr Begins at: 415 PM

PEAK													
VOLUMES =	2	38	80	26	6	8	14	167	7	19	45	28	440
PEAK HR.													
FACTOR:		0.882			0.667			0.825			0.719		0.859

CONTROL: 4-Way Stop Sign

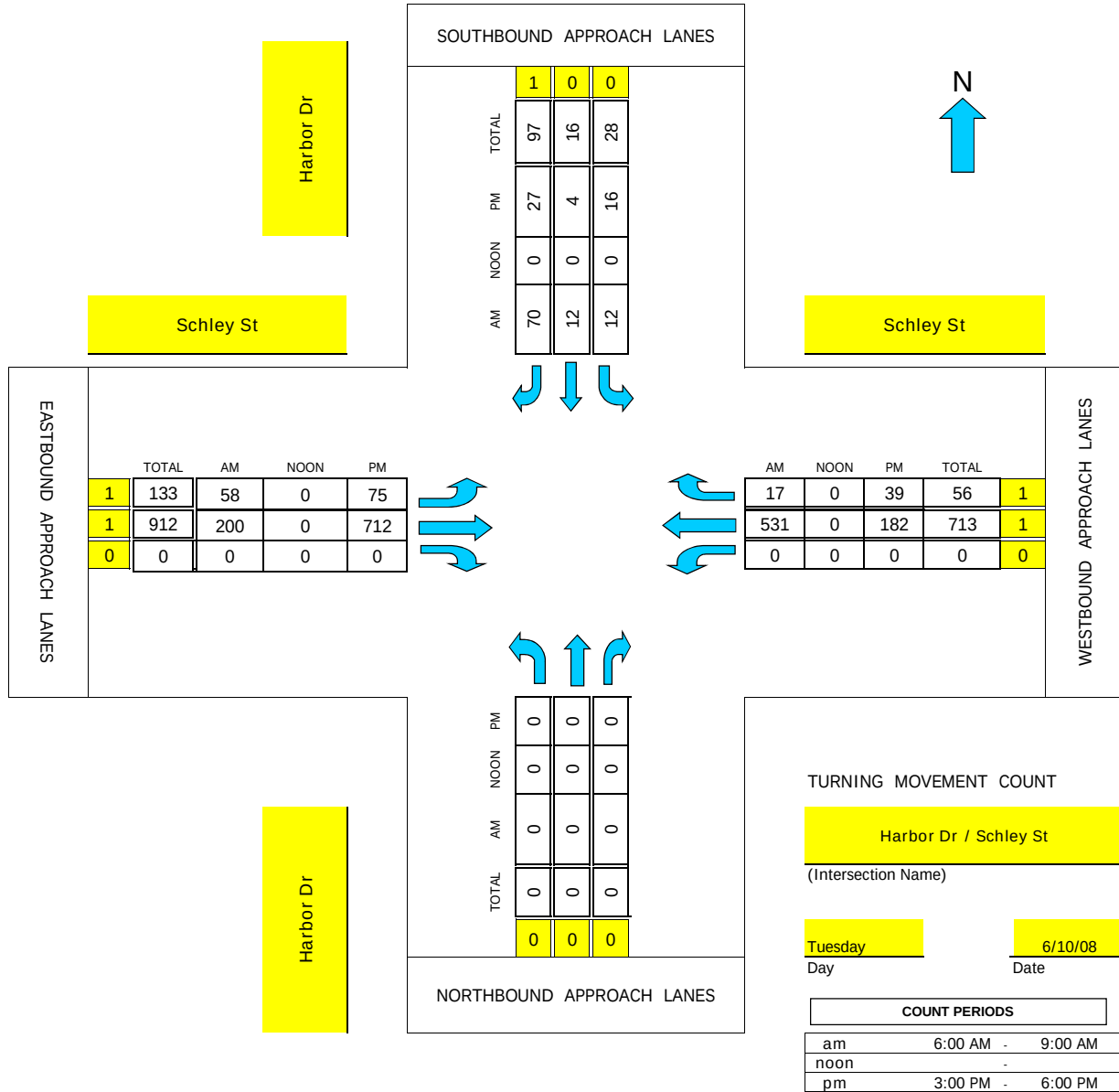
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of Harbor Dr/Schley St

Project #: 08-4148-032



CONTROL: 1-Way Stop Sign (SB)

AM PEAK HOUR 715 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 430 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Harbor Dr

DATE: 06/10/2008

LOCATION: City of San Diego

E-W STREET: Schley St

DAY: TUESDAY

PROJECT# 08-4148-032

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0	0	1	1	1	0	0	1	1	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	0			5	1	17	13	60	0		49	15	160
7:15 AM	0			5	0	15	16	54	0		147	4	241
7:30 AM	0			3	4	16	12	54	0		139	3	231
7:45 AM	0			1	2	27	14	39	0		144	7	234
8:00 AM	0			3	6	12	16	53	0		101	3	194
8:15 AM	0			3	0	18	14	55	3		79	1	173
8:30 AM	0			3	0	14	9	57	0		81	2	166
8:45 AM	1			0	2	8	12	42	0		50	1	116
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	1	0	0	23	15	127	106	414	3	0	790	36	1515

AM Peak Hr Begins at: 715 AM

PEAK													
VOLUMES =	0	0	0	12	12	70	58	200	0	0	531	17	900
PEAK HR.													
FACTOR:		0.000			0.783			0.921			0.907		0.934

CONTROL: 1-Way Stop Sign (SB)

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: Harbor Dr

DATE: 06/10/2008

LOCATION: City of San Diego

E-W STREET: Schley St

DAY: TUESDAY

PROJECT# 08-4148-032

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	0	0	1	1	1	0	0	1	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				3	0	3	23	136		47	28		240
4:15 PM				2	0	3	14	157		54	14		244
4:30 PM				0	0	5	16	180		58	10		269
4:45 PM				6	0	4	25	174		45	8		262
5:00 PM				5	4	6	26	182		40	11		274
5:15 PM				5	0	12	8	176		39	10		250
5:30 PM				2	0	8	15	166		28	10		229
5:45 PM				0	0	2	15	84		38	5		144
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	23	4	43	142	1255	0	0	349	96	1912

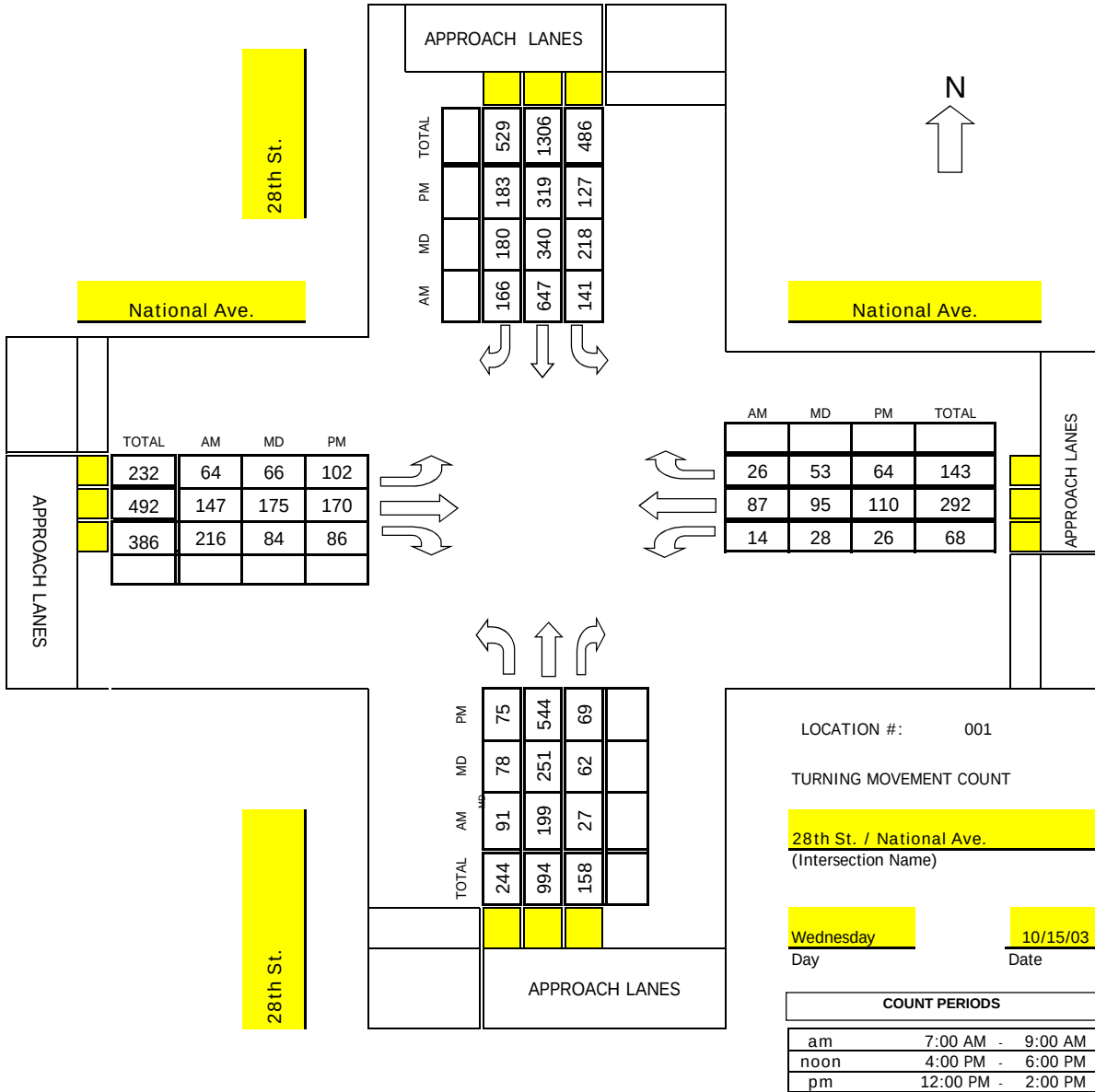
PM Peak Hr Begins at: 430 PM

PEAK													
VOLUMES =	0	0	0	16	4	27	75	712	0	0	182	39	1055
PEAK HR. FACTOR:		0.000			0.691			0.946			0.813		0.963

CONTROL: 1-Way Stop Sign (SB)

TMC SUMMARY OF 28th St. / National Ave.

Project #: 03-1482-006



Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 28th St.

DATE: 10/15/2003

LOCATION: City of San Diego

E-W STREET: National Ave.

DAY: WEDNESDAY

PROJECT# 03-1482-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	34	45	4	32	148	41	12	33	63	4	16	5	437
7:15 AM	33	54	7	39	177	43	28	48	58	3	29	9	528
7:30 AM	12	55	7	38	148	44	11	32	47	4	18	8	424
7:45 AM	12	45	9	32	174	38	13	34	48	3	24	4	436
8:00 AM	4	39	9	36	141	37	13	42	34	10	15	7	387
8:15 AM	10	46	10	39	129	19	8	30	20	2	11	8	332
8:30 AM	9	36	10	41	106	34	12	39	21	5	12	6	331
8:45 AM	15	47	16	50	82	32	13	28	21	2	13	9	328
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	129	367	72	307	1105	288	110	286	312	33	138	56	3203

AM Peak Hr Begins at: 700 AM

PEAK													
VOLUMES =	91	199	27	141	647	166	64	147	216	14	87	26	1825
PEAK HR.													
FACTOR:		0.843			0.921			0.797			0.774		0.864

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 28th St.

DATE: 10/15/2003

LOCATION: City of San Diego

E-W STREET: National Ave.

DAY: WEDNESDAY

PROJECT# 03-1482-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	15	149	16	39	74	45	23	52	28	7	20	22	490
4:15 PM	22	137	18	32	86	53	23	35	22	5	38	27	498
4:30 PM	21	144	23	27	82	42	30	47	16	6	27	11	476
4:45 PM	17	114	12	29	77	43	26	36	20	8	25	4	411
5:00 PM	16	110	13	34	67	42	23	42	28	4	18	14	411
5:15 PM	15	118	19	34	85	45	25	39	20	2	18	17	437
5:30 PM	18	93	17	32	82	47	23	50	20	7	28	15	432
5:45 PM	21	71	18	28	73	53	21	38	18	3	12	10	366
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	145	936	136	255	626	370	194	339	172	42	186	120	3521

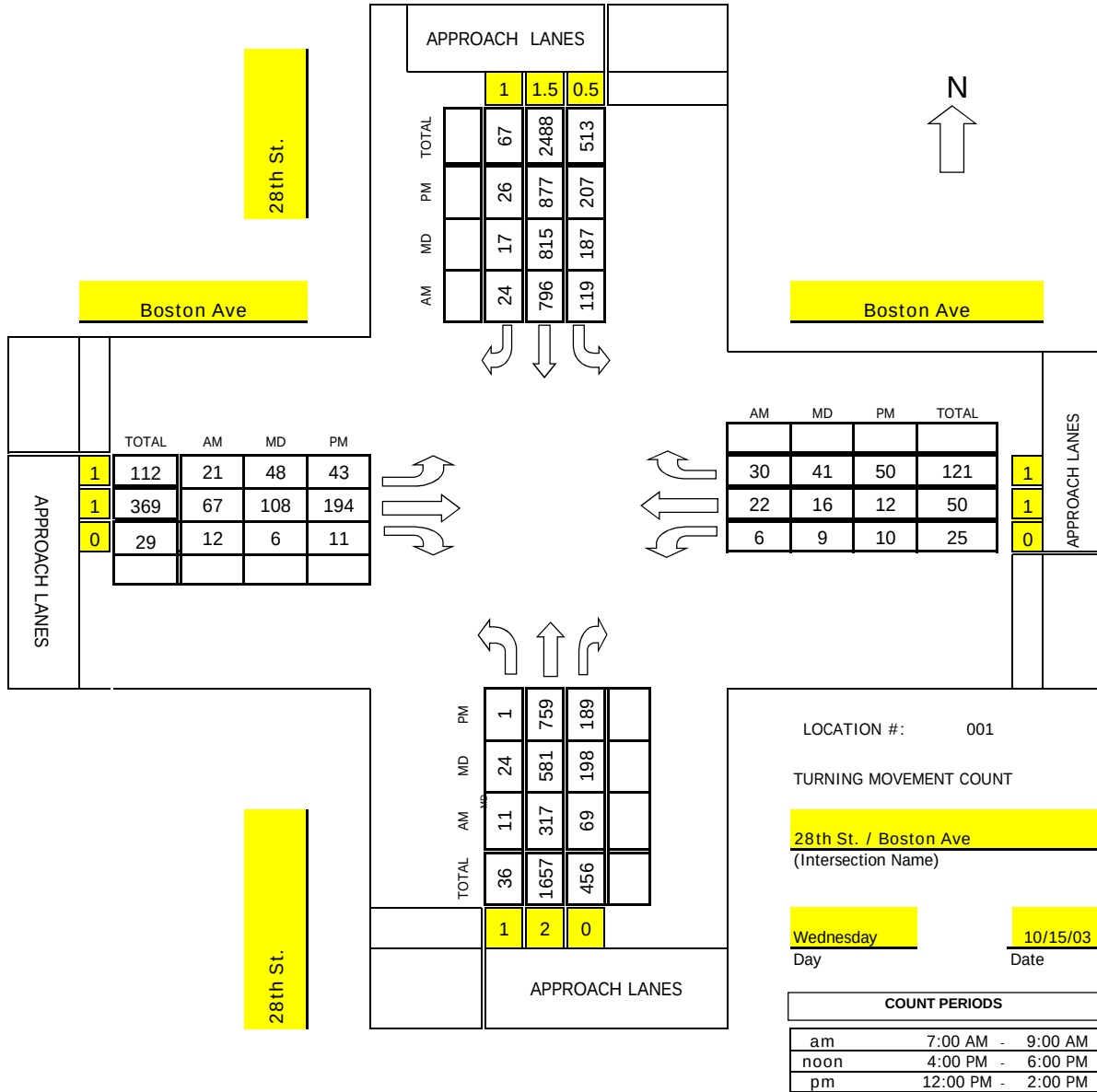
PM Peak Hr Begins at: 400 PM

PEAK													
VOLUMES =	75	544	69	127	319	183	102	170	86	26	110	64	1875
PEAK HR. FACTOR:		0.915			0.920			0.869			0.714		0.941

CONTROL: Signalized

TMC SUMMARY OF 28th St. / Boston Ave

Project #: 03-1482-007



AM PEAK HOUR 700 AM

NOON PEAK HOUR 1230 PM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 28th St.

DATE: 10/15/2003

LOCATION: City of San Diego

E-W STREET: Boston Ave

DAY: WEDNESDAY

PROJECT# 03-1482-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1.5	SR 0.5	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	5	74	12	22	235	11	10	11	4	1	3	6	394
7:15 AM	2	80	18	31	219	3	4	16	2	1	10	8	394
7:30 AM	3	86	22	38	181	6	5	24	3	3	4	11	386
7:45 AM	1	77	17	28	161	4	2	16	3	1	5	5	320
8:00 AM	3	82	25	39	137	10	6	19	7	2	3	7	340
8:15 AM	1	79	18	34	127	4	5	21	2	1	1	8	301
8:30 AM	1	76	15	39	124	10	9	20	6	2	3	11	316
8:45 AM	0	68	7	27	112	4	4	52	4	2	5	6	291
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 16	NT 622	NR 134	SL 258	ST 1296	SR 52	EL 45	ET 179	ER 31	WL 13	WT 34	WR 62	TOTAL 2742

AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	11	317	69	119	796	24	21	67	12	6	22	30	1494
PEAK HR. FACTOR:		0.894			0.876			0.781			0.763		0.948

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 28th St.

DATE: 10/15/2003

LOCATION: City of San Diego

E-W STREET: Boston Ave

DAY: WEDNESDAY

PROJECT# 03-1482-007

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 1.5	SR 0.5	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	207	59	53	228	10	14	39	1	2	3	14	631
4:15 PM	0	193	38	46	226	6	8	42	3	1	3	8	574
4:30 PM	0	184	53	55	235	7	14	55	5	5	4	17	634
4:45 PM	0	175	39	53	188	3	7	58	2	2	2	11	540
5:00 PM	0	164	45	49	141	4	8	43	4	3	1	10	472
5:15 PM	1	139	27	39	154	2	3	66	1	1	3	4	440
5:30 PM	2	108	31	36	175	6	8	25	2	3	0	8	404
5:45 PM	1	89	32	26	161	3	5	32	1	1	3	4	358
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 5	NT 1259	NR 324	SL 357	ST 1508	SR 41	EL 67	ET 360	ER 19	WL 18	WT 19	WR 76	TOTAL 4053
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PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	1	759	189	207	877	26	43	194	11	10	12	50	2379
PEAK HR. FACTOR:		0.889			0.934			0.838			0.692		0.938

CONTROL: Signalized;

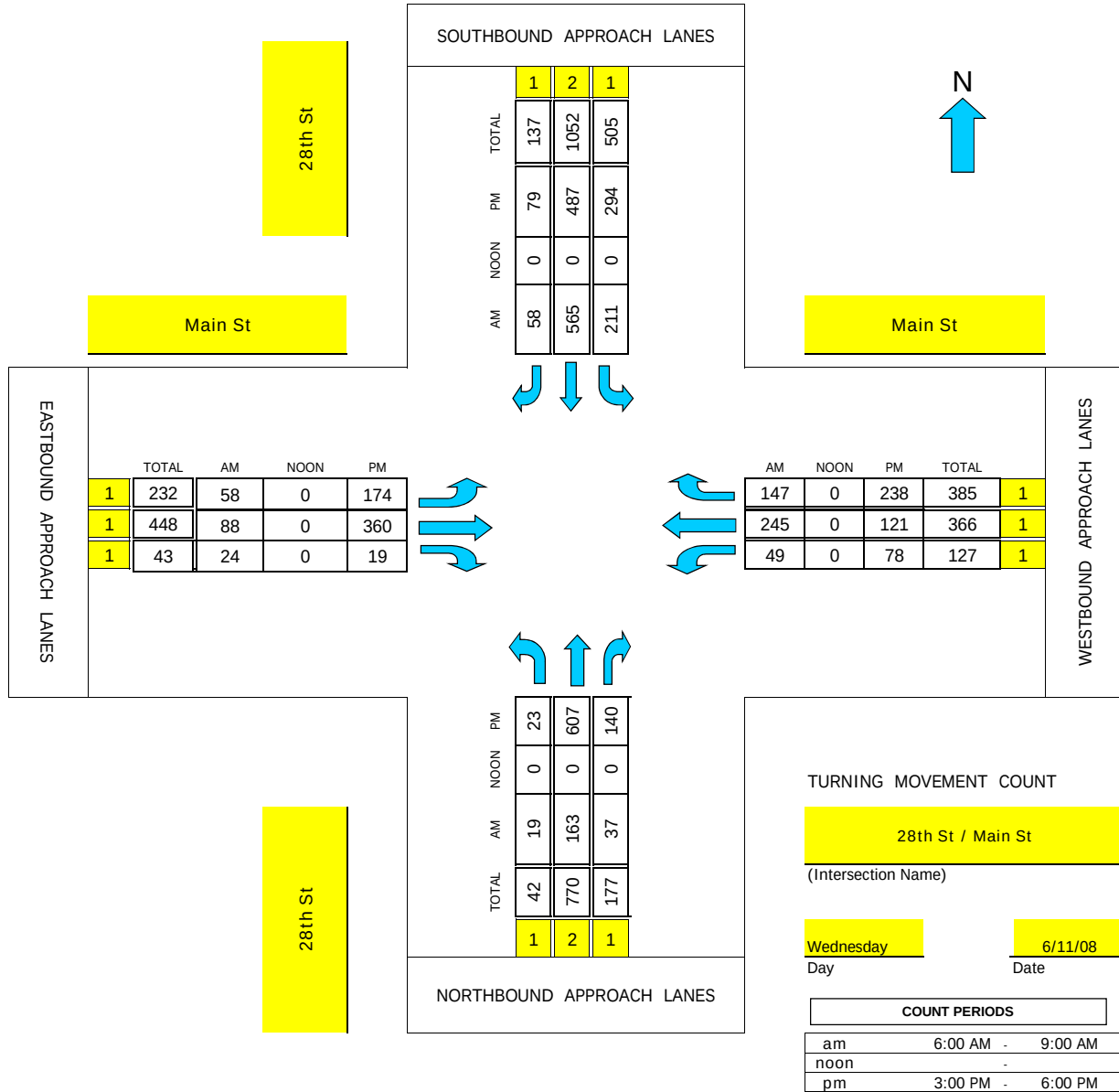
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 28th St/Main St

Project #: 08-4148-035



CONTROL: Signalized

AM PEAK HOUR 630 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 300 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 28th St

DATE: 06/11/2008

LOCATION: City of San Diego

E-W STREET: Main St

DAY: WEDNESDAY

PROJECT# 08-4148-035

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
6:00 AM	2	28	10	32	86	19	17	26	6	17	84	16	343
6:15 AM	5	30	17	16	89	20	23	37	19	20	81	18	375
6:30 AM	7	34	11	67	155	17	16	26	4	15	90	27	469
6:45 AM	4	33	2	55	123	13	14	29	8	14	53	42	390
7:00 AM	2	56	14	48	157	7	12	14	8	11	51	44	424
7:15 AM	6	40	10	41	130	21	16	19	4	9	51	34	381
7:30 AM	6	46	9	35	114	20	15	13	6	15	67	44	390
7:45 AM	5	42	7	35	126	16	18	20	3	8	41	38	359
8:00 AM	2	48	7	27	98	13	25	21	10	9	41	30	331
8:15 AM	7	35	3	23	77	16	18	27	5	9	44	33	297
8:30 AM	12	39	13	43	103	17	25	34	6	11	40	27	370
8:45 AM	8	66	12	39	91	14	18	32	4	6	26	35	351
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	66	497	115	461	1349	193	217	298	83	144	669	388	4480

AM Peak Hr Begins at: 630 AM

PEAK													
VOLUMES =	19	163	37	211	565	58	58	88	24	49	245	147	1664
PEAK HR.													
FACTOR:		0.760			0.872			0.833			0.835		0.887

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 28th St

DATE: 06/11/2008

LOCATION: City of San Diego

E-W STREET: Main St

DAY: WEDNESDAY

PROJECT# 08-4148-035

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	6	144	33	57	104	18	52	118	3	20	32	60	647
3:15 PM	7	170	53	67	138	23	40	101	2	27	43	61	732
3:30 PM	6	140	20	90	139	21	49	77	5	20	28	58	653
3:45 PM	4	153	34	80	106	17	33	64	9	11	18	59	588
4:00 PM	8	139	21	77	98	11	29	75	6	13	22	66	565
4:15 PM	6	101	22	60	104	10	24	52	1	10	22	51	463
4:30 PM	8	108	23	56	68	8	41	49	6	5	19	42	433
4:45 PM	5	104	19	43	87	8	20	49	2	9	15	37	398
5:00 PM	4	106	14	53	74	7	38	49	4	2	12	47	410
5:15 PM	7	81	14	39	75	9	26	39	4	5	24	47	370
5:30 PM	4	86	9	36	61	12	11	32	4	4	15	28	302
5:45 PM	5	82	15	36	46	15	21	27	4	2	18	43	314
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL 70	NT 1414	NR 277	SL 694	ST 1100	SR 159	EL 384	ET 732	ER 50	WL 128	WT 268	WR 599	TOTAL 5875
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PM Peak Hr Begins at: 300 PM

PEAK VOLUMES =	23	607	140	294	487	79	174	360	19	78	121	238	2620
PEAK HR. FACTOR:	0.837			0.860			0.799			0.834			0.895

CONTROL: Signalized

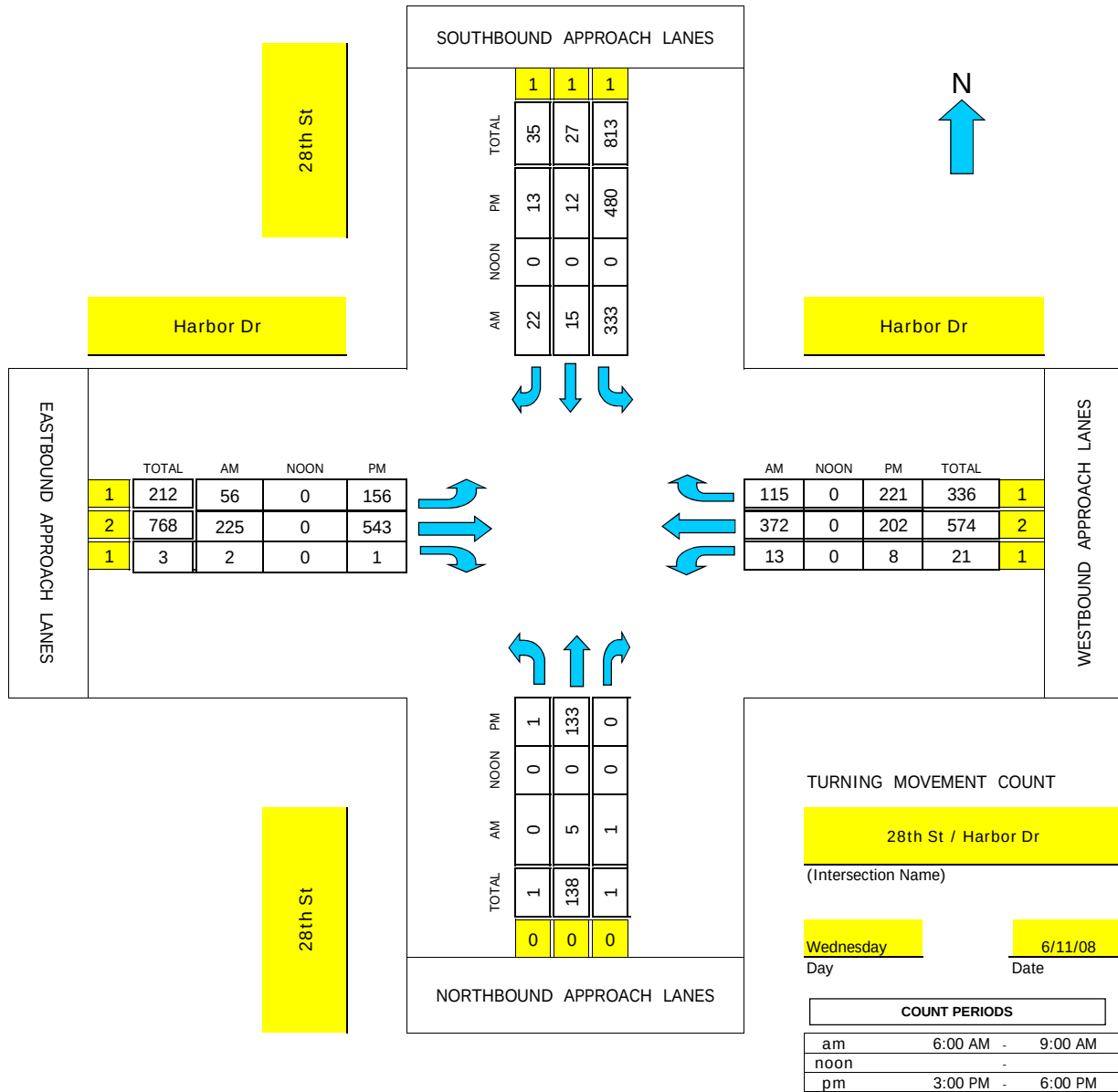
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 28th St/Harbor Dr

Project #: 08-4148-036



CONTROL: Signalized

AM PEAK HOUR 700 AM
NOON PEAK HOUR 0 AM
PM PEAK HOUR 300 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 28th St

DATE: 06/11/2008

LOCATION: City of San Diego

E-W STREET: Harbor Dr

DAY: WEDNESDAY

PROJECT# 08-4148-036

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 1	ST 1	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
6:00 AM	0	1	0	29	6	0	7	22	0	1	36	40	142
6:15 AM	0	7	0	65	4	11	29	69	0	0	39	35	259
6:30 AM	0	6	0	102	2	18	27	59	0	1	41	25	281
6:45 AM	0	1	0	75	2	12	3	43	0	1	73	30	240
7:00 AM	0	2	0	97	6	5	22	58	1	2	74	32	299
7:15 AM	0	1	0	96	3	3	12	63	1	2	78	28	287
7:30 AM	0	0	1	63	1	9	13	65	0	6	108	25	291
7:45 AM	0	2	0	77	5	5	9	39	0	3	112	30	282
8:00 AM	0	2	0	73	2	9	11	27	0	2	52	25	203
8:15 AM	1	0	1	42	1	4	6	43	1	0	50	26	175
8:30 AM	1	1	1	47	3	4	14	42	3	1	76	33	226
8:45 AM	0	1	0	54	2	5	15	36	1	0	38	48	200
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 2	NT 24	NR 3	SL 820	ST 37	SR 85	EL 168	ET 566	ER 7	WL 19	WT 777	WR 377	TOTAL 2885
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AM Peak Hr Begins at: 700 AM

PEAK VOLUMES =	0	5	1	333	15	22	56	225	2	13	372	115	1159
PEAK HR. FACTOR:	0.750			0.856			0.873			0.862			0.969

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 28th St

DATE: 06/11/2008

LOCATION: City of San Diego

E-W STREET: Harbor Dr

DAY: WEDNESDAY

PROJECT# 08-4148-036

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	1	1	1	1	2	1	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	0	52	0	130	0	4	35	137	0	5	44	84	491
3:15 PM	0	50	0	121	3	6	53	119	0	2	54	65	473
3:30 PM	1	12	0	140	8	1	31	142	0	1	49	36	421
3:45 PM	0	19	0	89	1	2	37	145	1	0	55	36	385
4:00 PM	1	14	1	142	1	2	37	165	0	1	26	47	437
4:15 PM	1	7	1	98	1	5	17	187	0	3	38	45	403
4:30 PM	0	5	0	50	1	6	28	214	0	1	33	57	395
4:45 PM	3	7	0	58	1	8	22	240	0	0	37	33	409
5:00 PM	1	6	0	52	3	3	20	209	0	0	32	26	352
5:15 PM	0	0	2	66	1	14	21	218	0	0	33	24	379
5:30 PM	1	3	0	58	1	7	13	135	0	2	18	36	274
5:45 PM	0	1	1	45	2	4	12	111	0	1	34	28	239
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL VOLUMES =	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	8	176	5	1049	23	62	326	2022	1	16	453	517	4658

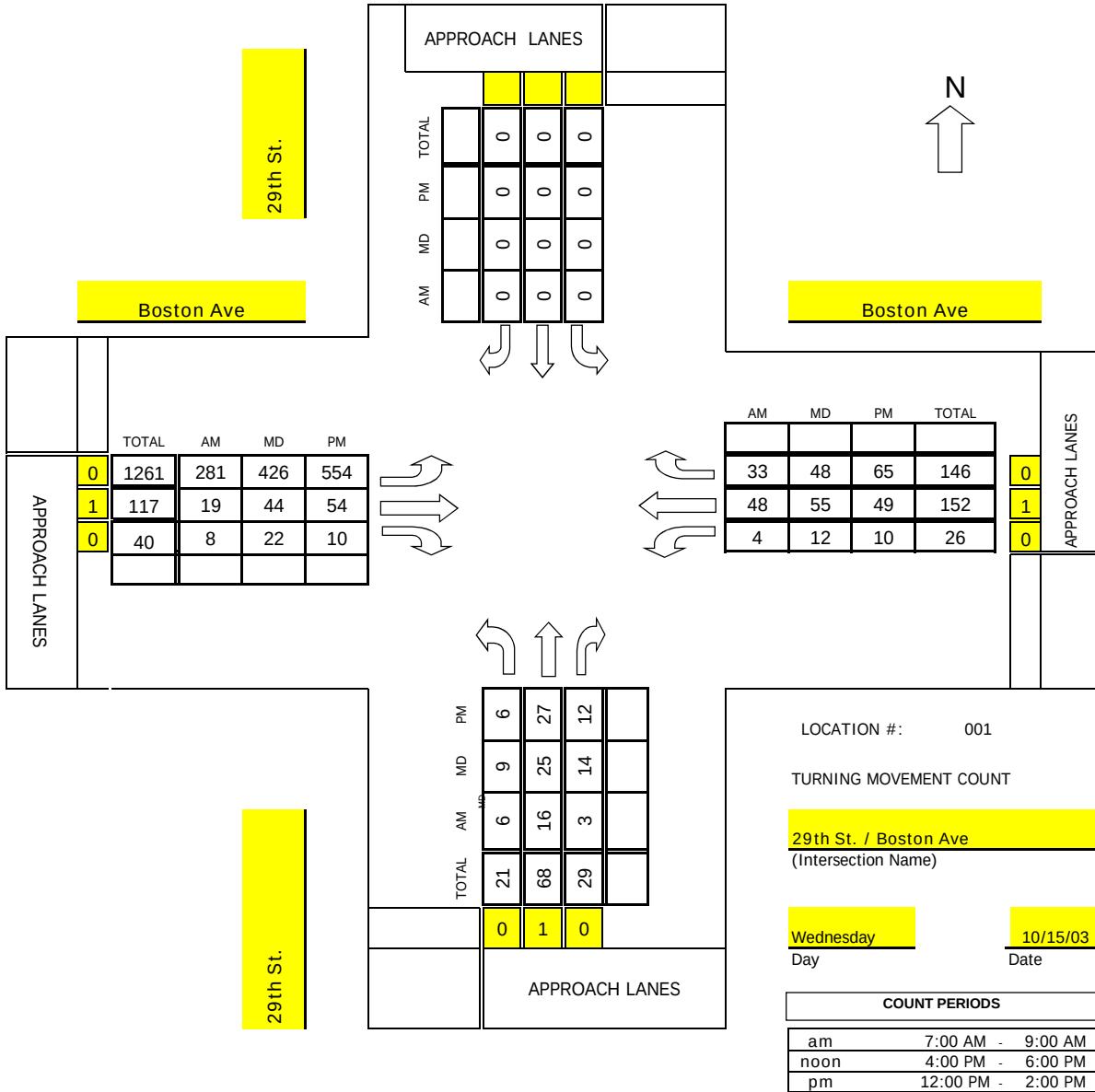
PM Peak Hr Begins at: 300 PM

PEAK VOLUMES =	1	133	0	480	12	13	156	543	1	8	202	221	1770
PEAK HR. FACTOR:		0.644			0.847			0.956			0.810		0.901

CONTROL: Signalized

TMC SUMMARY OF 29th St. / Boston Ave

Project #: 03-1482-010



AM PEAK HOUR 730 AM

NOON PEAK HOUR 1230 PM

PM PEAK HOUR 400 PM

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 29th St.

DATE: 10/15/2003

LOCATION: City of San Diego

E-W STREET: Boston Ave

DAY: WEDNESDAY

PROJECT# 03-1482-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0				0	1	0	0	1	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	3	4	0				43	1	1	0	6	0	58
7:15 AM	5	6	2				59	5	2	0	16	0	95
7:30 AM	1	3	0				80	3	0	1	18	5	111
7:45 AM	1	5	1				58	7	2	2	12	7	95
8:00 AM	2	5	1				78	5	1	0	9	9	110
8:15 AM	2	3	1				65	4	5	1	9	12	102
8:30 AM	1	1	0				64	6	3	0	14	8	97
8:45 AM	2	4	1				54	8	1	0	11	10	91
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													
TOTAL VOLUMES =	NL 17	NT 31	NR 6	SL 0	ST 0	SR 0	EL 501	ET 39	ER 15	WL 4	WT 95	WR 51	TOTAL 759

AM Peak Hr Begins at: 730 AM

PEAK VOLUMES =	6	16	3	0	0	0	281	19	8	4	48	33	418
PEAK HR. FACTOR:	0.781			0.000			0.917			0.885			0.941

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 29th St.

DATE: 10/15/2003

LOCATION: City of San Diego

E-W STREET: Boston Ave

DAY: WEDNESDAY

PROJECT# 03-1482-010

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0				0	1	0	0	1	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	1	1	3				138	17	2	0	12	6	180
4:15 PM	2	3	5				128	15	5	2	10	11	181
4:30 PM	1	10	2				170	16	1	3	20	28	251
4:45 PM	2	13	2				118	6	2	5	7	20	175
5:00 PM	1	6	1				130	6	1	3	12	16	176
5:15 PM	1	9	5				91	3	2	2	7	13	133
5:30 PM	0	6	2				82	7	2	3	10	8	120
5:45 PM	0	3	5				92	4	3	6	8	11	132
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	8	51	25	0	0	0	949	74	18	24	86	113	1348

PM Peak Hr Begins at: 400 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	6	27	12	0	0	0	554	54	10	10	49	65	787
PEAK HR. FACTOR:	0.662			0.000			0.826			0.608			0.784

CONTROL: Signalized

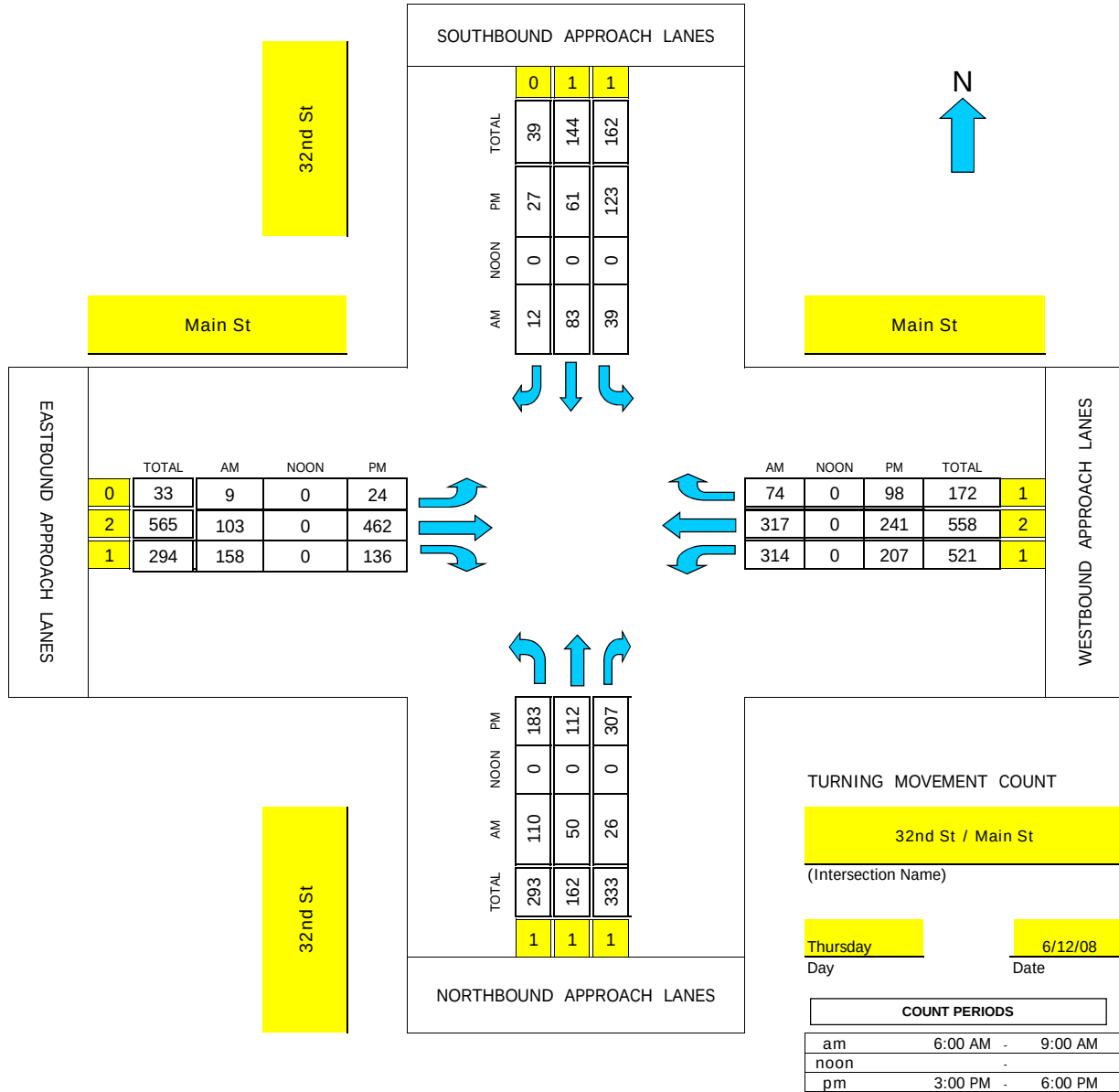
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 32nd St/Main St

Project #: 08-4148-038



CONTROL: Signalized

AM PEAK HOUR 645 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 300 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 32nd St

DATE: 06/12/2008

LOCATION: City of San Diego

E-W STREET: Main St

DAY: THURSDAY

PROJECT# 08-4148-038

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
6:00 AM	14	8	5	5	17	3	1	23	30	42	85	11	244
6:15 AM	20	11	6	8	14	0	1	28	36	63	109	18	314
6:30 AM	34	6	5	11	13	1	0	24	39	64	91	11	299
6:45 AM	33	12	7	12	27	1	3	30	44	78	71	14	332
7:00 AM	18	11	8	12	23	2	0	31	46	75	72	21	319
7:15 AM	29	13	4	5	19	3	3	19	33	90	86	18	322
7:30 AM	30	14	7	10	14	6	3	23	35	71	88	21	322
7:45 AM	24	8	16	11	12	2	4	26	30	39	66	16	254
8:00 AM	27	9	10	16	11	6	0	32	18	53	62	15	259
8:15 AM	20	10	21	16	11	1	1	31	36	53	58	18	276
8:30 AM	17	10	18	16	9	1	1	30	18	69	42	11	242
8:45 AM	14	14	23	18	11	3	2	27	16	70	54	12	264
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL VOLUMES =	NL 280	NT 126	NR 130	SL 140	ST 181	SR 29	EL 19	ET 324	ER 381	WL 767	WT 884	WR 186	TOTAL 3447
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AM Peak Hr Begins at: 645 AM

PEAK VOLUMES =	110	50	26	39	83	12	9	103	158	314	317	74	1295
PEAK HR. FACTOR:	0.894			0.838			0.877			0.909			0.975

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 32nd St

DATE: 06/12/2008

LOCATION: City of San Diego

E-W STREET: Main St

DAY: THURSDAY

PROJECT# 08-4148-038

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	1	1	1	0	0	2	1	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	42	32	79	33	11	4	3	122	36	58	64	26	510
3:15 PM	56	30	83	35	18	6	9	143	31	53	71	20	555
3:30 PM	39	28	72	23	18	7	3	96	30	57	69	27	469
3:45 PM	46	22	73	32	14	10	9	101	39	39	37	25	447
4:00 PM	48	33	99	29	12	3	6	114	49	42	43	16	494
4:15 PM	26	32	78	36	16	6	7	99	41	53	39	26	459
4:30 PM	23	13	79	26	10	6	6	102	46	69	35	18	433
4:45 PM	34	15	77	37	15	4	7	80	28	46	36	25	404
5:00 PM	25	13	77	29	7	9	11	70	30	36	27	25	359
5:15 PM	36	23	70	24	15	3	8	65	19	42	27	17	349
5:30 PM	30	21	59	24	14	3	4	38	42	38	38	11	322
5:45 PM	20	10	51	17	9	5	3	48	30	48	28	13	282
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	425	272	897	345	159	66	76	1078	421	581	514	249	5083

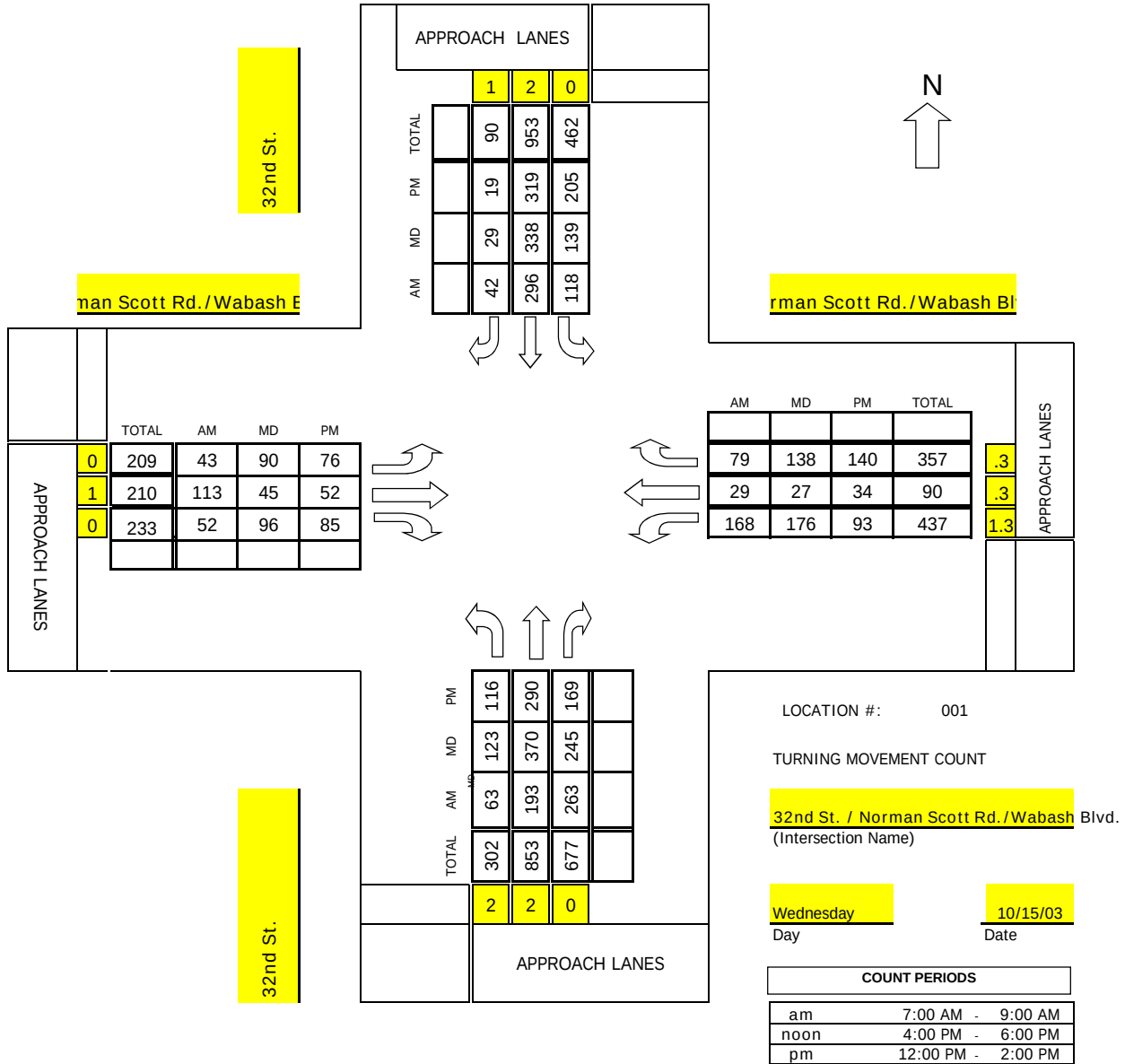
PM Peak Hr Begins at: 300 PM

PEAK													
VOLUMES =	183	112	307	123	61	27	24	462	136	207	241	98	1981
PEAK HR.													
FACTOR:		0.891			0.894			0.850			0.892		0.892

CONTROL: Signalized

TMC SUMMARY OF 32nd St. / Norman Scott Rd./Wabash Blvd.

Project #: 03-1482-012



AM PEAK HOUR 700 AM

NOON PEAK HOUR 1200 PM

PM PEAK HOUR 415 PM

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 32nd St.

DATE: 10/15/2003

LOCATION: City of San Diego

E-W STREET: Norman Scott Rd./Wabash Blvc DAY: WEDNESDAY

PROJECT# 03-1482-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL .3	WT .3	WR 1.3	TOTAL
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	10	35	56	20	79	14	7	32	10	31	7	16	317
7:15 AM	17	45	82	30	98	10	8	38	6	33	2	15	384
7:30 AM	23	70	85	30	64	14	11	33	14	52	8	28	432
7:45 AM	13	43	40	38	55	4	17	10	22	52	12	20	326
8:00 AM	21	56	26	29	52	5	19	7	19	43	9	18	304
8:15 AM	12	44	37	24	60	6	13	5	17	70	8	13	309
8:30 AM	12	56	40	20	52	2	9	4	12	44	11	16	278
8:45 AM	21	65	35	14	61	5	18	4	15	54	9	24	325
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	129	414	401	205	521	60	102	133	115	379	66	150	2675

AM Peak Hr Begins at: 700 AM

PEAK													
VOLUMES =	63	193	263	118	296	42	43	113	52	168	29	79	1459
PEAK HR.													
FACTOR:		0.729			0.826			0.897			0.784		0.844

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: 32nd St.

DATE: 10/15/2003

LOCATION: City of San Diego

E-W STREET: Norman Scott Rd./Wabash Blv

DAY: WEDNESDAY

PROJECT# 03-1482-012

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	2	0	1	2	0	0	1	0	.3	.3	1.3	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	30	60	37	49	87	8	19	10	11	30	8	52	401
4:15 PM	33	67	41	40	70	3	26	13	22	20	12	32	379
4:30 PM	26	79	50	59	102	6	25	14	19	32	8	41	461
4:45 PM	29	68	37	47	57	5	10	14	22	19	9	37	354
5:00 PM	28	76	41	59	90	5	15	11	22	22	5	30	404
5:15 PM	35	57	28	45	75	8	22	14	15	18	7	36	360
5:30 PM	23	55	45	49	72	5	25	13	18	18	8	37	368
5:45 PM	26	60	36	62	71	2	18	20	12	30	6	50	393
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	230	522	315	410	624	42	160	109	141	189	63	315	3120

PM Peak Hr Begins at: 415 PM

PEAK	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	116	290	169	205	319	19	76	52	85	93	34	140	1598
PEAK HR. FACTOR:	0.927			0.813			0.873			0.824			0.867

CONTROL: Signalized

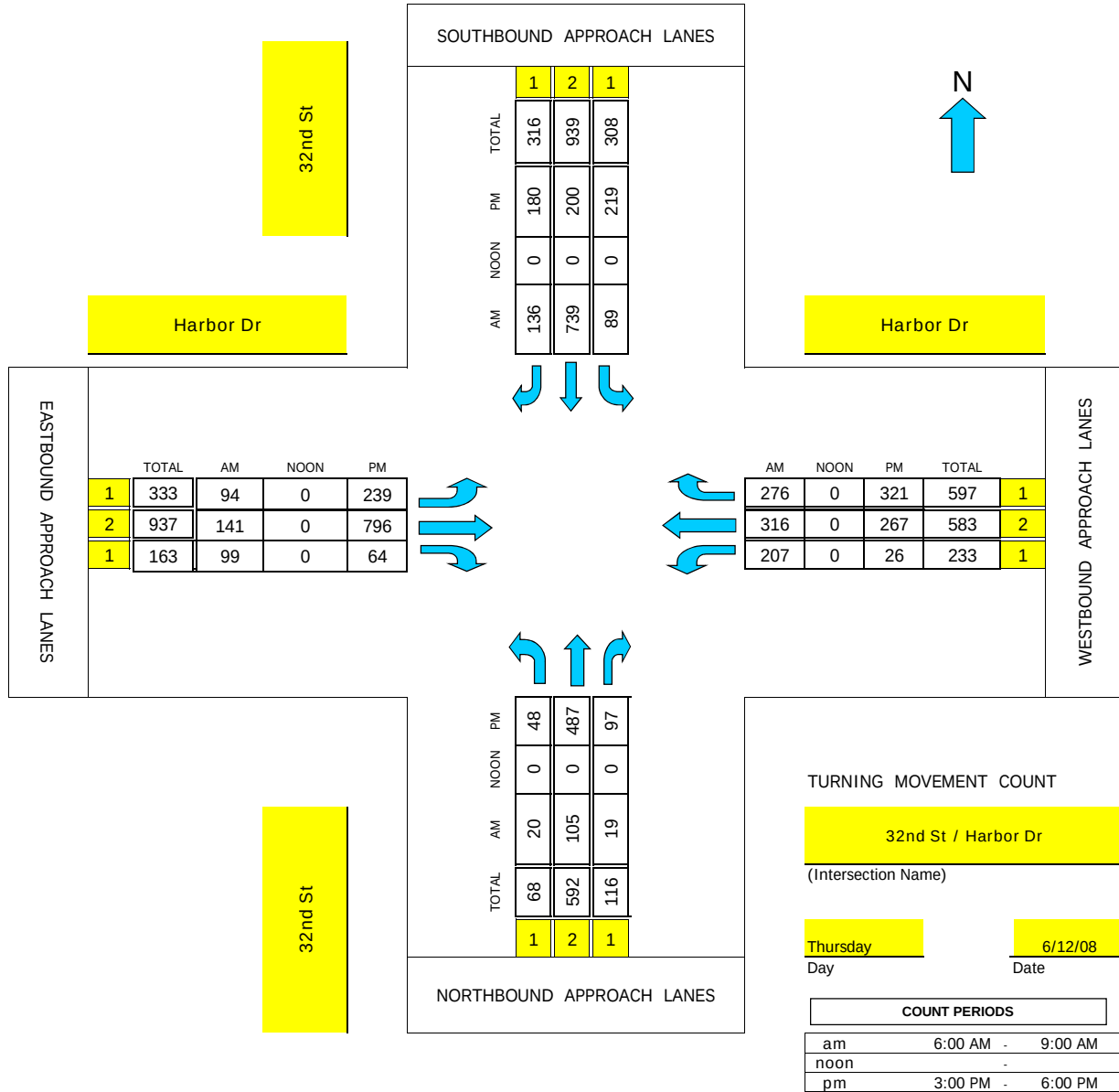
Intersection Turning Movement



National Data & Surveying Services

TMC Summary of 32nd St/Harbor Dr

Project #: 08-4148-040



CONTROL: Signalized

AM PEAK HOUR 645 AM

NOON PEAK HOUR 0 AM

PM PEAK HOUR 300 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 32nd St

DATE: 06/12/2008

LOCATION: City of San Diego

E-W STREET: Harbor Dr

DAY: THURSDAY

PROJECT# 08-4148-040

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
6:00 AM	2	7	3	16	54	16	9	53	8	16	50	20	254
6:15 AM	10	16	3	61	156	34	32	53	19	38	71	45	538
6:30 AM	9	22	6	30	148	28	16	41	20	36	73	52	481
6:45 AM	4	24	0	17	164	41	23	31	23	43	73	80	523
7:00 AM	5	30	6	25	180	22	20	32	24	53	70	59	526
7:15 AM	6	21	7	26	227	43	30	44	32	81	78	72	667
7:30 AM	5	30	6	21	168	30	21	34	20	30	95	65	525
7:45 AM	6	26	3	33	127	22	22	41	21	27	77	48	453
8:00 AM	5	33	7	25	109	29	18	37	23	15	44	45	390
8:15 AM	7	44	9	22	79	57	24	46	19	3	52	58	420
8:30 AM	15	34	3	35	77	36	11	43	16	6	57	48	381
8:45 AM	13	52	8	21	79	19	19	40	15	8	31	57	362
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	87	339	61	332	1568	377	245	495	240	356	771	649	5520

AM Peak Hr Begins at: 645 AM

PEAK													
VOLUMES =	20	105	19	89	739	136	94	141	99	207	316	276	2241
PEAK HR. FACTOR:		0.878			0.814			0.788			0.865		0.840

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: 32nd St

DATE: 06/12/2008

LOCATION: City of San Diego

E-W STREET: Harbor Dr

DAY: THURSDAY

PROJECT# 08-4148-040

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM	17	149	32	55	25	23	39	173	4	11	111	97	736
3:15 PM	11	123	23	61	61	63	77	255	10	5	68	76	833
3:30 PM	13	109	23	66	61	55	94	168	21	6	42	91	749
3:45 PM	7	106	19	37	53	39	29	200	29	4	46	57	626
4:00 PM	19	125	29	52	59	34	62	167	12	2	35	58	654
4:15 PM	9	71	16	70	45	21	61	177	10	9	32	55	576
4:30 PM	12	77	10	84	77	25	41	132	15	2	28	55	558
4:45 PM	15	81	15	53	40	14	44	196	11	3	28	60	560
5:00 PM	16	68	11	57	47	27	47	170	12	4	24	38	521
5:15 PM	22	50	13	60	60	18	41	166	15	10	36	65	556
5:30 PM	12	51	13	72	54	15	29	148	17	2	26	34	473
5:45 PM	9	48	7	45	45	12	16	120	25	6	19	48	400
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	162	1058	211	712	627	346	580	2072	181	64	495	734	7242

PM Peak Hr Begins at: 300 PM

PEAK													
VOLUMES =	48	487	97	219	200	180	239	796	64	26	267	321	2944
PEAK HR.													
FACTOR:		0.798		0.809			0.803			0.701		0.884	

CONTROL: Signalized

Intersection Turning Movement



National Data & Surveying Services

TMC Summary of I-15 Ramps/Main St

Project #: 08-4148-041

I-15 Ramps

Main St

SOUTHBOUND APPROACH LANES

	1	0	1
TOTAL	394	7	228
PM	126	7	120
NOON	0	0	0
AM	268	0	108

↓ ↓ ↓

N

Main St

EASTBOUND APPROACH LANES

	TOTAL	AM	NOON	PM
1	290	36	0	254
2	718	139	0	579
0	0	0	0	0

→ → →

TURNING MOVEMENT COUNT

I-15 Ramps / Main St

(Intersection Name)

Thursday

Day

6/12/08

Date

COUNT PERIODS		
am	6:00 AM	- 9:00 AM
noon	-	-
pm	3:00 PM	- 6:00 PM

WESTBOUND APPROACH LANES

AM	NOON	PM	TOTAL	
107	0	154	261	1
390	0	275	665	2
0	0	0	0	0

← ← ←

I-15 Ramps

NORTHBOUND APPROACH LANES

	AM	NOON	PM
TOTAL	0	0	0
PM	0	0	0
NOON	0	0	0
AM	0	0	0

↑ ↑ ↑

CONTROL: Signalized

AM PEAK HOUR	700 AM
NOON PEAK HOUR	0 AM
PM PEAK HOUR	400 PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-15 Ramps

DATE: 06/12/2008

LOCATION: City of San Diego

E-W STREET: Main St

DAY: THURSDAY

PROJECT# 08-4148-041

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	1	0	1	1	2	0	0	2	1	

6:00 AM

6:15 AM

6:30 AM

6:45 AM

7:00 AM

7:15 AM

7:30 AM

7:45 AM

8:00 AM

8:15 AM

8:30 AM

8:45 AM

9:00 AM

9:15 AM

9:30 AM

9:45 AM

10:00 AM

10:15 AM

10:30 AM

10:45 AM

11:00 AM

11:15 AM

11:30 AM

11:45 AM

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	181	0	425	90	349	0	0	734	182	1961

AM Peak Hr Begins at: 700 AM

PEAK													
VOLUMES =	0	0	0	108	0	268	36	139	0	0	390	107	1048
PEAK HR. FACTOR:		0.000			0.817			0.858			0.934		0.897

CONTROL: Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

N-S STREET: I-15 Ramps

DATE: 06/12/2008

LOCATION: City of San Diego

E-W STREET: Main St

DAY: THURSDAY

PROJECT# 08-4148-041

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	0	0	1	0	1	1	2	0	0	2	1	

1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM				35	0	32	68	152		61	54		402
4:15 PM				27	0	30	68	160		88	33		406
4:30 PM				26	7	34	61	137		54	31		350
4:45 PM				32	0	30	57	130		72	36		357
5:00 PM				28	0	21	59	117		53	25		303
5:15 PM				24	4	26	39	107		56	18		274
5:30 PM				20	0	31	41	79		59	29		259
5:45 PM				23	0	29	31	78		53	28		242
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
VOLUMES =	0	0	0	215	11	233	424	960	0	0	496	254	2593

PM Peak Hr Begins at: 400 PM

PEAK													
VOLUMES =	0	0	0	120	7	126	254	579	0	0	275	154	1515
PEAK HR.													
FACTOR:		0.000			0.944			0.913			0.886		0.933

CONTROL: Signalized

11-SD-005													
P P	POST MILE	P S	DESCRIPTION	1997 ADT	1998 ADT	1999 ADT	2000 ADT	2001 ADT	2002 ADT	2003 ADT	2004 ADT	2005 ADT	2006 ADT
R	010.754		NB OFF TO 9TH ST./PLAZA BLV			3150			3000			3400	3500
R	010.776		SB OFF TO CLEVELAND AVE			3250			4150			3450	3850
R	010.955		SB ON FRM 8TH ST.			3750			4500			4350	4450
R	010.981		NB ON FRM CIVIC CNTR DRIVE			3500			4550			4200	4100
R	011.130		SB OFF TO 8TH STREET						9100			8700	8500
R	011.342		NB ON FRM 7TH & 8TH			9600			11000				
R	011.614		SB ON FRM MAIN ST.			5300			6200			5200	4900
R	011.708		NB OFF TO NAT'L /DIVISION			5300			5000			5200	5000
R	011.868		NB ON FRM NAT'L / DIVISION			7600			8100			9100	9600
R	012.189		SB ON FROM SB RTE 15			22700			34500			34000	32000
R	012.294		NB OFF TO NB RTE 15			24400			32000			31500	29500
R	012.373		SB OFF TO MAIN STREET			5300			3850			5600	5900
R	012.688		SB OFF TO NB RTE 15			5400			6400			8600	9100
R	012.806		DUM NB ON FR SB RTE 15			6900			8400			12700	13400
R	013.172		NB OFF TO 28TH AND NAT'L			6600			6800			7000	7000
R	013.194		SB ON FRM BOSTON @29TH			6700			6100			6500	6500
R	013.432		NB ON FRM NB 28TH/NAT'L			6700			5500			6000	5900
R	013.480		SEG SB OFF TO 28TH ST.									7000	
R	013.540		SB OFF TO 28TH / NATIONAL A			10600			9700			11000	
R	013.557		NB ON FRM WB NATIONAL			3150			3450			3850	
R	013.825		NB OFF TO SB RTE. 75			9600			10900			13000	
R	013.904		SB ON FROM BRIDGE (NB 75)			9500			11200			12000	

11-SD-005													
P P	POST MILE	P S	DESCRIPTION	1997 ADT	1998 ADT	1999 ADT	2000 ADT	2001 ADT	2002 ADT	2003 ADT	2004 ADT	2005 ADT	2006 ADT
R	013.938		SB ON FROM LOGAN AT 5/75			5000			5100			7800	
R	014.028		NB OFF TO KEARNEY AVE			5600			5900			7600	
R	014.175		SB OFF TO SB RTE 75			21100			19900			21200	
R	014.281		NB ON FROM NB RTE 75			23800			23100			24400	
R	014.341		SB OFF TO BEARDSLEY/LOGAN A			3150			3450			3850	
R	014.591		NB OFF TO J ST & 19TH ST.			8200			7600			7400	
R	014.595		SB ON FROM 17TH & J STREET			4050			3800			4150	
R	014.709		SB OFF TO 17TH & IMPERIAL A			4900			5200			6900	
R	014.723		NB ON FROM 19TH STREET			6500			7000			8400	
R	014.938		NB OFF TO PERSHING & "B" ST			9700			9600				10500
R	014.957		SB ON FRM E ST.			4500			4450				4900
R	015.155		SB ON FRM PERSHING & C ST.			6600			6100			8100	
R	015.156		SB ON FROM C STREET									2950	
R	015.157		SB ON FROM PERSHING DR									4700	
R	015.260		NB ON FROM WB 94 & F ST			19200			19300			33500	
R	015.381		SB ON FROM 163 & PARK			19000			17000			17800	
R	015.530		SEG NB ON FRM B ST									4550	
R	015.535		SEG NB ON FRM PERSHING									8400	
R	015.539		NB ON FROM B & PERSHING			12000			11700			11900	
R	015.638		SB 5 OFF TO EB RTE 94									31000	
R	015.639		SB 5 OFF TO G STREET									2350	
R	015.640		SB 5 OFF TO G ST & EB 94			28000			28000			30500	

11-SD-008													
P P	POST MILE	P S	DESCRIPTION	1997 ADT	1998 ADT	1999 ADT	2000 ADT	2001 ADT	2002 ADT	2003 ADT	2004 ADT	2005 ADT	2006 ADT
R	073.848	WB	ON FRM CARRIZO ROAD	340			710			610			710
R	073.868	EB	OFF TO CARRIZO ROAD	650			1050			870			1100
R	074.075	EB	ON FRM CARRIZO ROAD	600			850			820			790
R	074.116	WB	OFF TO CARRIZO ROAD	460			540			550			450
R	076.550	EB	OFF TO TRUCK STOP				500						320
R	076.901	EB	ON FROM TRUCK STOP				500						260
R	077.482	EB	OFF TO IN KO PAH	55			50			50			55

Prepared by NDS/ATD

Volumes for: Tuesday, June 10, 2008

City: San Diego

Project #: 08-4149-001

Location: SR-75 Off Ramp @ National Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00		0			12:00		30		
00:15		3			12:15		11		
00:30		3			12:30		30		
00:45		2	8		12:45		18	89	89
01:00		1			13:00		38		
01:15		1			13:15		30		
01:30		2			13:30		21		
01:45		1	5		13:45		14	103	103
02:00		1			14:00		40		
02:15		0			14:15		30		
02:30		1			14:30		25		
02:45		0	2		14:45		29	124	124
03:00		0			15:00		37		
03:15		2			15:15		37		
03:30		0			15:30		28		
03:45		0	2		15:45		49	151	151
04:00		2			16:00		42		
04:15		0			16:15		32		
04:30		1			16:30		35		
04:45		1	4		16:45		60	169	169
05:00		0			17:00		47		
05:15		3			17:15		56		
05:30		6			17:30		28		
05:45		15	24		17:45		38	169	169
06:00		16			18:00		37		
06:15		20			18:15		33		
06:30		19			18:30		41		
06:45		27	82		18:45		28	139	139
07:00		17			19:00		25		
07:15		27			19:15		16		
07:30		40			19:30		12		
07:45		61	145		19:45		20	73	73
08:00		52			20:00		11		
08:15		33			20:15		13		
08:30		34			20:30		4		
08:45		28	147		20:45		11	39	39
09:00		31			21:00		8		
09:15		25			21:15		13		
09:30		37			21:30		4		
09:45		13	106		21:45		10	35	35
10:00		9			22:00		8		
10:15		11			22:15		12		
10:30		22			22:30		9		
10:45		13	55		22:45		7	36	36
11:00		23			23:00		7		
11:15		7			23:15		9		
11:30		25			23:30		1		
11:45		30	85		23:45		6	23	23

Total Vol.	665	665	1150	1150
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Daily Totals

NB	SB	EB	WB
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1815 Combined

1815

Split %	AM		PM	
	100.0%	36.6%	100.0%	63.4%
Peak Hour	07:30	07:30	16:30	16:30
Volume	186	186	198	198
P.H.F.	0.76	0.76	0.83	0.83

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008

City: San Diego

Project #: 08-4149-001

Location: SR-75 Off Ramp @ National Ave

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00		1			12:00		32		
00:15		1			12:15		23		
00:30		0			12:30		32		
00:45		3	5		12:45		31	118	118
01:00		0			13:00		18		
01:15		0			13:15		24		
01:30		3			13:30		24		
01:45		1	4		13:45		22	88	88
02:00		0			14:00		29		
02:15		0			14:15		24		
02:30		1			14:30		27		
02:45		0	1		14:45		31	111	111
03:00		2			15:00		37		
03:15		1			15:15		44		
03:30		0			15:30		25		
03:45		0	3		15:45		44	150	150
04:00		0			16:00		27		
04:15		0			16:15		44		
04:30		1			16:30		38		
04:45		0	1		16:45		60	169	169
05:00		5			17:00		43		
05:15		6			17:15		39		
05:30		9			17:30		50		
05:45		17	37		17:45		31	163	163
06:00		14			18:00		40		
06:15		16			18:15		38		
06:30		21			18:30		36		
06:45		22	73		18:45		34	148	148
07:00		36			19:00		17		
07:15		22			19:15		11		
07:30		38			19:30		24		
07:45		42	138		19:45		15	67	67
08:00		43			20:00		14		
08:15		30			20:15		18		
08:30		26			20:30		13		
08:45		33	132		20:45		12	57	57
09:00		20			21:00		10		
09:15		18			21:15		15		
09:30		21			21:30		7		
09:45		25	84		21:45		6	38	38
10:00		33			22:00		5		
10:15		17			22:15		9		
10:30		24			22:30		3		
10:45		30	104		22:45		6	23	23
11:00		41			23:00		11		
11:15		20			23:15		5		
11:30		40			23:30		4		
11:45		31	132		23:45		3	23	23

Total Vol.	714	714	1155	1155
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Daily Totals

NB	SB	EB	WB
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1869 Combined

1869

Split %	AM		PM	
	100.0%	38.2%	100.0%	61.8%
Peak Hour	07:30	07:30	16:45	16:45
Volume	153	153	192	192
P.H.F.	0.89	0.89	0.80	0.80

Prepared by NDS/ATD

Volumes for: Tuesday, June 10, 2008	City: San Diego	Project #: 08-4149-002
Location: SR-75 On Ramp @ Cesar Chavez Pkwy		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			4		12:00			16	
00:15			2		12:15			23	
00:30			5		12:30			30	
00:45			3	14	12:45			20	89
01:00			0		13:00			27	
01:15			0		13:15			26	
01:30			4		13:30			38	
01:45			1	5	13:45			41	132
02:00			0		14:00			29	
02:15			0		14:15			29	
02:30			0		14:30			27	
02:45			0	0	14:45			45	130
03:00			0		15:00			48	
03:15			0		15:15			31	
03:30			1		15:30			40	
03:45			0	1	15:45			45	164
04:00			0		16:00			48	
04:15			1		16:15			33	
04:30			2		16:30			40	
04:45			2	5	16:45			44	165
05:00			2		17:00			61	
05:15			8		17:15			61	
05:30			13		17:30			36	
05:45			14	37	17:45			44	202
06:00			16		18:00			30	
06:15			18		18:15			20	
06:30			23		18:30			18	
06:45			27	84	18:45			15	83
07:00			25		19:00			17	
07:15			25		19:15			15	
07:30			33		19:30			18	
07:45			24	107	19:45			11	61
08:00			21		20:00			12	
08:15			28		20:15			11	
08:30			28		20:30			14	
08:45			23	100	20:45			16	53
09:00			24		21:00			24	
09:15			19		21:15			15	
09:30			14		21:30			20	
09:45			19	76	21:45			20	79
10:00			30		22:00			22	
10:15			20		22:15			26	
10:30			19		22:30			25	
10:45			22	91	22:45			13	86
11:00			30		23:00			8	
11:15			38		23:15			13	
11:30			38		23:30			9	
11:45			28	134	23:45			4	34

Total Vol.	654	654	1278	1278
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Daily Totals				
	NB	SB	EB	WB
			1932	
		Combined		
		1932		

	AM		PM	
Split %	100.0%	33.9%	100.0%	66.1%
Peak Hour	11:00	11:00	16:30	16:30
Volume	134	134	206	206
P.H.F.	0.88	0.88	0.84	0.84

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008

City: San Diego

Project #: 08-4149-002

Location: SR-75 On Ramp @ Cesar Chavez Pkwy

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			3		12:00			26	
00:15			2		12:15			42	
00:30			3		12:30			30	
00:45			3	11	12:45			31	129
01:00			2		13:00			26	
01:15			0		13:15			30	
01:30			2		13:30			28	
01:45			0	4	13:45			27	111
02:00			2		14:00			23	
02:15			0		14:15			25	
02:30			1		14:30			23	
02:45			0	3	14:45			36	107
03:00			0		15:00			36	
03:15			0		15:15			36	
03:30			1		15:30			48	
03:45			0	1	15:45			35	155
04:00			1		16:00			33	
04:15			0		16:15			42	
04:30			3		16:30			44	
04:45			2	6	16:45			57	176
05:00			1		17:00			46	
05:15			7		17:15			44	
05:30			10		17:30			31	
05:45			9	27	17:45			28	149
06:00			16		18:00			27	
06:15			19		18:15			33	
06:30			18		18:30			27	
06:45			20	73	18:45			19	106
07:00			21		19:00			25	
07:15			25		19:15			15	
07:30			27		19:30			13	
07:45			18	91	19:45			23	76
08:00			22		20:00			19	
08:15			22		20:15			15	
08:30			27		20:30			16	
08:45			23	94	20:45			25	75
09:00			19		21:00			23	
09:15			31		21:15			26	
09:30			21		21:30			34	
09:45			30	101	21:45			19	102
10:00			15		22:00			27	
10:15			20		22:15			16	
10:30			17		22:30			17	
10:45			28	80	22:45			12	72
11:00			26		23:00			9	
11:15			32		23:15			5	
11:30			24		23:30			10	
11:45			33	115	23:45			3	27

Total Vol.	606	606	1285	1285
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Daily Totals

NB	SB	EB	WB
		1891	
1891			

AM		PM	
Split %	100.0%	100.0%	68.0%
Peak Hour	11:45	16:30	16:30
Volume	131	191	191
P.H.F.	0.78	0.84	0.84

Volumes for: Tuesday, February 21, 2006

City: San Diego

Project #: 06-4059-005

Location: Cesar Chavez Blvd. n/o Logan Ave.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	4	13			12:00	100	74		
00:15	7	7			12:15	77	71		
00:30	8	15			12:30	75	62		
00:45	6	25	7	42	12:45	71	323	77	284
01:00	2	7			13:00	84	70		
01:15	7	9			13:15	95	80		
01:30	7	17			13:30	99	90		
01:45	4	20	6	39	13:45	90	368	81	321
02:00	8	5			14:00	69	74		
02:15	6	8			14:15	82	70		
02:30	6	15			14:30	120	84		
02:45	7	27	8	36	14:45	97	368	78	306
03:00	7	8			15:00	92	65		
03:15	7	9			15:15	100	74		
03:30	8	8			15:30	106	74		
03:45	10	32	18	43	15:45	94	392	67	280
04:00	18	16			16:00	87	65		
04:15	21	29			16:15	88	68		
04:30	20	42			16:30	96	67		
04:45	19	78	40	127	16:45	40	311	78	278
05:00	18	54			17:00	74	65		
05:15	21	87			17:15	74	59		
05:30	20	118			17:30	58	53		
05:45	40	99	95	354	17:45	74	280	67	244
06:00	56	87			18:00	40	59		
06:15	50	85			18:15	32	62		
06:30	60	108			18:30	38	44		
06:45	70	236	140	420	18:45	34	144	47	212
07:00	79	114			19:00	23	55		
07:15	70	79			19:15	15	46		
07:30	81	82			19:30	56	33		
07:45	80	310	109	384	19:45	50	144	34	168
08:00	76	100			20:00	70	37		
08:15	70	98			20:15	65	38		
08:30	81	107			20:30	61	25		
08:45	80	307	108	413	20:45	60	256	33	133
09:00	79	81			21:00	41	30		
09:15	71	87			21:15	30	25		
09:30	70	92			21:30	61	37		
09:45	87	307	87	347	21:45	47	179	36	128
10:00	92	97			22:00	40	34		
10:15	77	77			22:15	50	33		
10:30	90	80			22:30	60	36		
10:45	89	348	85	339	22:45	20	170	24	127
11:00	80	94			23:00	10	22		
11:15	111	93			23:15	50	21		
11:30	130	90			23:30	42	19		
11:45	140	461	85	362	23:45	30	132	15	77

Total Vol.	2250	2906	5156	3067	2558	5625
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Daily Totals		WB	Combined
NB	SB		
5317	5464		10781

Split %	AM		47.8%	PM		52.2%
	43.6%	56.4%		54.5%	45.5%	
Peak Hour	11:15	06:15	11:00	14:30	13:15	14:30
Volume	481	447	823	409	325	710
P.H.F.	0.86	0.80	0.91	0.84	0.90	0.87

n-42

Traffic Data Service Southwest Vehicle Counts

Northbound

VehicleCount-1212

DATASETS:

Site: [273051] Cesar Chavez Pkwy S/o Logan Ave
Direction: 1 - North bound, A hit first., **Lane:** 0
Survey Duration: 09:07 Mon 13 Oct 2003 to 10:00 Fri 17 Oct 2003
File: Z:\mcd\data\Willdan\2003\273\27305117OCT2003.EC0 (Base)
Identifier: A558SE5V MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default

PROFILE:

Filter time: 00:00 Tue 14 Oct 2003 to 00:00 Fri 17 Oct 2003
Included classes: 1, 2, 3, 4
Speed range: 0 - 100 mph.
Direction: North (bound)
Headway: All
Scheme: Scheme F99
Name: Factory default profile
Method: Vehicle classification
Units: Non-Metric (ft, mi, f/s, mph, lb, ton)
In profile: 20636 Vehicles

* Tue 14 Oct 2003 - Total=6950, 15 minute drops,

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
49	35	64	27	36	85	187	304	348	300	339	432	482	460	630	674	546	600	344	240	228	208	198	134	
23	11	6	7	5	11	45	73	78	79	87	97	155	114	113	185	153	178	101	62	61	83	52	36	24
11	9	9	2	9	16	33	72	82	74	73	91	102	104	143	152	125	142	92	72	57	50	37	29	13
7	10	17	10	11	30	49	83	100	75	86	125	118	121	212	168	125	153	83	62	48	47	70	38	21
8	5	32	8	11	28	60	76	88	72	93	119	107	121	162	169	143	127	68	44	62	28	39	31	16

AM PkHr 11:30 to 12:30 (n=501), AM PHF=0.81 PM PkHr 14:30 to 15:30 (n=711), PM PHF=0.84

* Wed 15 Oct 2003 - Total=6992, 15 minute drops,

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
74	34	39	15	53	110	190	272	296	304	359	466	482	425	656	690	550	540	390	273	226	226	186	136	
24	11	15	3	9	15	32	59	93	82	73	105	127	77	148	183	157	190	104	73	54	78	57	39	29
13	7	4	3	11	22	35	57	68	72	97	111	112	103	109	181	131	115	121	84	56	45	38	31	27
21	10	12	4	8	39	68	68	70	66	83	126	134	136	228	160	130	130	78	67	60	48	49	39	12
16	6	8	5	25	34	55	88	65	84	106	124	109	109	171	166	132	105	87	49	56	55	42	27	16

AM PkHr 11:45 to 12:45 (n=497), AM PHF=0.93 PM PkHr 14:30 to 15:30 (n=763), PM PHF=0.84

* Thu 16 Oct 2003 - Total=6694, 15 minute drops,

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
84	56	52	21	36	112	193	313	296	341	422	472	429	439	576	586	493	586	307	209	172	218	172	109	
29	20	12	6	6	17	34	78	70	93	99	117	117	102	112	159	140	161	107	66	45	62	41	21	-
27	13	6	3	6	16	46	64	86	83	103	111	108	105	108	140	127	159	76	50	46	58	47	30	-
12	12	20	4	9	39	51	88	65	79	117	118	109	118	177	142	109	136	68	54	31	63	55	37	-
16	11	14	8	15	40	62	83	75	86	103	126	95	114	179	145	117	130	56	39	50	35	29	21	-

AM PkHr 11:00 to 12:00 (n=472), AM PHF=0.94

Traffic Data Service Southwest

Vehicle Counts

Northbound

VehicleCount-1212

DATASETS:

Site: [273051] Cesar Chavez Pkwy S/o Logan Ave
Direction: 1 - North bound, A hit first., Lane: 0
Survey Duration: 09:07 Mon 13 Oct 2003 to 10:00 Fri 17 Oct 2003
File: Z:\mcdan\Willdan\2003\273\27305117OCT2003.EC0 (Base)
Identifier: A558SE5V MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default

PROFILE:

Filter time: 00:00 Tue 14 Oct 2003 to 00:00 Fri 17 Oct 2003
Included classes: 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Headway: All
Scheme: Scheme F99
Name: Factory default profile
Method: Vehicle classification
Units: Non-Metric (ft, mi, f/s, mph, lb, ton)
In profile: 4886 Vehicles

* Tue 14 Oct 2003 - Total=1384, 15 minute drops,

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	7	10	3	7	37	53	79	105	119	120	118	101	103	108	99	86	63	52	23	26	26	17	10	
4	4	0	3	2	7	10	19	22	30	28	33	15	20	29	32	17	15	14	5	7	7	4	4	2
2	1	2	0	1	4	16	18	29	31	30	28	27	24	20	19	24	19	9	5	6	8	3	1	0
2	2	4	0	3	14	13	17	21	23	36	24	35	27	30	15	26	11	19	5	7	4	2	4	4
4	0	4	0	1	12	14	25	33	35	26	33	24	32	29	33	19	18	10	8	6	7	8	1	3

AM PkHr 09:45 to 10:45 (n=129), AM PHF=0.90 PM PkHr 13:15 to 14:15 (n=112), PM PHF=0.88

* Wed 15 Oct 2003 - Total=1400, 15 minute drops,

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	5	2	2	10	31	50	94	116	107	131	122	97	103	106	108	73	73	52	32	31	23	16	7	
2	1	2	1	1	6	6	19	29	33	28	33	30	31	28	34	18	22	11	12	13	4	8	1	6
0	2	0	0	3	6	16	26	30	28	28	28	24	26	19	21	15	19	15	9	7	7	3	0	3
4	1	0	0	3	12	15	25	28	19	36	29	21	19	31	29	18	17	15	3	6	2	3	3	0
3	1	0	1	3	7	13	24	29	27	39	32	22	27	28	24	22	15	11	8	5	10	2	3	4

AM PkHr 10:15 to 11:15 (n=136), AM PHF=0.87 PM PkHr 14:30 to 15:30 (n=114), PM PHF=0.84

* Thu 16 Oct 2003 - Total=2102, 15 minute drops,

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	5	3	5	13	17	54	89	97	118	114	124	161	192	203	194	187	148	115	76	54	49	43	28	
6	2	1	2	4	0	8	17	24	25	28	32	46	48	51	47	46	42	34	35	25	18	7	8	-
3	2	0	1	1	2	17	26	28	27	30	27	31	48	41	54	47	41	29	17	7	14	13	7	-
0	0	2	0	2	10	14	21	20	27	21	35	46	50	48	48	47	39	29	6	9	7	9	10	-
4	1	0	2	6	5	15	25	25	39	35	30	38	46	63	45	47	26	23	18	13	10	14	3	-

AM PkHr 11:45 to 12:45 (n=153), AM PHF=0.83

Traffic Data Service Southwest

Vehicle Counts

Southbound

VehicleCount-1212

DATASETS:

Site: [273053] Cesar Chavez Pkwy S/o Logan Ave
Direction: 3 - South bound, A hit first., **Lane:** 0
Survey Duration: 09:08 Mon 13 Oct 2003 to 09:58 Fri 17 Oct 2003
File: Z:\mcdan\Willdan\2003\273\27305317OCT2003.EC0 (Base)
Identifier: A556KBJ1 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default

PROFILE:

Filter time: 00:00 Tue 14 Oct 2003 to 00:00 Fri 17 Oct 2003
Included classes: 1, 2, 3, 4
Speed range: 0 - 100 mph.
Direction: South (bound)
Headway: All
Scheme: Scheme F99
Name: Factory default profile
Method: Vehicle classification
Units: Non-Metric (ft, mi, f/s, mph, lb, ton)
In profile: 16984 Vehicles

* Tue 14 Oct 2003 - Total=5445, 15 minute drops,

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
28	20	23	44	159	355	328	402	466	334	267	285	359	327	341	317	282	330	227	163	132	118	65	73	
7	1	5	6	9	54	74	76	129	103	67	68	75	88	81	69	53	88	76	52	29	26	15	12	15
8	5	6	8	38	82	101	71	111	72	69	72	81	81	73	71	88	67	59	46	36	44	17	16	8
6	8	6	11	49	103	85	124	135	83	62	85	118	77	97	114	81	84	54	37	35	20	20	25	6
7	6	6	19	63	116	68	131	91	76	69	60	85	81	90	63	60	91	38	28	32	28	13	20	7

AM PkHr 07:45 to 08:45 (n=506), AM PHF=0.94 PM PkHr 12:15 to 13:15 (n=372), PM PHF=0.79

* Wed 15 Oct 2003 - Total=5820, 15 minute drops,

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
36	26	26	40	158	364	358	456	471	341	290	338	372	360	343	365	332	335	225	145	151	120	106	62	
15	8	5	10	18	55	77	79	128	86	67	69	101	84	88	104	74	82	69	50	29	27	22	13	7
8	9	5	4	38	100	90	119	113	85	77	72	70	81	77	99	84	79	60	40	40	32	31	20	4
6	3	9	11	44	104	99	120	118	93	66	94	106	99	96	79	104	92	52	32	47	32	27	15	5
7	6	7	15	58	105	92	138	112	77	80	103	95	96	82	83	70	82	44	23	35	29	26	14	5

AM PkHr 07:15 to 08:15 (n=505), AM PHF=0.91 PM PkHr 14:30 to 15:30 (n=381), PM PHF=0.92

* Thu 16 Oct 2003 - Total=5719, 15 minute drops,

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
21	19	30	43	172	363	354	443	468	341	314	323	301	399	319	350	311	312	246	142	143	138	91	76	
7	4	6	5	27	47	88	92	133	94	82	81	82	111	67	88	84	70	91	37	31	32	25	16	-
4	4	5	8	34	96	83	103	125	83	69	84	64	89	81	92	88	92	64	42	40	31	27	21	-
5	3	11	14	54	104	95	113	124	85	81	79	80	99	88	91	70	68	45	31	28	40	17	18	-
5	8	8	16	57	116	88	135	86	79	82	79	75	100	83	79	69	82	46	32	44	35	22	21	-

AM PkHr 07:45 to 08:45 (n=517), AM PHF=0.96

Traffic Data Service Southwest

Vehicle Counts

Southbound

VehicleCount-1212

DATASETS:

Site: [273053] Cesar Chavez Pkwy S/o Logan Ave
Direction: 3 - South bound, A hit first., Lane: 0
Survey Duration: 09:08 Mon 13 Oct 2003 to 09:58 Fri 17 Oct 2003
File: Z:\mcd\Willdan\2003\273\27305317OCT2003.EC0 (Base)
Identifier: A556KBJ1 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default

PROFILE:

Filter time: 00:00 Tue 14 Oct 2003 to 00:00 Fri 17 Oct 2003
Included classes: 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Headway: All
Scheme: Scheme F99
Name: Factory default profile
Method: Vehicle classification
Units: Non-Metric (ft, mi, f/s, mph, lb, ton)
In profile: 3385 Vehicles

* Tue 14 Oct 2003 - Total=1099, 15 minute drops,

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	3	5	8	26	71	67	73	70	93	94	96	81	78	77	73	42	38	32	16	13	13	10	13	
1	1	1	1	3	10	13	12	11	23	32	28	24	18	19	14	9	7	7	4	3	5	2	5	2
3	0	1	0	3	21	21	20	17	23	20	18	26	18	24	24	16	9	6	2	5	2	3	2	0
2	0	2	2	14	17	15	26	19	29	25	24	12	27	14	19	10	11	13	6	4	3	2	4	2
1	2	1	5	6	23	18	15	23	18	17	26	19	15	20	16	7	11	6	4	1	3	3	2	2

AM PkHr 09:15 to 10:15 (n=102), AM PHF=0.80 PM PkHr 13:30 to 14:30 (n=85), PM PHF=0.79

* Wed 15 Oct 2003 - Total=1130, 15 minute drops,

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
6	4	4	4	22	81	78	70	103	81	111	86	76	81	73	70	54	31	27	21	19	11	6	11	
2	0	0	2	3	13	23	19	27	16	24	22	16	26	22	22	7	8	13	4	7	1	0	2	2
0	1	1	0	3	21	18	17	25	22	30	19	23	20	19	20	18	4	3	4	2	4	3	5	4
2	1	1	0	5	22	19	15	23	22	25	23	13	20	23	12	14	11	9	7	6	4	1	4	3
2	2	2	2	11	25	18	19	28	21	32	22	24	15	9	16	15	8	2	6	4	2	2	0	1

AM PkHr 10:00 to 11:00 (n=111), AM PHF=0.87 PM PkHr 12:45 to 13:45 (n=90), PM PHF=0.87

* Thu 16 Oct 2003 - Total=1156, 15 minute drops,

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	2	8	5	19	65	96	77	101	87	113	110	82	103	85	47	37	26	24	19	10	13	6	11	
2	0	1	0	1	10	24	24	32	20	31	28	19	34	19	15	7	5	4	5	0	3	0	3	-
4	1	3	1	5	16	16	19	18	22	30	25	20	21	26	14	17	7	6	5	6	4	2	1	-
3	0	4	0	5	21	29	18	23	26	26	39	16	25	20	7	7	4	6	6	1	4	2	2	-
1	1	0	4	8	18	27	16	28	19	26	18	27	23	20	11	6	10	8	3	3	2	2	5	-

AM PkHr 10:45 to 11:45 (n=118), AM PHF=0.76

North Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total			
00:00 AM	0	67	9	0	0	0	0	1	0	0	0	0	0	77			
01:00	0	34	1	0	3	0	0	0	0	0	0	0	0	38			
02:00	0	25	7	0	0	0	0	0	1	0	0	0	0	33			
03:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14			
04:00	0	33	4	0	2	0	0	0	0	0	0	0	0	39			
05:00	0	77	11	1	6	1	0	1	0	0	0	0	0	97			
06:00	1	166	21	3	19	1	0	2	0	0	0	0	0	213			
07:00	2	179	27	4	13	2	1	5	3	0	2	0	0	238			
08:00	0	190	37	3	27	2	1	12	6	0	2	0	0	280			
09:00	1	200	51	3	21	8	0	10	3	0	3	0	0	300			
10:00	0	201	47	2	19	1	1	13	3	0	3	0	0	290			
11:00	4	273	49	5	24	5	1	19	4	0	3	0	0	387			
12:00 PM	2	286	59	5	22	4	0	21	9	0	8	0	0	416			
13:00	7	292	64	3	20	6	1	9	3	0	5	0	0	410			
14:00	5	325	70	5	11	6	3	30	27	0	18	0	0	500			
15:00	2	430	69	2	13	4	0	33	13	0	8	0	0	574			
16:00	4	456	45	0	10	2	1	30	11	0	6	0	0	565			
17:00	3	368	35	4	13	2	0	19	8	0	11	0	0	463			
18:00	2	228	29	2	6	5	0	13	3	0	0	0	0	288			
19:00	0	187	15	1	2	1	1	5	2	0	2	0	0	216			
20:00	3	180	14	0	10	0	0	8	0	0	0	0	0	215			
21:00	1	322	28	6	5	2	0	26	19	0	7	0	0	416			
22:00	0	243	13	2	2	5	0	12	1	0	6	0	0	284			
23:00	0	129	17	0	1	1	0	3	0	0	0	0	0	151			
Totals	37	4904	723	51	249	58	10	272	116		84			6504			
% of Totals	1%	75%	11%	1%	4%	1%	0%	4%	2%		1%			100%			
% AM	8	1458	265	21	134	20	4	63	20	0	13	0	0	2006			
	0%	22%	4%	0%	2%	0%	0%	1%	0%		0%			31%			
AM Peak Hour	11:00	11:00	09:00	11:00	08:00	09:00	07:00	11:00	08:00		09:00			11:00			
Volume	4	273	51	5	27	8	1	19	6		3			387			
% PM	29	3446	458	30	115	38	6	209	96	0	71	0	0	4498			
	0%	53%	7%	0%	2%	1%	0%	3%	1%		1%			69%			
PM Peak Hour	13:00	16:00	14:00	21:00	12:00	13:00	14:00	15:00	14:00		14:00			15:00			
Volume	7	456	70	6	22	6	3	33	27		18			574			
Directional Peak Periods				AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes	
All Classes			Volume	%	Volume	%	Volume	%	Volume	%	Volume	%					
			518	↔ 8%	826	↔ 13%	1028	↔ 16%	4132	↔ 64%							

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	21	2	0	1	0	0	0	1	0	0	0	0	25
01:00	0	21	1	0	3	0	0	0	0	0	0	0	0	25
02:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
03:00	0	44	6	0	2	0	0	0	2	0	0	0	0	54
04:00	0	145	23	0	1	0	0	4	2	0	1	0	0	176
05:00	2	374	64	0	19	1	0	22	1	0	4	0	0	487
06:00	4	367	47	4	18	3	0	28	5	0	9	0	0	485
07:00	1	376	54	4	17	1	0	28	7	0	12	0	0	500
08:00	3	345	40	1	13	4	0	23	5	0	9	0	0	443
09:00	4	255	42	1	12	4	0	17	3	0	3	0	0	341
10:00	2	201	35	2	16	4	0	12	5	0	5	0	0	282
11:00	2	253	31	4	18	1	0	17	8	0	4	0	0	338
12:00 PM	3	208	43	1	24	4	0	17	4	0	6	0	0	310
13:00	4	244	40	4	18	3	0	10	4	0	8	0	0	335
14:00	2	253	49	4	14	3	0	11	2	0	4	0	0	342
15:00	2	284	35	1	9	2	0	17	2	0	5	0	0	357
16:00	3	269	23	2	12	0	0	14	1	0	3	0	0	327
17:00	3	211	16	2	11	2	0	9	1	0	4	0	0	259
18:00	4	239	25	0	6	2	0	17	2	0	4	0	0	299
19:00	0	133	7	1	4	0	0	5	0	0	0	0	0	150
20:00	1	90	8	0	2	0	0	1	2	0	2	0	0	106
21:00	2	100	6	1	2	0	0	3	1	0	2	0	0	117
22:00	1	77	2	0	0	0	0	1	0	0	0	0	0	81
23:00	0	66	6	0	1	1	0	0	0	0	0	0	0	74
Totals	43	4597	608	32	223	35		256	58		85			5937
% of Totals	1%	77%	10%	1%	4%	1%		4%	1%		1%			100%
% AM	18	2423	348	16	120	18	0	151	39	0	47	0	0	3180
	0%	41%	6%	0%	2%	0%		3%	1%		1%			54%
AM Peak Hour	06:00	07:00	05:00	06:00	05:00	08:00		06:00	11:00		07:00			07:00
Volume	4	376	64	4	19	4		28	8		12			500
% PM	25	2174	260	16	103	17	0	105	19	0	38	0	0	2757
	0%	37%	4%	0%	2%	0%		2%	0%		1%			46%
PM Peak Hour	13:00	15:00	14:00	13:00	12:00	12:00		12:00	12:00		13:00			15:00
Volume	4	284	49	4	24	4		17	4		8			357

Directional Peak Periods				AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes			
All Classes				Volume		%		Volume		%		Volume		%		Volume		%	
				943	↔	16%		645	↔	11%		586	↔	10%		3763	↔	63%	

Day: Wednesday
Date: 6/11/08

Classification Report / Prepared by: National Data & Surveying Services
Location: Cesar Chavez btwn National Ave & Newton Ave

City: San Diego
Project #: 08-4149-003

SUMMARY

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	88	11	0	1	0	0	1	1	0	0	0	0	102
01:00	0	55	2	0	6	0	0	0	0	0	0	0	0	63
02:00	0	46	10	0	0	0	0	0	1	0	0	0	0	57
03:00	0	57	7	0	2	0	0	0	2	0	0	0	0	68
04:00	0	178	27	0	3	0	0	4	2	0	1	0	0	215
05:00	2	451	75	1	25	2	0	23	1	0	4	0	0	584
06:00	5	533	68	7	37	4	0	30	5	0	9	0	0	698
07:00	3	555	81	8	30	3	1	33	10	0	14	0	0	738
08:00	3	535	77	4	40	6	1	35	11	0	11	0	0	723
09:00	5	455	93	4	33	12	0	27	6	0	6	0	0	641
10:00	2	402	82	4	35	5	1	25	8	0	8	0	0	572
11:00	6	526	80	9	42	6	1	36	12	0	7	0	0	725
12:00 PM	5	494	102	6	46	8	0	38	13	0	14	0	0	726
13:00	11	536	104	7	38	9	1	19	7	0	13	0	0	745
14:00	7	578	119	9	25	9	3	41	29	0	22	0	0	842
15:00	4	714	104	3	22	6	0	50	15	0	13	0	0	931
16:00	7	725	68	2	22	2	1	44	12	0	9	0	0	892
17:00	6	579	51	6	24	4	0	28	9	0	15	0	0	722
18:00	6	467	54	2	12	7	0	30	5	0	4	0	0	587
19:00	0	320	22	2	6	1	1	10	2	0	2	0	0	366
20:00	4	270	22	0	12	0	0	9	2	0	2	0	0	321
21:00	3	422	34	7	7	2	0	29	20	0	9	0	0	533
22:00	1	320	15	2	2	5	0	13	1	0	6	0	0	365
23:00	0	195	23	0	2	2	0	3	0	0	0	0	0	225
Totals	80	9501	1331	83	472	93	10	528	174		169			12441
% of Totals	1%	76%	11%	1%	4%	1%	0%	4%	1%		1%			100%
	26	3881	613	37	254	38	4	214	59	0	60	0	0	5186
% AM	0%	31%	5%	0%	2%	0%	0%	2%	0%		0%			42%
AM Peak Hour	11:00	07:00	09:00	11:00	11:00	09:00	07:00	11:00	11:00		07:00			07:00
Volume	6	555	93	9	42	12	1	36	12		14			738
	54	5620	718	46	218	55	6	314	115	0	109	0	0	7255
% PM	0%	45%	6%	0%	2%	0%	0%	3%	1%		1%			58%
PM Peak Hour	13:00	16:00	14:00	14:00	12:00	13:00	14:00	15:00	14:00		14:00			15:00
Volume	11	725	119	9	46	9	3	50	29		22			931
Peak Period Totals														
AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes		
Volume		%		Volume		%		Volume		%		Volume		%
1461		↔ 12%		1471		↔ 12%		1614		↔ 13%		7895		↔ 63%

City: San Diego

Project #: 08-4149-003N

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	74	4	0	0	0	0	0	0	0	0	0	0	78
01:00	0	25	5	0	0	0	0	0	0	0	0	0	0	30
02:00	0	19	4	0	0	0	0	1	0	0	0	0	0	24
03:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17
04:00	1	41	5	0	1	0	0	0	0	0	0	0	0	48
05:00	1	75	7	1	6	0	0	0	1	0	0	0	0	91
06:00	1	154	21	5	13	0	2	5	1	0	0	0	0	202
07:00	3	169	35	4	20	4	0	9	2	0	1	0	0	247
08:00	1	185	42	6	27	3	1	9	5	0	0	0	0	279
09:00	2	173	43	5	19	4	1	16	8	0	5	0	0	276
10:00	1	204	48	3	21	5	0	10	4	0	3	0	0	299
11:00	2	258	47	4	24	3	0	14	10	0	4	0	0	366
12:00 PM	5	266	68	4	24	2	0	17	9	0	3	0	0	398
13:00	4	330	36	7	17	5	0	25	13	0	9	0	0	446
14:00	2	425	84	2	14	8	1	42	24	0	14	0	0	616
15:00	5	400	72	4	13	9	0	67	71	0	32	0	0	673
16:00	3	436	52	5	14	7	0	44	32	0	18	0	0	611
17:00	4	367	43	4	14	4	0	28	10	0	6	0	0	480
18:00	3	245	25	5	5	4	0	16	4	0	4	0	0	311
19:00	3	168	20	1	4	0	1	5	2	0	0	0	0	204
20:00	0	197	17	2	6	0	0	4	0	0	3	0	0	229
21:00	1	159	19	1	5	1	0	3	0	0	1	0	0	190
22:00	0	201	21	0	1	0	1	12	1	0	0	0	0	237
23:00	0	135	10	0	1	0	0	3	1	0	1	0	0	151
Totals	42	4723	728	63	249	59	7	330	198		104			6503
% of Totals	1%	73%	11%	1%	4%	1%	0%	5%	3%		2%			100%
	12	1394	261	28	131	19	4	64	31	0	13	0	0	1957
% AM	0%	21%	4%	0%	2%	0%	0%	1%	0%		0%			30%
AM Peak Hour	07:00	11:00	10:00	08:00	08:00	10:00	06:00	09:00	11:00		09:00			11:00
Volume	3	258	48	6	27	5	2	16	10		5			366
	30	3329	467	35	118	40	3	266	167	0	91	0	0	4546
% PM	0%	51%	7%	1%	2%	1%	0%	4%	3%		1%			70%
PM Peak Hour	12:00	16:00	14:00	13:00	12:00	15:00	14:00	15:00	15:00		15:00			15:00
Volume	5	436	84	7	24	9	1	67	71		32			673

Volume		%
4042	↔	62

South Bound

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	23	1	0	0	0	0	0	1	0	0	0	0	25
01:00	0	17	1	0	1	0	0	0	0	0	0	0	0	19
02:00	0	20	2	0	1	0	0	0	0	0	0	0	0	23
03:00	0	44	4	0	0	0	0	0	0	0	0	0	0	48
04:00	1	142	17	0	4	0	0	0	1	0	0	0	0	165
05:00	2	373	68	0	14	1	0	33	1	0	8	0	0	500
06:00	3	353	66	3	18	2	0	40	7	0	10	0	0	502
07:00	4	325	55	2	24	3	0	49	4	0	15	0	0	481
08:00	3	293	36	6	13	4	0	24	14	0	16	0	0	409
09:00	2	256	39	1	21	2	0	18	4	0	3	0	0	346
10:00	4	240	45	2	24	5	0	19	5	0	5	0	0	349
11:00	5	278	46	2	19	4	0	30	8	0	8	0	0	400
12:00 PM	3	304	55	5	15	0	0	30	9	0	15	0	0	436
13:00	1	266	50	4	10	0	0	17	2	0	7	0	0	357
14:00	4	245	56	5	33	5	0	12	3	0	4	0	0	367
15:00	3	228	47	2	25	2	0	13	3	0	10	0	0	333
16:00	0	254	43	3	30	0	0	8	2	0	1	0	0	341
17:00	4	209	31	3	24	0	0	6	0	0	1	0	0	278
18:00	2	124	19	0	9	0	0	3	0	0	0	0	0	157
19:00	2	97	18	1	6	1	0	4	0	0	0	0	0	129
20:00	2	90	12	0	8	0	0	3	2	0	1	0	0	118
21:00	0	96	9	1	2	0	0	2	0	0	0	0	0	110
22:00	0	78	9	0	4	0	0	1	0	0	0	0	0	92
23:00	0	49	7	0	3	0	0	0	0	0	0	0	0	59
Totals	45	4404	736	40	308	29		312	66		104			6044
% of Totals	1%	73%	12%	1%	5%	0%		5%	1%		2%			100%
% AM	24	2364	380	16	139	21	0	213	45	0	65	0	0	3267
	0%	39%	6%	0%	2%	0%		4%	1%		1%			54%
AM Peak Hour	11:00	05:00	05:00	08:00	07:00	10:00		07:00	08:00		08:00			06:00
Volume	5	373	68	6	24	5		49	14		16			502
% PM	21	2040	356	24	169	8	0	99	21	0	39	0	0	2777
	0%	34%	6%	0%	3%	0%		2%	0%		1%			46%
PM Peak Hour	14:00	12:00	14:00	12:00	14:00	14:00		12:00	12:00		12:00			12:00
Volume	4	304	56	5	33	5		30	9		15			436

Directional Peak Periods		AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Classes		Volume		%	Volume		%	Volume		%	Volume		%
		890	↔	15%	793	↔	13%	619	↔	10%	3742	↔	62%

Day: Thursday
Date: 06/12/08

Classification Report / Prepared by: National Data & Surveying Services
Location: Cesar Chavez btwn National Ave & Newton Ave

City: San Diego
Project #: 08-4149-003

SUMMARY

Time	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 AM	0	97	5	0	0	0	0	0	1	0	0	0	0	103
01:00	0	42	6	0	1	0	0	0	0	0	0	0	0	49
02:00	0	39	6	0	1	0	0	1	0	0	0	0	0	47
03:00	0	61	4	0	0	0	0	0	0	0	0	0	0	65
04:00	2	183	22	0	5	0	0	0	1	0	0	0	0	213
05:00	3	448	75	1	20	1	0	33	2	0	8	0	0	591
06:00	4	507	87	8	31	2	2	45	8	0	10	0	0	704
07:00	7	494	90	6	44	7	0	58	6	0	16	0	0	728
08:00	4	478	78	12	40	7	1	33	19	0	16	0	0	688
09:00	4	429	82	6	40	6	1	34	12	0	8	0	0	622
10:00	5	444	93	5	45	10	0	29	9	0	8	0	0	648
11:00	7	536	93	6	43	7	0	44	18	0	12	0	0	766
12:00 PM	8	570	123	9	39	2	0	47	18	0	18	0	0	834
13:00	5	596	86	11	27	5	0	42	15	0	16	0	0	803
14:00	6	670	140	7	47	13	1	54	27	0	18	0	0	983
15:00	8	628	119	6	38	11	0	80	74	0	42	0	0	1006
16:00	3	690	95	8	44	7	0	52	34	0	19	0	0	952
17:00	8	576	74	7	38	4	0	34	10	0	7	0	0	758
18:00	5	369	44	5	14	4	0	19	4	0	4	0	0	468
19:00	5	265	38	2	10	1	1	9	2	0	0	0	0	333
20:00	2	287	29	2	14	0	0	7	2	0	4	0	0	347
21:00	1	255	28	2	7	1	0	5	0	0	1	0	0	300
22:00	0	279	30	0	5	0	1	13	1	0	0	0	0	329
23:00	0	184	17	0	4	0	0	3	1	0	1	0	0	210
Totals	87	9127	1464	103	557	88	7	642	264		208			12547
% of Totals	1%	73%	12%	1%	4%	1%	0%	5%	2%		2%			100%
	36	3758	641	44	270	40	4	277	76	0	78	0	0	5224
% AM	0%	30%	5%	0%	2%	0%	0%	2%	1%		1%			42%
AM Peak Hour	07:00	11:00	10:00	08:00	10:00	10:00	06:00	07:00	08:00		07:00			11:00
Volume	7	536	93	12	45	10	2	58	19		16			766
	51	5369	823	59	287	48	3	365	188	0	130	0	0	7323
% PM	0%	43%	7%	0%	2%	0%	0%	3%	1%		1%			58%
PM Peak Hour	12:00	16:00	14:00	13:00	14:00	14:00	14:00	15:00	15:00		15:00			15:00
Volume	8	690	140	11	47	13	1	80	74		42			1006
Peak Period Totals														
AM 7-9				NOON 12-2				PM 4-6				Off Peak Volumes		
Volume		%		Volume		%		Volume		%		Volume		%
1416		↔ 11%		1637		↔ 13%		1710		↔ 14%		7784		↔ 62%

Volumes for: Wednesday, May 25, 2005

City: San Diego

Project #: 05-4126-002

Location: Cesar Chavez Pkwy. N/o Main St.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	26	8			12:00	122	95		
00:15	17	6			12:15	95	70		
00:30	10	2			12:30	92	122		
00:45	13	66	5	21	12:45	97	406	99	386
01:00	14	24			13:00	113	75		
01:15	5	4			13:15	122	102		
01:30	6	4			13:30	98	88		
01:45	3	28	6	38	13:45	122	455	104	369
02:00	12	7			14:00	129	92		
02:15	14	2			14:15	139	85		
02:30	23	16			14:30	194	91		
02:45	16	65	1	26	14:45	160	622	100	368
03:00	9	14			15:00	152	101		
03:15	5	11			15:15	145	77		
03:30	14	11			15:30	125	92		
03:45	5	33	21	57	15:45	108	530	79	349
04:00	8	23			16:00	117	99		
04:15	9	28			16:15	119	91		
04:30	15	54			16:30	131	105		
04:45	19	51	73	178	16:45	108	475	85	380
05:00	19	69			17:00	123	81		
05:15	24	137			17:15	117	98		
05:30	28	164			17:30	112	75		
05:45	41	112	169	539	17:45	88	440	61	315
06:00	49	122			18:00	81	61		
06:15	50	116			18:15	80	70		
06:30	55	142			18:30	79	43		
06:45	70	224	145	525	18:45	65	305	41	215
07:00	70	116			19:00	64	40		
07:15	76	122			19:15	58	43		
07:30	77	161			19:30	56	39		
07:45	82	305	158	557	19:45	58	236	25	147
08:00	85	124			20:00	65	23		
08:15	83	130			20:15	65	42		
08:30	83	114			20:30	43	23		
08:45	80	331	127	495	20:45	30	203	35	123
09:00	79	123			21:00	60	23		
09:15	72	113			21:15	56	36		
09:30	71	100			21:30	44	24		
09:45	88	310	96	432	21:45	49	209	36	119
10:00	78	85			22:00	53	36		
10:15	86	90			22:15	40	38		
10:30	96	70			22:30	125	38		
10:45	104	364	102	347	22:45	48	266	33	145
11:00	90	83			23:00	44	21		
11:15	111	91			23:15	37	31		
11:30	117	78			23:30	40	35		
11:45	151	469	93	345	23:45	29	150	30	117
Total Vol.	2358	3560				4297	3033		
				5918					7330
						NB	SB	Daily Totals	
						6655	6593	EB	WB
									Combined
									13248
Split %			AM				PM		
	39.8%	60.2%	44.7%			58.6%	41.4%		55.3%
Peak Hour	11:15	05:15	07:30			14:30	12:30		14:15
Volume	501	592	900			651	398		1022
P.H.F.	0.83	0.88	0.94			0.85	0.82		0.90

A-57

Prepared by NDS/ATD

Volumes for: Tuesday, June 10, 2008	City: San Diego	Project #: 08-4149-004
Location: Cesar Chavez Pkwy btwn Main St & Harbor Dr		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	24	7			12:00	65	49		
00:15	16	6			12:15	61	48		
00:30	16	4			12:30	88	54		
00:45	11	67	3	20	12:45	59	273	69	220
01:00	10	8			13:00	75	65		
01:15	5	3			13:15	83	64		
01:30	6	4			13:30	90	64		
01:45	7	28	8	23	13:45	82	330	80	273
02:00	5	6			14:00	85	75		
02:15	5	1			14:15	102	79		
02:30	3	2			14:30	195	94		
02:45	1	14	8	17	14:45	150	532	75	323
03:00	2	6			15:00	201	60		
03:15	3	10			15:15	118	59		
03:30	6	7			15:30	118	83		
03:45	1	12	12	35	15:45	130	567	98	300
04:00	3	21			16:00	118	86		
04:15	2	25			16:15	97	81		
04:30	7	38			16:30	122	74		
04:45	11	23	55	139	16:45	156	493	73	314
05:00	15	61			17:00	137	76		
05:15	21	84			17:15	146	73		
05:30	27	124			17:30	102	53		
05:45	29	92	154	423	17:45	114	499	58	260
06:00	29	112			18:00	84	78		
06:15	35	115			18:15	66	67		
06:30	50	117			18:30	64	65		
06:45	48	162	116	460	18:45	44	258	73	283
07:00	42	105			19:00	41	34		
07:15	57	119			19:15	47	36		
07:30	67	122			19:30	62	21		
07:45	36	202	119	465	19:45	37	187	20	111
08:00	46	105			20:00	27	19		
08:15	43	79			20:15	37	20		
08:30	33	77			20:30	43	19		
08:45	55	177	79	340	20:45	43	150	17	75
09:00	36	78			21:00	54	13		
09:15	48	57			21:15	53	27		
09:30	37	64			21:30	66	14		
09:45	51	172	57	256	21:45	79	252	27	81
10:00	43	44			22:00	131	22		
10:15	38	36			22:15	112	21		
10:30	41	53			22:30	169	28		
10:45	53	175	40	173	22:45	125	537	18	89
11:00	79	51			23:00	84	12		
11:15	74	44			23:15	50	8		
11:30	90	70			23:30	44	11		
11:45	88	331	70	235	23:45	24	202	18	49
Total Vol.	1455	2586			4041		4280	2378	6658

Daily Totals

NB	SB	EB	WB
5735	4964	Combined	
10699			

Split %	AM			PM		
	36.0%	64.0%	37.8%	64.3%	35.7%	62.2%
Peak Hour	11:00	05:30	06:45	14:30	15:30	14:15
Volume	331	505	676	664	348	956
P.H.F.	0.92	0.82	0.89	0.93	0.89	0.83

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-004
Location: Cesar Chavez Pkwy btwn Main St & Harbor Dr		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	11	9			12:00	65	67		
00:15	14	5			12:15	80	63		
00:30	18	4			12:30	100	58		
00:45	21	64	10	28	12:45	73	318	64	252
01:00	13	4			13:00	58	55		
01:15	5	7			13:15	90	65		
01:30	6	6			13:30	83	63		
01:45	9	33	6	23	13:45	82	313	61	244
02:00	7	3			14:00	91	62		
02:15	5	3			14:15	114	57		
02:30	5	5			14:30	196	85		
02:45	3	20	9	20	14:45	128	529	65	269
03:00	1	7			15:00	166	45		
03:15	5	13			15:15	101	66		
03:30	8	11			15:30	124	87		
03:45	3	17	17	48	15:45	92	483	70	268
04:00	1	17			16:00	96	63		
04:15	5	20			16:15	108	66		
04:30	7	35			16:30	119	58		
04:45	4	17	55	127	16:45	136	459	67	254
05:00	12	71			17:00	102	66		
05:15	17	76			17:15	109	42		
05:30	21	125			17:30	80	69		
05:45	25	75	136	408	17:45	70	361	57	234
06:00	27	111			18:00	66	57		
06:15	41	126			18:15	66	70		
06:30	42	113			18:30	59	74		
06:45	51	161	133	483	18:45	39	230	68	269
07:00	43	120			19:00	57	38		
07:15	40	130			19:15	45	24		
07:30	40	113			19:30	41	34		
07:45	41	164	111	474	19:45	41	184	24	120
08:00	36	82			20:00	42	20		
08:15	36	88			20:15	37	22		
08:30	55	70			20:30	54	20		
08:45	35	162	60	300	20:45	73	206	18	80
09:00	46	52			21:00	89	19		
09:15	54	49			21:15	105	21		
09:30	38	67			21:30	101	23		
09:45	50	188	61	229	21:45	94	389	31	94
10:00	36	43			22:00	83	20		
10:15	51	47			22:15	80	13		
10:30	49	51			22:30	78	23		
10:45	67	203	52	193	22:45	50	291	17	73
11:00	68	43			23:00	47	12		
11:15	60	75			23:15	20	14		
11:30	70	69			23:30	46	15		
11:45	81	279	47	234	23:45	26	139	13	54
Total Vol.	1383	2567			3950	3902	2211		6113

Daily Totals

NB	SB	EB	WB
5285	4778	Combined	
10063			

Split %	AM			PM		
	35.0%	65.0%	39.3%	63.8%	36.2%	60.7%
Peak Hour	11:45	05:30	06:30	14:15	15:15	14:15
Volume	326	498	672	604	286	856
P.H.F.	0.82	0.92	0.91	0.72	0.82	0.76

Prepared by NDS/ATD

Volumes for: Tuesday, June 10, 2008	City: San Diego	Project #: 08-4149-005
Location: Sampson St btwn I-5 & National Ave		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0	0			12:00	31	27		
00:15	2	9			12:15	18	23		
00:30	4	0			12:30	28	21		
00:45	1	7	2	11	12:45	31	108	16	87
01:00	0	0			13:00	17	25		
01:15	0	0			13:15	27	22		
01:30	0	0			13:30	33	35		
01:45	1	1	0	0	13:45	37	114	27	109
02:00	3	0			14:00	33	31		
02:15	0	0			14:15	40	25		
02:30	2	2			14:30	71	31		
02:45	0	5	2	4	14:45	74	218	25	112
03:00	0	1			15:00	61	31		
03:15	0	0			15:15	38	22		
03:30	1	0			15:30	41	17		
03:45	2	3	1	2	15:45	37	177	24	94
04:00	0	1			16:00	38	22		
04:15	5	7			16:15	30	17		
04:30	6	12			16:30	38	33		
04:45	5	16	11	31	16:45	39	145	25	97
05:00	1	17			17:00	25	27		
05:15	5	27			17:15	29	22		
05:30	8	30			17:30	31	15		
05:45	13	27	34	108	17:45	31	116	15	79
06:00	17	18			18:00	26	14		
06:15	12	27			18:15	16	15		
06:30	18	18			18:30	10	14		
06:45	17	64	26	89	18:45	18	70	13	56
07:00	13	16			19:00	32	9		
07:15	17	17			19:15	22	10		
07:30	27	27			19:30	16	4		
07:45	25	82	26	86	19:45	10	80	3	26
08:00	23	18			20:00	13	12		
08:15	14	23			20:15	14	11		
08:30	18	14			20:30	6	0		
08:45	17	72	16	71	20:45	8	41	8	31
09:00	20	18			21:00	7	3		
09:15	21	10			21:15	10	3		
09:30	18	16			21:30	6	9		
09:45	24	83	17	61	21:45	3	26	11	26
10:00	24	16			22:00	3	2		
10:15	38	20			22:15	6	8		
10:30	21	24			22:30	6	0		
10:45	30	113	25	85	22:45	2	17	2	12
11:00	29	26			23:00	7	0		
11:15	20	31			23:15	2	3		
11:30	33	20			23:30	6	0		
11:45	26	108	26	103	23:45	2	17	0	3

Total Vol.	581	651	1232	1129	732	1861
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Daily Totals					
	NB	SB	EB	WB	
	1710	1383	Combined		
	3093				

	AM			PM		
Split %	47.2%	52.8%	39.8%	60.7%	39.3%	60.2%
Peak Hour	10:15	05:15	10:45	14:15	13:30	14:15
Volume	118	109	214	246	118	358
P.H.F.	0.78	0.80	0.97	0.88	0.84	0.88

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-005
Location: Sampson St btwn I-5 & National Ave		

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB
00:00	2		5				12:00	25		20			
00:15	5		2				12:15	16		18			
00:30	1		1				12:30	20		23			
00:45	2	10	2	10			12:45	24	85	21	82		167
01:00	2		1				13:00	19		27			
01:15	0		0				13:15	18		16			
01:30	1		0				13:30	30		29			
01:45	1	4	0	1		5	13:45	27	94	42	114		208
02:00	0		0				14:00	40		27			
02:15	0		0				14:15	52		24			
02:30	1		5				14:30	74		20			
02:45	1	2	3	8		10	14:45	91	257	21	92		349
03:00	0		0				15:00	64		30			
03:15	1		0				15:15	66		22			
03:30	0		1				15:30	39		23			
03:45	0	1	0	1		2	15:45	35	204	28	103		307
04:00	1		6				16:00	37		20			
04:15	4		7				16:15	36		22			
04:30	1		10				16:30	36		19			
04:45	11	17	12	35		52	16:45	52	161	26	87		248
05:00	1		13				17:00	31		25			
05:15	5		24				17:15	31		16			
05:30	9		42				17:30	32		15			
05:45	13	28	27	106		134	17:45	24	118	20	76		194
06:00	21		18				18:00	24		18			
06:15	13		21				18:15	19		17			
06:30	14		19				18:30	21		15			
06:45	13	61	19	77		138	18:45	15	79	16	66		145
07:00	16		18				19:00	10		13			
07:15	15		20				19:15	16		16			
07:30	25		22				19:30	15		10			
07:45	20	76	18	78		154	19:45	9	50	16	55		105
08:00	18		20				20:00	7		12			
08:15	21		19				20:15	4		11			
08:30	21		13				20:30	7		8			
08:45	14	74	19	71		145	20:45	11	29	9	40		69
09:00	17		14				21:00	6		6			
09:15	15		17				21:15	3		2			
09:30	22		14				21:30	7		4			
09:45	28	82	17	62		144	21:45	5	21	5	17		38
10:00	30		30				22:00	8		4			
10:15	20		27				22:15	3		5			
10:30	22		15				22:30	5		6			
10:45	27	99	20	92		191	22:45	9	25	0	15		40
11:00	23		28				23:00	9		4			
11:15	27		20				23:15	3		1			
11:30	22		17				23:30	6		0			
11:45	24	96	26	91		187	23:45	2	20	1	6		26

Total Vol.	550	632		1182		1143	753		1896
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Daily Totals				
NB	SB	Combined	EB	WB
1693	1385			
3078				

AM				PM			
Split %	46.5%	53.5%	38.4 %	60.3%	39.7%	61.6 %	
Peak Hour	09:30	05:15	10:00	14:30	13:30	14:30	
Volume	100	111	191	295	122	388	
P.H.F.	0.83	0.66	0.80	0.80	0.73	0.87	

Prepared by NDS/ATD

Volumes for: Tuesday, June 10, 2008	City: San Diego	Project #: 08-4149-006
Location: Sampson St btwn National Ave & Harbor Dr		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	0	0			12:00	28	21		
00:15	1	3			12:15	15	17		
00:30	8	2			12:30	20	21		
00:45	1	10	1	6	12:45	14	77	17	76
01:00	0	2			13:00	16	21		
01:15	0	1			13:15	16	22		
01:30	0	0			13:30	18	33		
01:45	0	0	0	3	13:45	22	72	19	95
02:00	1	0			14:00	33	25		
02:15	0	1			14:15	50	26		
02:30	1	1			14:30	87	36		
02:45	0	2	4	6	14:45	73	243	20	107
03:00	0	0			15:00	57	19		
03:15	1	2			15:15	40	23		
03:30	1	2			15:30	38	19		
03:45	0	2	7	11	15:45	16	151	14	75
04:00	0	10			16:00	36	10		
04:15	2	17			16:15	20	13		
04:30	1	26			16:30	31	8		
04:45	2	5	19	72	16:45	20	107	9	40
05:00	3	37			17:00	23	8		
05:15	10	46			17:15	20	13		
05:30	9	61			17:30	16	12		
05:45	17	39	53	197	17:45	25	84	8	41
06:00	27	47			18:00	17	2		
06:15	20	42			18:15	10	5		
06:30	22	38			18:30	6	4		
06:45	13	82	35	162	18:45	7	40	4	15
07:00	12	22			19:00	5	6		
07:15	10	17			19:15	2	6		
07:30	15	23			19:30	7	2		
07:45	11	48	23	85	19:45	3	17	2	16
08:00	16	19			20:00	1	4		
08:15	17	18			20:15	6	1		
08:30	13	24			20:30	3	1		
08:45	16	62	14	75	20:45	1	11	1	7
09:00	12	12			21:00	1	2		
09:15	11	12			21:15	2	3		
09:30	14	18			21:30	3	7		
09:45	16	53	17	59	21:45	2	8	4	16
10:00	13	23			22:00	0	2		
10:15	13	13			22:15	4	8		
10:30	16	20			22:30	2	2		
10:45	15	57	13	69	22:45	1	7	0	12
11:00	19	16			23:00	2	1		
11:15	12	10			23:15	1	1		
11:30	21	19			23:30	5	3		
11:45	23	75	22	67	23:45	3	11	3	8

Total Vol.	435	812	1247	828	508	1336
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Daily Totals

NB	SB	EB	WB
1263	1320	Combined	

2583

AM				PM		
Split %	34.9%	65.1%	48.3%	62.0%	38.0%	51.7%
Peak Hour	11:30	05:15	05:30	14:15	14:00	14:15
Volume	87	207	276	267	107	368
P.H.F.	0.78	0.85	0.93	0.81	0.74	0.75

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-006
Location: Sampson St btwn National Ave & Harbor Dr		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	2	2			12:00	11	11		
00:15	2	2			12:15	18	12		
00:30	1	5			12:30	15	9		
00:45	1	6	2	11	12:45	18	62	17	49
01:00	2	0			13:00	18	24		
01:15	0	1			13:15	22	22		
01:30	2	0			13:30	27	29		
01:45	1	5	1	2	13:45	20	87	31	106
02:00	0	1			14:00	37	33		
02:15	0	0			14:15	56	32		
02:30	0	3			14:30	77	26		
02:45	1	1	1	5	14:45	83	253	29	120
03:00	0	0			15:00	65	22		
03:15	0	1			15:15	37	18		
03:30	0	3			15:30	31	21		
03:45	0	0	3	7	15:45	21	154	18	79
04:00	0	11			16:00	24	12		
04:15	1	18			16:15	21	13		
04:30	1	17			16:30	17	21		
04:45	1	3	25	71	16:45	12	74	10	56
05:00	5	37			17:00	22	9		
05:15	13	41			17:15	13	4		
05:30	21	64			17:30	19	9		
05:45	18	57	49	191	17:45	10	64	11	33
06:00	18	36			18:00	5	8		
06:15	35	32			18:15	8	4		
06:30	26	37			18:30	5	7		
06:45	12	91	26	131	18:45	5	23	4	23
07:00	7	18			19:00	2	5		
07:15	4	17			19:15	8	3		
07:30	9	22			19:30	5	4		
07:45	10	30	19	76	19:45	4	19	5	17
08:00	13	18			20:00	1	0		
08:15	18	20			20:15	3	4		
08:30	23	17			20:30	1	1		
08:45	15	69	18	73	20:45	4	9	4	9
09:00	19	16			21:00	4	1		
09:15	11	12			21:15	2	3		
09:30	16	17			21:30	9	9		
09:45	12	58	12	57	21:45	0	15	3	16
10:00	17	13			22:00	2	5		
10:15	14	27			22:15	0	4		
10:30	20	20			22:30	4	5		
10:45	14	65	18	78	22:45	6	12	1	15
11:00	19	13			23:00	4	2		
11:15	14	16			23:15	1	1		
11:30	15	19			23:30	4	1		
11:45	18	66	22	70	23:45	4	13	3	7
Total Vol.	451	772			1223		785	530	1315

Station Vol.	131	172	Daily Totals				133	555	1010	
			NB	SB	Combined	EB				WB
			1236	1302		EB				WB
			2538							
Split %	AM			PM						
	36.9%	63.1%	48.2%	59.7%	40.3%	51.8%				
Peak Hour	05:45	05:00	05:30	14:15	13:30	14:15				
Volume	97	191	273	281	125	390				
P.H.F.	0.69	0.75	0.80	0.90	0.95	0.87				

CITY OF SAN DIEGO
TRANSPORTATION DEPARTMENT
VEHICLE VOLUME SUMMARY

Title1 : 26 ST
 Title2 : NEWTON AV (N)
 Title3 : NATIONAL AV

Site: 2815
 Date: 02/04/03

Interval			Day:	Tuesday
Begin	AM - BOTH		PM - BOTH	
12:00	8	21	44	143
12:15	2		33	
12:30	3		20	
12:45	8		46	
1:00	8	14	42	136
1:15	0		32	
1:30	0		26	
1:45	6		36	
2:00	1	20	20	153
2:15	10		45	
2:30	8		48	
2:45	1		40	
3:00	1	13	41	284
3:15	4		67	
3:30	6		102	
3:45	2		74	
4:00	4	52	55	195
4:15	9		50	
4:30	19		50	
4:45	20		40	
5:00	19	113	36	129
5:15	25		48	
5:30	31		19	
5:45	38		26	
6:00	42	200	14	74
6:15	68		24	
6:30	60		11	
6:45	30		25	
7:00	22	119	10	49
7:15	23		14	
7:30	36		11	
7:45	38		14	
8:00	25	118	12	51
8:15	28		12	
8:30	35		14	
8:45	30		13	
9:00	26	111	12	49
9:15	17		14	
9:30	42		16	
9:45	26		7	
10:00	28	132	21	43
10:15	27		6	
10:30	48		8	
10:45	29		8	
11:00	26	123	8	18
11:15	34		3	
11:30	30		5	
11:45	33		2	
Total	1,036		1,324	
Peak Hou	5:45		3:15	
Volume	208		298	
Facto	0.76		0.73	
DayTotal	2,360			

0163-03

ADT: 2380

CITY OF SAN DIEGO
TRANSPORTATION DEPARTMENT
VEHICLE VOLUME SUMMARY

Title1 : 26 ST
 Title2 : NEWTON AV (N)
 Title3 : NATIONAL AV

Site: 2815
 Date: 02/05/03

Interval			Day:	Wednesday
Begin	AM - BOTH		PM - BOTH	
12:00	6	17	42	133
12:15	4		29	
12:30	6		32	
12:45	1		30	
1:00	8	13	38	171
1:15	2		46	
1:30	0		48	
1:45	3		39	
2:00	4	16	36	180
2:15	6		52	
2:30	4		52	
2:45	2		40	
3:00	6	20	28	248
3:15	4		68	
3:30	2		86	
3:45	8		66	
4:00	10	65	64	196
4:15	18		41	
4:30	22		43	
4:45	15		48	
5:00	18	106	50	131
5:15	20		34	
5:30	30		24	
5:45	38		23	
6:00	36	188	33	78
6:15	66		18	
6:30	46		11	
6:45	40		16	
7:00	28	117	16	61
7:15	34		13	
7:30	25		20	
7:45	30		12	
8:00	26	108	19	48
8:15	28		9	
8:30	30		10	
8:45	24		10	
9:00	34	101	12	48
9:15	27		9	
9:30	16		18	
9:45	24		9	
10:00	38	123	10	44
10:15	19		4	
10:30	32		22	
10:45	34		8	
11:00	34	171	4	17
11:15	52		1	
11:30	42		11	
11:45	43		1	
Total	1,045		1,355	
Peak Hou	6:00		3:15	
Volume	188		284	
Facto	0.71		0.83	
DayTotal	2,400			

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-007
Location: 28th St N/o I-5 SB Off ramp		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	17	14			12:00	154	126		
00:15	7	22			12:15	149	115		
00:30	36	14			12:30	136	105		
00:45	26	86	13	63	12:45	144	583	110	456
01:00	11	11			13:00	138	109		
01:15	9	11			13:15	121	103		
01:30	5	11			13:30	121	97		
01:45	7	32	8	41	13:45	128	508	96	405
02:00	5	7			14:00	142	103		
02:15	3	10			14:15	151	121		
02:30	6	7			14:30	175	110		
02:45	5	19	14	38	14:45	152	620	134	468
03:00	5	11			15:00	215	143		
03:15	8	12			15:15	220	145		
03:30	3	13			15:30	201	150		
03:45	14	30	24	60	15:45	174	810	115	553
04:00	9	16			16:00	219	93		
04:15	7	31			16:15	150	102		
04:30	13	35			16:30	162	95		
04:45	14	43	49	131	16:45	132	663	92	382
05:00	23	76			17:00	140	95		
05:15	13	115			17:15	128	113		
05:30	35	108			17:30	108	81		
05:45	63	134	97	396	17:45	120	496	105	394
06:00	67	110			18:00	86	78		
06:15	76	95			18:15	86	83		
06:30	83	98			18:30	78	71		
06:45	89	315	79	382	18:45	67	317	86	318
07:00	95	63			19:00	62	79		
07:15	97	96			19:15	83	59		
07:30	122	86			19:30	66	70		
07:45	95	409	81	326	19:45	49	260	57	265
08:00	85	67			20:00	58	61		
08:15	82	83			20:15	60	63		
08:30	82	89			20:30	56	71		
08:45	115	364	73	312	20:45	36	210	53	248
09:00	91	94			21:00	51	56		
09:15	143	76			21:15	41	48		
09:30	119	96			21:30	52	54		
09:45	98	451	80	346	21:45	45	189	58	216
10:00	124	66			22:00	45	54		
10:15	109	92			22:15	31	35		
10:30	149	103			22:30	33	36		
10:45	131	513	92	353	22:45	21	130	22	147
11:00	168	97			23:00	23	27		
11:15	154	110			23:15	16	18		
11:30	154	107			23:30	17	19		
11:45	136	612	107	421	23:45	16	72	23	87
Total Vol.	3008	2869			5877		4858	3939	8797

Daily Totals

NB	SB	EB	WB
7866	6808	Combined	
14674			

AM				PM		
Split %	51.2%	48.8%	40.1%	55.2%	44.8%	59.9%
Peak Hour	11:00	11:30	11:15	15:15	14:45	15:00
Volume	612	455	1048	814	572	1363
P.H.F.	0.91	0.90	0.94	0.87	0.95	0.93

Prepared by NDS/ATD

Volumes for: Thursday, June 12, 2008	City: San Diego	Project #: 08-4149-007
Location: 28th St N/o I-5 SB Off ramp		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	14	24			12:00	158	126		
00:15	11	15			12:15	140	101		
00:30	39	19			12:30	136	108		
00:45	17	81	12	70	12:45	132	566	112	447
01:00	9	11			13:00	147	106		
01:15	8	7			13:15	145	93		
01:30	7	11			13:30	131	100		
01:45	8	32	5	34	13:45	135	558	92	391
02:00	7	8			14:00	145	105		
02:15	7	17			14:15	142	103		
02:30	11	16			14:30	170	120		
02:45	2	27	12	53	14:45	161	618	116	444
03:00	8	17			15:00	170	141		
03:15	5	13			15:15	203	165		
03:30	7	17			15:30	194	148		
03:45	4	24	23	70	15:45	167	734	120	574
04:00	8	19			16:00	176	106		
04:15	8	38			16:15	132	102		
04:30	13	32			16:30	146	88		
04:45	13	42	42	131	16:45	158	612	92	388
05:00	19	74			17:00	117	103		
05:15	32	100			17:15	118	85		
05:30	35	113			17:30	106	96		
05:45	47	133	107	394	17:45	112	453	70	354
06:00	63	103			18:00	94	71		
06:15	100	81			18:15	82	75		
06:30	100	75			18:30	75	76		
06:45	89	352	100	359	18:45	71	322	83	305
07:00	86	76			19:00	75	62		
07:15	104	99			19:15	65	62		
07:30	128	91			19:30	60	85		
07:45	80	398	75	341	19:45	71	271	68	277
08:00	71	66			20:00	64	95		
08:15	109	84			20:15	48	69		
08:30	90	89			20:30	54	64		
08:45	67	337	83	322	20:45	50	216	63	291
09:00	99	95			21:00	44	45		
09:15	99	85			21:15	49	57		
09:30	101	102			21:30	90	54		
09:45	133	432	85	367	21:45	68	251	58	214
10:00	118	74			22:00	84	64		
10:15	126	99			22:15	57	44		
10:30	144	100			22:30	54	36		
10:45	130	518	103	376	22:45	42	237	34	178
11:00	163	96			23:00	39	28		
11:15	171	99			23:15	34	20		
11:30	186	107			23:30	22	25		
11:45	182	702	127	429	23:45	13	108	14	87
Total Vol.	3078	2946			6024		4946	3950	

Total Vol.	3078	2946	6024		4946	3950	8896
Daily Totals							
			NB	SB	EB	WB	
			8024	6896	Combined		
14920							
	AM				PM		
Split %	51.1%	48.9%	40.4%		55.6%	44.4%	59.6%
Peak Hour	11:00	11:45	11:15		15:15	15:00	15:00
Volume	702	462	1156		740	574	1308
P.H.F.	0.94	0.91	0.94		0.90	0.87	0.89

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-008
Location: 28th St btwn I-5 & Main St		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	18	21			12:00	134	174		
00:15	7	22			12:15	138	178		
00:30	36	18			12:30	145	172		
00:45	27	88	17	78	12:45	130	547	177	701
01:00	11	16			13:00	131	165		
01:15	8	13			13:15	121	147		
01:30	4	13			13:30	123	145		
01:45	7	30	10	52	13:45	130	505	158	615
02:00	6	8			14:00	136	163		
02:15	4	14			14:15	150	179		
02:30	5	9			14:30	192	153		
02:45	5	20	20	51	14:45	220	698	184	679
03:00	5	11			15:00	269	203		
03:15	9	14			15:15	258	216		
03:30	4	14			15:30	230	224		
03:45	10	28	25	64	15:45	240	997	205	848
04:00	7	21			16:00	229	175		
04:15	7	31			16:15	178	174		
04:30	15	43			16:30	194	146		
04:45	11	40	65	160	16:45	155	756	150	645
05:00	23	83			17:00	180	129		
05:15	12	150			17:15	149	142		
05:30	35	159			17:30	128	115		
05:45	60	130	159	551	17:45	149	606	131	517
06:00	64	171			18:00	106	103		
06:15	68	115			18:15	100	112		
06:30	76	194			18:30	91	90		
06:45	98	306	172	652	18:45	68	365	98	403
07:00	90	188			19:00	66	90		
07:15	92	190			19:15	76	85		
07:30	115	162			19:30	64	77		
07:45	97	394	161	701	19:45	48	254	73	325
08:00	84	132			20:00	61	71		
08:15	86	144			20:15	55	64		
08:30	75	146			20:30	53	65		
08:45	113	358	141	563	20:45	42	211	55	255
09:00	83	127			21:00	47	75		
09:15	132	112			21:15	41	63		
09:30	116	144			21:30	56	66		
09:45	98	429	146	529	21:45	49	193	65	269
10:00	125	117			22:00	50	58		
10:15	107	139			22:15	34	41		
10:30	144	169			22:30	30	46		
10:45	133	509	153	578	22:45	22	136	30	175
11:00	163	167			23:00	20	29		
11:15	155	167			23:15	21	20		
11:30	145	164			23:30	18	31		
11:45	143	606	164	662	23:45	16	75	24	104
Total Vol.	2938	4641			7579		5343	5536	10879

Daily Totals

NB	SB	EB	WB
8281	10177	Combined	
18458			

AM				PM		
Split %	38.8%	61.2%	41.1%	49.1%	50.9%	58.9%
Peak Hour	11:00	06:30	11:00	15:00	15:00	15:00
Volume	606	744	1268	997	848	1845
P.H.F.	0.93	0.96	0.96	0.92	0.95	0.97

Prepared by NDS/ATD

Volumes for: Thursday, June 12, 2008	City: San Diego	Project #: 08-4149-008
Location: 28th St btwn I-5 & Main St		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	16	29			12:00	168	164		
00:15	10	14			12:15	132	187		
00:30	39	19			12:30	132	186		
00:45	20	85	14	76	12:45	144	576	202	739
01:00	10	14			13:00	140	179		
01:15	8	12			13:15	132	161		
01:30	9	12			13:30	124	160		
01:45	7	34	8	46	13:45	134	530	149	649
02:00	9	13			14:00	139	174		
02:15	6	15			14:15	134	142		
02:30	11	20			14:30	169	168		
02:45	4	30	18	66	14:45	199	641	176	660
03:00	10	14			15:00	209	190		
03:15	6	17			15:15	255	180		
03:30	8	18			15:30	242	202		
03:45	3	27	23	72	15:45	209	915	184	756
04:00	7	21			16:00	249	194		
04:15	9	36			16:15	166	194		
04:30	13	36			16:30	185	164		
04:45	18	47	51	144	16:45	199	799	163	715
05:00	22	86			17:00	149	136		
05:15	28	129			17:15	168	147		
05:30	35	162			17:30	142	129		
05:45	45	130	162	539	17:45	135	594	127	539
06:00	67	170			18:00	125	99		
06:15	102	164			18:15	109	97		
06:30	93	160			18:30	98	98		
06:45	80	342	198	692	18:45	74	406	95	389
07:00	98	174			19:00	77	75		
07:15	103	190			19:15	67	85		
07:30	120	162			19:30	70	100		
07:45	78	399	158	684	19:45	73	287	81	341
08:00	77	146			20:00	74	90		
08:15	101	134			20:15	47	72		
08:30	83	126			20:30	57	63		
08:45	67	328	131	537	20:45	53	231	78	303
09:00	93	141			21:00	48	53		
09:15	111	129			21:15	51	83		
09:30	105	142			21:30	105	109		
09:45	116	425	152	564	21:45	69	273	108	353
10:00	112	139			22:00	83	128		
10:15	131	157			22:15	52	78		
10:30	137	135			22:30	58	75		
10:45	115	495	164	595	22:45	42	235	71	352
11:00	160	155			23:00	34	52		
11:15	156	198			23:15	32	48		
11:30	193	164			23:30	25	29		
11:45	157	666	183	700	23:45	13	104	14	143

Total Vol.	3008	4715			7723		5591	5939		11530
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Daily Totals				
NB	SB		EB	WB
8599	10654	Combined		
19253				

	AM				PM			
Split %	38.9%	61.1%	40.1%		48.5%	51.5%	59.9%	
Peak Hour	11:15	06:45	11:15		15:15	15:30		15:15
Volume	674	724	1383		955	774		1715
P.H.F.	0.87	0.91	0.97		0.90	0.96		0.97

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-009
Location: 28th St btwn Main St & Harbor Dr		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	41	13			12:00	207	144		
00:15	35	13			12:15	155	145		
00:30	83	23			12:30	171	131		
00:45	36	195	13	62	12:45	166	699	140	560
01:00	14	9			13:00	160	118		
01:15	12	7			13:15	192	126		
01:30	13	5			13:30	187	114		
01:45	9	48	1	22	13:45	153	692	126	484
02:00	8	7			14:00	175	129		
02:15	6	14			14:15	198	152		
02:30	11	12			14:30	249	118		
02:45	10	35	10	43	14:45	198	820	136	535
03:00	13	13			15:00	253	165		
03:15	8	15			15:15	307	176		
03:30	6	20			15:30	224	198		
03:45	12	39	27	75	15:45	227	1011	139	678
04:00	11	26			16:00	147	115		
04:15	16	30			16:15	116	121		
04:30	15	44			16:30	136	83		
04:45	26	68	68	168	16:45	121	520	93	412
05:00	34	109			17:00	122	74		
05:15	28	155			17:15	94	84		
05:30	41	174			17:30	93	74		
05:45	77	180	203	641	17:45	96	405	60	292
06:00	46	182			18:00	92	62		
06:15	80	168			18:15	95	72		
06:30	70	204			18:30	95	58		
06:45	54	250	145	699	18:45	81	363	41	233
07:00	60	156			19:00	83	43		
07:15	61	120			19:15	73	41		
07:30	52	134			19:30	67	30		
07:45	46	219	117	527	19:45	72	295	44	158
08:00	50	108			20:00	54	41		
08:15	41	104			20:15	54	31		
08:30	66	113			20:30	59	31		
08:45	79	236	108	433	20:45	37	204	28	131
09:00	109	100			21:00	32	24		
09:15	118	97			21:15	51	34		
09:30	130	104			21:30	45	27		
09:45	148	505	117	418	21:45	54	182	30	115
10:00	160	82			22:00	41	33		
10:15	161	125			22:15	30	28		
10:30	165	115			22:30	42	19		
10:45	168	654	136	458	22:45	36	149	20	100
11:00	193	127			23:00	20	14		
11:15	220	123			23:15	22	14		
11:30	201	139			23:30	19	25		
11:45	195	809	137	526	23:45	11	72	17	70
Total Vol.	3238	4072			7310	5412	3768		9180

Daily Totals

							NB	SB			EB	WB								
							8650	7840	Combined											
													16490							
													AM				PM			
Split %	44.3%		55.7%					44.3%					59.0%	41.0%		55.7 %				
Peak Hour	11:15		05:45					11:15					15:00	15:00		15:00				
Volume	823		757					1366					1011	678		1689				
P.H.F.	0.94		0.93					0.97					0.82	0.86		0.87				

Prepared by NDS/ATD

Volumes for: Thursday, June 12, 2008	City: San Diego	Project #: 08-4149-009
Location: 28th St btwn Main St & Harbor Dr		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	43	16			12:00	203	133		
00:15	52	15			12:15	183	140		
00:30	95	17			12:30	188	140		
00:45	43	233	10	58	12:45	175	749	131	544
01:00	21	7			13:00	170	142		
01:15	16	5			13:15	161	128		
01:30	14	7			13:30	165	135		
01:45	12	63	6	25	13:45	143	639	113	518
02:00	10	10			14:00	178	133		
02:15	6	9			14:15	174	119		
02:30	9	8			14:30	263	150		
02:45	5	30	16	43	14:45	184	799	132	534
03:00	15	13			15:00	254	166		
03:15	12	19			15:15	259	169		
03:30	8	16			15:30	223	182		
03:45	9	44	25	73	15:45	238	974	131	648
04:00	19	27			16:00	157	127		
04:15	18	48			16:15	123	110		
04:30	21	43			16:30	155	89		
04:45	23	81	69	187	16:45	119	554	91	417
05:00	28	97			17:00	96	77		
05:15	35	143			17:15	116	85		
05:30	37	198			17:30	85	77		
05:45	44	144	196	634	17:45	91	388	54	293
06:00	59	186			18:00	94	54		
06:15	68	169			18:15	98	52		
06:30	43	121			18:30	91	50		
06:45	54	224	148	624	18:45	68	351	46	202
07:00	71	136			19:00	69	46		
07:15	63	184			19:15	66	44		
07:30	66	154			19:30	81	52		
07:45	58	258	136	610	19:45	67	283	39	181
08:00	55	111			20:00	71	38		
08:15	73	101			20:15	70	33		
08:30	72	96			20:30	39	25		
08:45	66	266	118	426	20:45	54	234	31	127
09:00	110	104			21:00	54	29		
09:15	107	115			21:15	56	28		
09:30	134	111			21:30	47	29		
09:45	182	533	114	444	21:45	55	212	35	121
10:00	135	106			22:00	61	46		
10:15	136	130			22:15	31	35		
10:30	145	99			22:30	41	27		
10:45	182	598	159	494	22:45	33	166	22	130
11:00	204	119			23:00	24	15		
11:15	242	160			23:15	23	21		
11:30	231	154			23:30	38	14		
11:45	226	903	161	594	23:45	21	106	16	66
Total Vol.	3377	4212			7589	5455	3781		9236

Daily Totals

NB	SB	EB	WB
8832	7993	Combined	
16825			

AM				PM		
Split %	44.5%	55.5%	45.1%	59.1%	40.9%	54.9%
Peak Hour	11:00	05:30	11:15	15:00	14:45	15:00
Volume	903	749	1510	974	649	1622
P.H.F.	0.93	0.95	0.94	0.93	0.89	0.95

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-010
Location: 32nd St btwn Main St & Wabash Blvd		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	10	8			12:00	113	164		
00:15	4	7			12:15	136	154		
00:30	3	7			12:30	119	157		
00:45	9	26	3	25	12:45	112	480	140	615
01:00	2	4			13:00	98	119		
01:15	3	6			13:15	112	109		
01:30	0	2			13:30	106	104		
01:45	1	6	5	17	13:45	124	440	116	448
02:00	2	2			14:00	120	130		
02:15	2	1			14:15	109	130		
02:30	1	2			14:30	103	125		
02:45	0	5	3	8	14:45	132	464	136	521
03:00	1	3			15:00	112	129		
03:15	0	0			15:15	130	135		
03:30	3	4			15:30	127	141		
03:45	1	5	8	15	15:45	102	471	154	559
04:00	2	10			16:00	136	110		
04:15	4	13			16:15	124	89		
04:30	5	18			16:30	102	104		
04:45	4	15	22	63	16:45	119	481	103	406
05:00	9	27			17:00	138	97		
05:15	6	40			17:15	141	73		
05:30	16	59			17:30	154	80		
05:45	21	52	62	188	17:45	151	584	74	324
06:00	33	85			18:00	105	82		
06:15	31	139			18:15	87	78		
06:30	36	137			18:30	74	75		
06:45	40	140	148	509	18:45	75	341	82	317
07:00	45	154			19:00	85	78		
07:15	42	123			19:15	61	109		
07:30	40	108			19:30	56	96		
07:45	47	174	85	470	19:45	59	261	84	367
08:00	55	74			20:00	42	64		
08:15	65	95			20:15	48	66		
08:30	60	109			20:30	34	49		
08:45	62	242	104	382	20:45	59	183	44	223
09:00	88	97			21:00	49	46		
09:15	96	101			21:15	36	41		
09:30	102	103			21:30	38	46		
09:45	112	398	98	399	21:45	28	151	38	171
10:00	100	99			22:00	19	21		
10:15	115	89			22:15	13	19		
10:30	125	104			22:30	13	25		
10:45	148	488	107	399	22:45	14	59	25	90
11:00	166	129			23:00	18	18		
11:15	151	151			23:15	11	12		
11:30	131	161			23:30	5	7		
11:45	148	596	145	586	23:45	12	46	7	44
Total Vol.	2147	3061			5208	3961	4085		8046

Daily Totals

NB	SB	EB	WB
6108	7146	Combined	
13254			

Split %	AM			PM		
	41.2%	58.8%	39.3%	49.2%	50.8%	60.7%
Peak Hour	10:45	11:30	11:00	17:00	12:00	12:00
Volume	596	624	1182	584	615	1095
P.H.F.	0.90	0.95	0.98	0.95	0.94	0.94

Prepared by NDS/ATD

Volumes for: Thursday, June 12, 2008	City: San Diego	Project #: 08-4149-010
Location: 32nd St btwn Main St & Wabash Blvd		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	7	6			12:00	134	150		
00:15	7	11			12:15	126	154		
00:30	9	9			12:30	106	125		
00:45	3	26	6	32	12:45	103	469	145	574
01:00	8	9			13:00	123	124		
01:15	4	3			13:15	122	127		
01:30	3	4			13:30	130	124		
01:45	0	15	3	19	13:45	111	486	110	485
02:00	3	7			14:00	126	110		
02:15	7	4			14:15	120	124		
02:30	3	4			14:30	103	107		
02:45	2	15	2	17	14:45	115	464	131	472
03:00	1	3			15:00	137	154		
03:15	3	3			15:15	118	147		
03:30	2	5			15:30	128	166		
03:45	1	7	5	16	15:45	134	517	132	599
04:00	4	6			16:00	163	128		
04:15	1	9			16:15	136	118		
04:30	8	13			16:30	124	104		
04:45	4	17	21	49	16:45	98	521	92	442
05:00	8	30			17:00	103	88		
05:15	7	43			17:15	118	94		
05:30	14	46			17:30	88	91		
05:45	22	51	60	179	17:45	100	409	85	358
06:00	24	76			18:00	89	96		
06:15	26	106			18:15	86	69		
06:30	33	112			18:30	71	97		
06:45	33	116	127	421	18:45	64	310	74	336
07:00	43	162			19:00	57	85		
07:15	60	119			19:15	72	87		
07:30	54	104			19:30	43	73		
07:45	48	205	96	481	19:45	60	232	71	316
08:00	46	75			20:00	52	70		
08:15	54	84			20:15	42	69		
08:30	46	81			20:30	46	53		
08:45	64	210	93	333	20:45	51	191	52	244
09:00	92	71			21:00	46	51		
09:15	94	90			21:15	29	43		
09:30	106	101			21:30	26	50		
09:45	92	384	113	375	21:45	23	124	29	173
10:00	95	102			22:00	23	26		
10:15	160	104			22:15	19	36		
10:30	126	95			22:30	18	19		
10:45	141	522	107	408	22:45	13	73	27	108
11:00	155	105			23:00	16	14		
11:15	136	156			23:15	19	24		
11:30	157	163			23:30	15	19		
11:45	143	591	149	573	23:45	7	57	11	68
Total Vol.	2159	2903			5062		3853	4175	8028

Daily Totals

NB	SB	EB	WB
6012	7078	Combined	
13090			

AM				PM		
Split %	42.7%	57.3%	38.7%	48.0%	52.0%	61.3%
Peak Hour	11:00	11:15	11:15	15:30	15:00	15:00
Volume	591	618	1188	561	599	1116
P.H.F.	0.94	0.95	0.93	0.90	0.90	0.95

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-011
Location: 32nd St btwn Wabash Blvd & Harbor Dr		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	15	4			12:00	190	173		
00:15	23	10			12:15	212	178		
00:30	27	4			12:30	207	188		
00:45	16	81	5	23	12:45	163	772	149	688
01:00	9	7			13:00	164	160		
01:15	5	7			13:15	164	167		
01:30	3	9			13:30	197	151		
01:45	2	19	4	27	13:45	206	731	194	672
02:00	3	2			14:00	255	180		
02:15	10	1			14:15	246	127		
02:30	1	1			14:30	255	168		
02:45	5	19	7	11	14:45	271	1027	149	624
03:00	2	7			15:00	263	177		
03:15	3	10			15:15	283	176		
03:30	4	23			15:30	206	147		
03:45	9	18	31	71	15:45	254	1006	147	647
04:00	10	43			16:00	177	114		
04:15	12	45			16:15	200	126		
04:30	19	62			16:30	155	120		
04:45	17	58	105	255	16:45	149	681	117	477
05:00	20	117			17:00	148	102		
05:15	37	190			17:15	133	133		
05:30	66	230			17:30	116	112		
05:45	61	184	226	763	17:45	117	514	96	443
06:00	63	220			18:00	86	95		
06:15	89	314			18:15	76	67		
06:30	117	223			18:30	72	88		
06:45	114	383	276	1033	18:45	54	288	60	310
07:00	130	299			19:00	62	66		
07:15	96	189			19:15	55	73		
07:30	98	171			19:30	48	68		
07:45	96	420	168	827	19:45	60	225	81	288
08:00	132	171			20:00	53	55		
08:15	121	141			20:15	44	44		
08:30	166	132			20:30	43	51		
08:45	166	585	126	570	20:45	54	194	65	215
09:00	162	159			21:00	34	48		
09:15	146	130			21:15	40	44		
09:30	166	116			21:30	69	51		
09:45	141	615	127	532	21:45	64	207	43	186
10:00	158	111			22:00	48	28		
10:15	208	150			22:15	31	29		
10:30	192	158			22:30	26	26		
10:45	231	789	218	637	22:45	20	125	24	107
11:00	246	153			23:00	17	21		
11:15	231	175			23:15	13	17		
11:30	211	168			23:30	15	16		
11:45	213	901	209	705	23:45	14	59	12	66

Total Vol.	4072	5454		9526		5829	4723		10552
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Daily Totals						
	NB	SB	EB	WB		
	9901	10177	Combined			
20078						
	AM			PM		
Split %	42.7%	57.3%	47.4 %	55.2%	44.8%	52.6 %
Peak Hour	10:45	06:15	10:45	14:30	13:15	14:30
Volume	919	1112	1633	1072	692	1742
P.H.F.	0.93	0.89	0.91	0.97	0.89	0.95

Prepared by NDS/ATD

Volumes for: Thursday, June 12, 2008	City: San Diego	Project #: 08-4149-011
Location: 32nd St btwn Wabash Blvd & Harbor Dr		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	17	9			12:00	165	164		
00:15	24	7			12:15	191	185		
00:30	16	5			12:30	141	174		
00:45	11	68	6	27	12:45	181	678	169	692
01:00	6	6			13:00	199	160		
01:15	10	3			13:15	188	156		
01:30	9	4			13:30	146	129		
01:45	3	28	5	18	13:45	237	770	149	594
02:00	11	7			14:00	220	172		
02:15	7	4			14:15	246	127		
02:30	2	6			14:30	253	145		
02:45	4	24	6	23	14:45	308	1027	155	599
03:00	4	7			15:00	254	166		
03:15	5	10			15:15	253	157		
03:30	8	13			15:30	219	144		
03:45	8	25	24	54	15:45	233	959	153	620
04:00	8	38			16:00	190	136		
04:15	10	41			16:15	176	122		
04:30	13	49			16:30	171	112		
04:45	21	52	93	221	16:45	129	666	157	527
05:00	26	136			17:00	165	143		
05:15	49	173			17:15	117	122		
05:30	68	243			17:30	125	139		
05:45	63	206	242	794	17:45	92	499	100	504
06:00	88	266			18:00	80	61		
06:15	93	214			18:15	68	58		
06:30	125	244			18:30	79	73		
06:45	105	411	284	1008	18:45	69	296	64	256
07:00	121	271			19:00	58	94		
07:15	105	195			19:15	65	56		
07:30	93	174			19:30	60	64		
07:45	88	407	168	808	19:45	82	265	58	272
08:00	120	161			20:00	50	53		
08:15	97	127			20:15	62	55		
08:30	143	110			20:30	37	37		
08:45	114	474	105	503	20:45	38	187	46	191
09:00	129	128			21:00	27	33		
09:15	119	122			21:15	34	49		
09:30	148	114			21:30	47	33		
09:45	183	579	105	469	21:45	31	139	40	155
10:00	220	162			22:00	21	32		
10:15	198	147			22:15	25	18		
10:30	202	145			22:30	28	33		
10:45	213	833	161	615	22:45	23	97	27	110
11:00	206	166			23:00	18	16		
11:15	221	236			23:15	27	12		
11:30	204	186			23:30	14	9		
11:45	205	836	189	777	23:45	16	75	16	53
Total Vol.	3943	5317			9260	5658	4573		10231

Daily Totals							
		NB	SB	EB		WB	
		9601	9890	Combined			
		19491					
		AM			PM		
Split %	42.6%	57.4%	47.5 %		55.3%	44.7%	52.5 %
Peak Hour	10:45	06:15	11:00		14:30	12:00	14:30
Volume	844	1013	1613		1068	692	1691
P.H.F.	0.95	0.89	0.88		0.87	0.94	0.91

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-012
Location: Rigel St btwn Dalbergia St & I-5		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	4	0			12:00	12	10		
00:15	2	0			12:15	15	16		
00:30	4	0			12:30	15	12		
00:45	2	12	0	0	12:45	17	59	11	49
01:00	0	1			13:00	16	11		
01:15	1	0			13:15	12	15		
01:30	0	1			13:30	12	16		
01:45	4	5	2	4	13:45	14	54	10	52
02:00	1	0			14:00	17	9		
02:15	1	1			14:15	18	10		
02:30	0	0			14:30	31	11		
02:45	1	3	1	2	14:45	26	92	9	39
03:00	1	1			15:00	25	15		
03:15	0	1			15:15	14	11		
03:30	2	0			15:30	22	11		
03:45	1	4	1	3	15:45	25	86	9	46
04:00	0	1			16:00	25	13		
04:15	1	2			16:15	23	12		
04:30	0	2			16:30	21	16		
04:45	2	3	1	6	16:45	21	90	21	62
05:00	1	6			17:00	19	20		
05:15	8	12			17:15	23	17		
05:30	4	11			17:30	14	15		
05:45	7	20	13	42	17:45	18	74	11	63
06:00	3	8			18:00	18	12		
06:15	6	9			18:15	14	7		
06:30	5	10			18:30	12	10		
06:45	1	15	19	46	18:45	13	57	9	38
07:00	9	18			19:00	11	7		
07:15	11	14			19:15	11	9		
07:30	8	23			19:30	14	9		
07:45	14	42	16	71	19:45	11	47	9	34
08:00	18	21			20:00	9	7		
08:15	18	13			20:15	6	10		
08:30	15	11			20:30	8	5		
08:45	17	68	15	60	20:45	8	31	10	32
09:00	14	16			21:00	8	8		
09:15	12	10			21:15	6	6		
09:30	13	5			21:30	9	4		
09:45	8	47	12	43	21:45	5	28	5	23
10:00	5	6			22:00	8	4		
10:15	8	8			22:15	8	2		
10:30	9	12			22:30	7	2		
10:45	5	27	9	35	22:45	4	27	2	10
11:00	10	8			23:00	5	2		
11:15	12	4			23:15	5	2		
11:30	14	11			23:30	8	1		
11:45	14	50	6	29	23:45	5	23	2	7
Total Vol.	296	341			637		668	455	1123

Daily Totals						
	NB	SB	EB	WB		
	964	796	Combined		1760	
	AM			PM		
Split %	46.5%	53.5%	36.2 %	59.5%	40.5%	63.8 %
Peak Hour	08:00	06:45	07:30	14:15	16:30	16:30
Volume	68	74	131	100	74	158
P.H.F.	0.94	0.80	0.84	0.81	0.88	0.94

Prepared by NDS/ATD

Volumes for: Thursday, June 12, 2008	City: San Diego	Project #: 08-4149-012
Location: Rigel St btwn Dalbergia St & I-5		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00	2	2			12:00	14	15		
00:15	1	1			12:15	10	10		
00:30	2	0			12:30	11	9		
00:45	2	7	0	3	12:45	5	40	7	41
01:00	4	1			13:00	13	8		
01:15	4	0			13:15	12	6		
01:30	0	0			13:30	16	9		
01:45	1	9	4	5	13:45	12	53	9	32
02:00	4	1			14:00	15	8		
02:15	0	0			14:15	26	9		
02:30	1	0			14:30	32	7		
02:45	2	7	0	1	14:45	27	100	10	34
03:00	2	0			15:00	20	11		
03:15	1	0			15:15	16	11		
03:30	1	1			15:30	23	8		
03:45	1	5	1	2	15:45	20	79	12	42
04:00	3	3			16:00	21	17		
04:15	0	1			16:15	27	15		
04:30	1	2			16:30	23	15		
04:45	3	7	5	11	16:45	22	93	12	59
05:00	2	6			17:00	16	10		
05:15	8	11			17:15	15	12		
05:30	1	13			17:30	17	15		
05:45	3	14	11	41	17:45	22	70	12	49
06:00	2	10			18:00	20	11		
06:15	4	14			18:15	15	19		
06:30	5	12			18:30	12	15		
06:45	3	14	18	54	18:45	9	56	6	51
07:00	10	15			19:00	12	13		
07:15	10	14			19:15	12	12		
07:30	5	21			19:30	8	9		
07:45	7	32	15	65	19:45	13	45	7	41
08:00	6	16			20:00	13	12		
08:15	11	12			20:15	16	7		
08:30	16	11			20:30	13	4		
08:45	4	37	12	51	20:45	13	55	5	28
09:00	9	4			21:00	16	6		
09:15	7	11			21:15	5	1		
09:30	5	7			21:30	6	4		
09:45	10	31	9	31	21:45	12	39	5	16
10:00	12	6			22:00	5	4		
10:15	16	8			22:15	4	6		
10:30	14	3			22:30	3	2		
10:45	15	57	6	23	22:45	7	19	4	16
11:00	20	7			23:00	4	1		
11:15	13	12			23:15	4	1		
11:30	17	7			23:30	5	1		
11:45	10	60	12	38	23:45	7	20	0	3
Total Vol.	280	325			605	669	412		1081

Station Vol.	235	325	Daily Totals				1002	
			NB	SB	EB			WB
			949	737	Combined			
			1686					

Volumes for: Tuesday, January 24, 2006

City: San Diego

FILE#: 0023-06

Location: VESTA ST (DALBERGIA ST - MAIN ST)

[3355]

ADT: 4900

AM Period	NB		SB		PM Period		NB		SB	
00:00	2		4		12:00		26		30	
00:15	4		7		12:15		36		25	
00:30	4		2		12:30		29		25	
00:45	2	12	1	14	12:45	26	32	123	26	106
01:00	1		1		13:00		32		33	
01:15	2		2		13:15		23		30	
01:30	1		2		13:30		22		33	
01:45	2	6	3	8	13:45	14	40	117	31	127
02:00	0		5		14:00		32		29	
02:15	0		8		14:15		42		31	
02:30	2		6		14:30		42		30	
02:45	1	3	2	21	14:45	24	57	173	29	119
03:00	0		4		15:00		58		46	
03:15	1		7		15:15		76		47	
03:30	2		7		15:30		62		22	
03:45	6	9	6	24	15:45	33	64	260	38	153
04:00	2		10		16:00		106		53	
04:15	4		9		16:15		104		32	
04:30	3		7		16:30		101		41	
04:45	6	15	8	34	16:45	49	84	395	50	176
05:00	8		10		17:00		69		44	
05:15	10		18		17:15		86		49	
05:30	15		20		17:30		76		45	
05:45	22	55	27	75	17:45	130	76	307	45	183
06:00	28		31		18:00		66		42	
06:15	27		45		18:15		36		34	
06:30	32		21		18:30		28		31	
06:45	32	119	31	128	18:45	247	22	152	20	127
07:00	35		60		19:00		25		31	
07:15	34		54		19:15		27		28	
07:30	42		64		19:30		20		25	
07:45	34	145	62	240	19:45	385	27	99	17	101
08:00	46		80		20:00		23		18	
08:15	33		70		20:15		19		12	
08:30	28		60		20:30		23		16	
08:45	19	126	40	250	20:45	376	21	86	10	56
09:00	22		20		21:00		27		8	
09:15	18		15		21:15		19		14	
09:30	21		10		21:30		20		17	
09:45	20	81	15	60	21:45	141	17	83	12	51
10:00	18		18		22:00		12		12	
10:15	18		20		22:15		13		3	
10:30	19		21		22:30		16		6	
10:45	21	76	30	89	22:45	165	8	49	1	22
11:00	20		30		23:00		8		4	
11:15	20		25		23:15		5		4	
11:30	28		26		23:30		5		6	
11:45	30	98	27	108	23:45	206	7	25	0	14
Total Vol.	745		1051			1796		1869		1235
										3104

Daily Totals

NB	SB	Combined
2614	2286	4900

AM

PM

Split %	41.5%	58.5%	36.7 %	60.2%	39.8%	63.3 %
Peak Hour	07:15	07:30	07:30	16:00	16:45	16:00
Volume	156	276	431	395	188	571
P.H.F.	0.85	0.86	0.86	0.97	0.94	0.90

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste 115
Irvine, CA 92614

Site: SAN DIEGO
Date: 12/04/07

Location : LOGAN AVENUE
Segment : B/T 16TH ST & SIGSBEE ST
Client : WILSON CO

Interval Begin	SB		NB		Combined		Day: Tuesday
	AM	PM	AM	PM	AM	PM	
12:00	0	5	54	163			
12:15	2		33				
12:30	1		45				
12:45	2		31				
01:00	0	4	36	149			
01:15	2		34				
01:30	1		34				
01:45	1		45				
02:00	0	1	32	133			
02:15	0		34				
02:30	0		29				
02:45	1		38				
03:00	1	4	38	183			
03:15	0		50				
03:30	1		50				
03:45	2		45				
04:00	2	15	58	170			
04:15	3		31				
04:30	2		43				
04:45	8		38				
05:00	6	67	48	127			
05:15	9		24				
05:30	18		34				
05:45	34		21				
06:00	26	100	26	68			
06:15	30		17				
06:30	22		11				
06:45	22		14				
07:00	22	109	14	34			
07:15	19		6				
07:30	26		10				
07:45	42		4				
08:00	32	111	14	43			
08:15	22		10				
08:30	38		10				
08:45	19		9				
09:00	28	123	6	25			
09:15	30		7				
09:30	33		8				
09:45	32		4				
10:00	32	131	4	16			
10:15	42		5				
10:30	22		3				
10:45	35		4				
11:00	31	140	4	25			
11:15	35		12				
11:30	32		4				
11:45	42		5				
Totals	810	1,136	751	962	1,561	2,098	
Split%	51.9	54.1	48.1	45.9			
Day Totals	1,946		1,713		3,659		
Day Splits	53.2		46.8				
Peak Hour	11:00	03:15	07:15	02:15	11:00	02:45	
Volume	140	203	138	171	262	342	
Factor	0.83	0.88	0.86	0.72	0.85	0.88	

Prepared by NDS/ATD

Volumes for: Tuesday, June 10, 2008	City: San Diego	Project #: 08-4149-013
Location: Logan Ave btwn I-5 SB Off-ramp & Cesar Chavez Pkwy		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			12	0	12:00			94	16			
00:15			9	1	12:15			101	26			
00:30			9	0	12:30			130	22			
00:45			8	38	0	1	39	128	453	24	88	541
01:00			9	1	13:00			116	27			
01:15			8	0	13:15			114	23			
01:30			6	0	13:30			77	17			
01:45			13	36	0	1	37	107	414	19	86	500
02:00			8	0	14:00			118	20			
02:15			1	0	14:15			106	19			
02:30			9	0	14:30			134	22			
02:45			7	25	0	0	25	106	464	19	80	544
03:00			11	0	15:00			116	15			
03:15			1	3	15:15			111	13			
03:30			4	2	15:30			120	16			
03:45			13	29	0	5	34	104	451	14	58	509
04:00			8	0	16:00			140	17			
04:15			12	3	16:15			156	15			
04:30			26	0	16:30			198	18			
04:45			21	67	0	3	70	164	658	9	59	717
05:00			20	5	17:00			174	7			
05:15			38	8	17:15			156	12			
05:30			56	0	17:30			148	13			
05:45			69	183	0	13	196	162	640	10	42	682
06:00			57	0	18:00			78	14			
06:15			60	6	18:15			58	17			
06:30			76	0	18:30			59	6			
06:45			66	259	0	6	265	53	248	2	39	287
07:00			76	14	19:00			61	0			
07:15			83	2	19:15			58	1			
07:30			83	2	19:30			35	0			
07:45			76	318	22	40	358	35	189	2	3	192
08:00			85	22	20:00			48	0			
08:15			90	28	20:15			39	6			
08:30			82	22	20:30			42	10			
08:45			101	358	10	82	440	42	171	6	22	193
09:00			77	26	21:00			24	2			
09:15			89	7	21:15			48	0			
09:30			74	14	21:30			60	0			
09:45			77	317	15	62	379	54	186	7	9	195
10:00			104	16	22:00			51	0			
10:15			85	12	22:15			52	0			
10:30			98	10	22:30			77	0			
10:45			87	374	14	52	426	24	204	0	0	204
11:00			118	14	23:00			28	0			
11:15			114	19	23:15			33	0			
11:30			103	13	23:30			18	0			
11:45			122	457	12	58	515	11	90	0	0	90

Total Vol.			2461	323	2784			4168	486	4654
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Daily Totals						
	NB	SB	EB	WB		
			6629	809		
			Combined			
			7438			

	AM			PM		
Split %	88.4%	11.6%	37.4%	89.6%	10.4%	62.6%
Peak Hour	11:00	07:45	11:45	16:15	12:15	16:15
Volume	457	94	523	692	99	741
P.H.F.	0.94	0.84	0.86	0.87	0.92	0.86

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-013
Location: Logan Ave btwn I-5 SB Off-ramp & Cesar Chavez Pkwy		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			16	0	12:00			94	30			
00:15			6	1	12:15			110	12			
00:30			5	0	12:30			106	19			
00:45			10	37	0	1	38	114	424	29	90	514
01:00			8	0	13:00			105	19			
01:15			14	0	13:15			102	15			
01:30			5	0	13:30			108	16			
01:45			8	35	0	0	35	111	426	17	67	493
02:00			6	0	14:00			114	20			
02:15			1	1	14:15			116	22			
02:30			1	1	14:30			120	17			
02:45			4	12	0	2	14	91	441	16	75	516
03:00			7	0	15:00			138	17			
03:15			4	2	15:15			123	13			
03:30			7	0	15:30			135	16			
03:45			10	28	0	2	30	187	583	20	66	649
04:00			12	0	16:00			210	17			
04:15			14	0	16:15			160	19			
04:30			21	0	16:30			160	16			
04:45			36	83	0	0	83	150	680	7	59	739
05:00			30	0	17:00			170	11			
05:15			29	4	17:15			159	10			
05:30			65	0	17:30			141	7			
05:45			56	180	0	4	184	124	594	13	41	635
06:00			48	2	18:00			84	10			
06:15			61	13	18:15			52	14			
06:30			60	17	18:30			64	7			
06:45			67	236	10	42	278	48	248	5	36	284
07:00			76	17	19:00			50	1			
07:15			62	11	19:15			57	5			
07:30			78	19	19:30			73	0			
07:45			75	291	17	64	355	48	228	7	13	241
08:00			88	13	20:00			49	4			
08:15			94	16	20:15			26	5			
08:30			94	13	20:30			43	4			
08:45			44	320	12	54	374	30	148	1	14	162
09:00			56	20	21:00			32	0			
09:15			91	33	21:15			55	0			
09:30			83	17	21:30			141	0			
09:45			83	313	16	86	399	79	307	5	5	312
10:00			73	17	22:00			46	0			
10:15			114	12	22:15			40	0			
10:30			94	15	22:30			41	0			
10:45			92	373	27	71	444	13	140	0	0	140
11:00			86	18	23:00			34	0			
11:15			119	21	23:15			20	0			
11:30			108	18	23:30			27	0			
11:45			104	417	30	87	504	14	95	0	0	95

Total Vol.	2325	413	2738	4314	466	4780
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Daily Totals					
	NB	SB	EB	WB	
			6639	879	
		Combined			
		7518			

	AM			PM		
Split %	84.9%	15.1%	36.4%	90.3%	9.7%	63.6%
Peak Hour	11:15	11:15	11:15	15:45	12:00	15:45
Volume	425	99	524	717	90	789
P.H.F.	0.89	0.83	0.94	0.85	0.75	0.87

Prepared by NDS/ATD

Volumes for: Tuesday, June 10, 2008	City: San Diego	Project #: 08-4149-014
Location: Logan Ave	btwn Evans St & Sampson St	

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			3	0	12:00			26	24			
00:15			2	1	12:15			32	20			
00:30			3	1	12:30			25	20			
00:45			1	9	1	3	12	25	108	31	95	203
01:00			1	1	13:00			26	18			
01:15			0	1	13:15			27	21			
01:30			1	0	13:30			21	23			
01:45			4	6	2	4	10	22	96	19	81	177
02:00			2	3	14:00			22	28			
02:15			1	0	14:15			26	26			
02:30			2	0	14:30			33	32			
02:45			1	6	0	3	9	34	115	44	130	245
03:00			1	0	15:00			30	32			
03:15			0	3	15:15			33	21			
03:30			0	1	15:30			40	19			
03:45			3	4	0	4	8	37	140	26	98	238
04:00			0	0	16:00			39	27			
04:15			2	4	16:15			40	31			
04:30			3	5	16:30			41	27			
04:45			4	9	4	13	22	28	148	32	117	265
05:00			1	4	17:00			31	33			
05:15			7	6	17:15			39	17			
05:30			6	10	17:30			37	22			
05:45			8	22	14	34	56	22	129	21	93	222
06:00			12	16	18:00			23	21			
06:15			14	18	18:15			15	19			
06:30			9	16	18:30			21	14			
06:45			16	51	17	67	118	14	73	20	74	147
07:00			16	19	19:00			19	14			
07:15			11	17	19:15			14	11			
07:30			16	20	19:30			14	9			
07:45			18	61	26	82	143	17	64	11	45	109
08:00			21	28	20:00			15	18			
08:15			24	17	20:15			13	15			
08:30			19	19	20:30			14	17			
08:45			20	84	16	80	164	12	54	12	62	116
09:00			22	20	21:00			17	10			
09:15			18	18	21:15			14	16			
09:30			17	19	21:30			19	12			
09:45			31	88	17	74	162	15	65	10	48	113
10:00			21	16	22:00			13	6			
10:15			20	25	22:15			10	4			
10:30			18	15	22:30			4	9			
10:45			19	78	23	79	157	3	30	2	21	51
11:00			22	17	23:00			5	4			
11:15			23	23	23:15			5	2			
11:30			31	27	23:30			2	7			
11:45			32	108	19	86	194	2	14	4	17	31

Total Vol.	526	529	1055	1036	881	1917
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Daily Totals				
NB	SB	EB	WB	
		1562	1410	
Combined				
2972				

AM				PM		
Split %	49.9%	50.1%	35.5%	54.0%	46.0%	64.5%
Peak Hour	11:30	11:15	11:30	15:45	14:15	15:45
Volume	121	93	211	157	134	268
P.H.F.	0.95	0.86	0.91	0.96	0.76	0.94

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-014
Location: Logan Ave	btwn Evans St & Sampson St	

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			2	3	12:00			30	25			
00:15			1	2	12:15			29	22			
00:30			1	2	12:30			17	29			
00:45			0	4	2	9	13	21	97	25	101	198
01:00			3	1	13:00			26	13			
01:15			1	1	13:15			24	20			
01:30			4	0	13:30			26	25			
01:45			2	10	3	5	15	19	95	24	82	177
02:00			1	3	14:00			30	30			
02:15			0	1	14:15			29	31			
02:30			0	0	14:30			35	37			
02:45			2	3	0	4	7	30	124	39	137	261
03:00			0	1	15:00			36	39			
03:15			0	2	15:15			33	26			
03:30			0	0	15:30			39	22			
03:45			1	1	0	3	4	48	156	25	112	268
04:00			4	1	16:00			40	26			
04:15			1	3	16:15			38	22			
04:30			1	4	16:30			46	18			
04:45			2	8	4	12	20	32	156	19	85	241
05:00			5	5	17:00			39	20			
05:15			7	7	17:15			28	24			
05:30			3	10	17:30			29	19			
05:45			10	25	14	36	61	23	119	24	87	206
06:00			9	11	18:00			18	20			
06:15			6	19	18:15			15	24			
06:30			10	15	18:30			18	21			
06:45			16	41	21	66	107	20	71	17	82	153
07:00			14	16	19:00			13	12			
07:15			15	23	19:15			16	13			
07:30			20	24	19:30			23	12			
07:45			16	65	28	91	156	17	69	11	48	117
08:00			20	24	20:00			25	9			
08:15			16	19	20:15			18	12			
08:30			16	24	20:30			14	12			
08:45			16	68	19	86	154	19	76	9	42	118
09:00			19	23	21:00			10	10			
09:15			19	10	21:15			13	12			
09:30			22	16	21:30			15	11			
09:45			26	86	24	73	159	11	49	13	46	95
10:00			22	16	22:00			7	6			
10:15			20	11	22:15			5	2			
10:30			21	17	22:30			4	8			
10:45			19	82	22	66	148	4	20	3	19	39
11:00			22	22	23:00			7	8			
11:15			30	18	23:15			5	3			
11:30			23	24	23:30			3	3			
11:45			24	99	23	87	186	2	17	2	16	33

Total Vol.			492	538	1030			1049	857	1906
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Daily Totals				
NB	SB	EB	WB	
Combined		1541	1395	
2936				

		AM			PM		
Split %		47.8%	52.2%	35.1%	55.0%	45.0%	64.9%
Peak Hour		11:15	07:15	11:30	15:45	14:15	14:15
Volume		107	99	200	172	146	276
P.H.F.		0.89	0.88	0.91	0.90	0.94	0.92

CITY OF SAN DIEGO
TRANSPORTATION DEPARTMENT
VEHICLE VOLUME SUMMARY

Title1 : NATIONAL AV
 Title2 : COMMERCIAL ST
 Title3 : 16 ST

Site: NONE
 Date: 02/25/04

Interval			Day:	Wednesday
Begin	AM - EB	PM - EB		
12:00	9	33	21	72
12:15	8		20	
12:30	8		14	
12:45	8		17	
1:00	4	14	20	94
1:15	4		18	
1:30	3		26	
1:45	3		30	
2:00	6	19	12	92
2:15	6		17	
2:30	5		35	
2:45	2		28	
3:00	1	5	30	86
3:15	2		20	
3:30	2		20	
3:45	0		16	
4:00	4	11	20	91
4:15	0		17	
4:30	4		36	
4:45	3		18	
5:00	2	22	22	67
5:15	4		20	
5:30	8		13	
5:45	8		12	
6:00	7	24	14	33
6:15	6		6	
6:30	6		7	
6:45	5		6	
7:00	10	32	8	21
7:15	6		6	
7:30	8		1	
7:45	8		6	
8:00	10	42	7	23
8:15	14		4	
8:30	8		5	
8:45	10		7	
9:00	18	62	5	20
9:15	15		2	
9:30	13		7	
9:45	16		6	
10:00	19	74	5	19
10:15	14		6	
10:30	11		6	
10:45	30		2	
11:00	16	79	6	15
11:15	24		0	
11:30	11		7	
11:45	28		2	
Total	417		633	
Peak Hou	10:30		2:30	
Volume	81		113	
Facto	0.68		0.81	
DayTotal	1,050			

0161-04

ADT: 940

CITY OF SAN DIEGO
TRANSPORTATION DEPARTMENT
VEHICLE VOLUME SUMMARY

Title1 : NATIONAL AV
 Title2 : COMMERCIAL ST
 Title3 : 16 ST

Site: NONE
 Date: 02/26/04

Interval			Day:	Thursday
Begin	AM - EB		PM - EB	
12:00	3	13	18	69
12:15	2		16	
12:30	5		19	
12:45	3		16	
1:00	0	4	22	76
1:15	3		15	
1:30	1		18	
1:45	0		21	
2:00	2	2	14	88
2:15	0		17	
2:30	0		33	
2:45	0		24	
3:00	0	1	24	82
3:15	1		22	
3:30	0		22	
3:45	0		14	
4:00	2	7	19	89
4:15	1		21	
4:30	2		25	
4:45	2		24	
5:00	3	17	24	63
5:15	2		9	
5:30	6		20	
5:45	6		10	
6:00	4	39	6	21
6:15	10		4	
6:30	11		3	
6:45	14		8	
7:00	7	41	4	17
7:15	11		3	
7:30	15		7	
7:45	8		3	
8:00	14	59	3	16
8:15	11		4	
8:30	18		4	
8:45	16		5	
9:00	17	51	8	37
9:15	7		13	
9:30	10		8	
9:45	17		8	
10:00	11	78	4	19
10:15	20		7	
10:30	19		5	
10:45	28		3	
11:00	10	59	4	12
11:15	18		4	
11:30	15		4	
11:45	16		0	
Total	371		589	
Peak Hou	10:00		2:30	
Volume	78		103	
Facto	0.7		0.78	
DayTotal	960			

CITY OF SAN DIEGO
TRANSPORTATION DEPARTMENT
VEHICLE VOLUME SUMMARY

Title1 : NATIONAL AV
 Title2 : COMMERCIAL ST
 Title3 : 16 ST

Site: NONE
 Date: 02/27/04

Interval			Day:	Friday
Begin	AM - EB	PM - EB		
12:00	5	11	14	61
12:15	1		18	
12:30	2		12	
12:45	3		17	
1:00	1	4	16	48
1:15	3		10	
1:30	0		14	
1:45	0		8	
2:00	2	5	13	66
2:15	0		9	
2:30	1		30	
2:45	2		14	
3:00	1	1	14	66
3:15	0		23	
3:30	0		13	
3:45	0		16	
4:00	6	11	23	84
4:15	0		18	
4:30	2		26	
4:45	3		17	
5:00	5	20	27	79
5:15	2		14	
5:30	7		18	
5:45	6		20	
6:00	4	29	17	42
6:15	9		12	
6:30	8		10	
6:45	8		3	
7:00	8	36	5	21
7:15	10		10	
7:30	8		2	
7:45	10		4	
8:00	8	34	2	16
8:15	6		4	
8:30	11		4	
8:45	9		6	
9:00	10	56	9	26
9:15	20		8	
9:30	10		1	
9:45	16		8	
10:00	18	47	7	11
10:15	12		3	
10:30	10		1	
10:45	7		0	
11:00	17	58	6	15
11:15	13		5	
11:30	10		3	
11:45	18		1	
Total	312		535	
Peak Hou	9:15		4:15	
Volume	64		88	
Facto	0.8		0.81	
DayTotal	847			

CITY OF SAN DIEGO
TRANSPORTATION DEPARTMENT
VEHICLE VOLUME SUMMARY

Title1 : NATIONAL AV
 Title2 : COMMERCIAL ST
 Title3 : 16 ST

Site: NONE
 Date: 03/01/04

Interval			Day:	Monday
Begin	AM - EB		PM - EB	
12:00	2	7	15	66
12:15	0		18	
12:30	2		16	
12:45	3		17	
1:00	3	7	18	70
1:15	1		10	
1:30	1		22	
1:45	2		20	
2:00	0	6	16	79
2:15	3		10	
2:30	1		32	
2:45	2		21	
3:00	0	3	40	85
3:15	1		15	
3:30	2		12	
3:45	0		18	
4:00	0	4	20	102
4:15	1		27	
4:30	2		27	
4:45	1		28	
5:00	6	30	20	65
5:15	4		17	
5:30	7		14	
5:45	13		14	
6:00	8	33	11	31
6:15	10		6	
6:30	9		9	
6:45	6		5	
7:00	12	34	5	19
7:15	4		5	
7:30	14		6	
7:45	4		3	
8:00	13	45	5	20
8:15	12		8	
8:30	12		5	
8:45	8		2	
9:00	18	56	13	34
9:15	13		12	
9:30	15		5	
9:45	10		4	
10:00	9	55	1	6
10:15	16		4	
10:30	14		1	
10:45	16		0	
11:00	15	75	5	14
11:15	18		0	
11:30	16		4	
11:45	26		5	
Total	355		591	
Peak Hou	11:00		2:30	
Volume	75		108	
Facto	0.72		0.68	
DayTotal	946			

CITY OF SAN DIEGO
TRANSPORTATION DEPARTMENT
VEHICLE VOLUME SUMMARY

Title1 : NATIONAL AV
 Title2 : COMMERCIAL ST
 Title3 : 16 ST

Site: NONE
 Date: 03/02/04

Interval			Day:	Tuesday
Begin	AM - EB		PM - EB	
12:00	3	8	21	73
12:15	1		10	
12:30	2		23	
12:45	2		19	
1:00	0	2	15	56
1:15	1		14	
1:30	0		12	
1:45	1		15	
2:00	0	6	15	71
2:15	3		14	
2:30	0		24	
2:45	3		18	
3:00	2	3	26	79
3:15	1		19	
3:30	0		16	
3:45	0		18	
4:00	0	9	28	103
4:15	1		18	
4:30	4		34	
4:45	4		23	
5:00	2	16	24	61
5:15	0		13	
5:30	6		14	
5:45	8		10	
6:00	6	25	10	32
6:15	6		10	
6:30	9		4	
6:45	4		8	
7:00	12	38	4	24
7:15	4		9	
7:30	14		4	
7:45	8		7	
8:00	8	43	12	31
8:15	16		8	
8:30	9		2	
8:45	10		9	
9:00	10	49	8	23
9:15	12		3	
9:30	14		6	
9:45	13		6	
10:00	12	57	7	18
10:15	19		5	
10:30	12		5	
10:45	14		1	
11:00	22	70	7	12
11:15	19		2	
11:30	13		3	
11:45	16		0	
Total	326		583	
Peak Hou	11:00		4:00	
Volume	70		103	
Facto	0.8		0.76	
DayTotal	909			

CITY OF SAN DIEGO
TRANSPORTATION DEPARTMENT
VEHICLE VOLUME SUMMARY

Title1 : NATIONAL AV
 Title2 : COMMERCIAL ST
 Title3 : 16 ST

Site: NONE
 Date: 03/03/04

Interval			Day:	Wednesday
Begin	AM - EB		PM - EB	
12:00	4	9	18	63
12:15	0		11	
12:30	2		12	
12:45	3		22	
1:00	2	5	18	65
1:15	3		14	
1:30	0		9	
1:45	0		24	
2:00	0	5	14	93
2:15	1		14	
2:30	1		36	
2:45	3		29	
3:00	0	2	30	96
3:15	2		20	
3:30	0		26	
3:45	0		20	
4:00	1	5	18	95
4:15	0		22	
4:30	4		28	
4:45	0		27	
5:00	4	16	27	61
5:15	2		10	
5:30	4		8	
5:45	6		16	
6:00	1	18	6	28
6:15	4		11	
6:30	7		7	
6:45	6		4	
7:00	11	43	5	23
7:15	8		6	
7:30	10		5	
7:45	14		7	
8:00	14	43	7	25
8:15	8		3	
8:30	10		7	
8:45	11		8	
9:00	10	48	4	20
9:15	16		3	
9:30	12		3	
9:45	10		10	
10:00	14	53	4	16
10:15	10		8	
10:30	10		2	
10:45	19		2	
11:00	21	78	6	13
11:15	18		1	
11:30	16		4	
11:45	23		2	
Total	325		598	
Peak Hou	11:00		2:30	
Volume	78		115	
Facto	0.85		0.8	
DayTotal	923			

Transportation Studies, Inc.
1350 Reynolds Avenue, Ste 115
Irvine, CA 92614

Site: SAN DIEGO
Date: 12/04/07

Location : NATIONAL AVENUE
Segment : B/T 16TH ST & SIGSBEE ST
Client : WILSON CO

Interval	SB		NB		Combined		Day
	AM	PM	AM	PM	AM	PM	
12:00	1	8	2	6	3	14	
12:15	2	22	0	44	2	66	
12:30	2	13	1	32	3	45	
12:45	3	16	3	26	6	42	
01:00	3	10	2	7	5	17	
01:15	3	22	2	18	5	35	190
01:30	3	24	2	28	5	52	
01:45	1	24	1	39	2	63	
02:00	1	3	0	2	1	5	207
02:15	2	11	0	30	2	41	
02:30	0	26	2	34	2	60	
02:45	0	26	0	40	0	66	
03:00	1	3	0	5	1	8	205
03:15	0	26	1	26	1	55	
03:30	0	28	1	38	1	52	
03:45	2	18	3	14	5	32	
04:00	1	25	2	30	3	35	199
04:15	0	20	5	20	5	40	
04:30	3	34	5	25	8	59	
04:45	2	27	6	18	8	45	
05:00	2	41	8	15	10	56	158
05:15	2	15	2	22	4	37	
05:30	10	18	8	18	18	36	
05:45	2	17	15	12	17	29	
06:00	5	34	10	11	15	18	81
06:15	3	9	9	16	12	25	
06:30	13	12	20	12	33	24	
06:45	10	6	18	8	28	14	
07:00	10	4	12	10	22	14	59
07:15	8	5	16	14	24	19	
07:30	14	8	20	5	34	13	
07:45	12	6	31	7	43	13	
08:00	21	6	31	12	52	18	83
08:15	8	5	21	14	29	19	
08:30	10	8	35	26	45	34	
08:45	19	7	26	5	45	12	
09:00	20	8	25	8	45	16	40
09:15	30	4	27	3	57	7	
09:30	26	2	34	5	60	7	
09:45	25	4	32	6	57	10	
10:00	15	7	24	4	39	11	36
10:15	15	5	30	7	45	12	
10:30	22	4	28	2	50	6	
10:45	26	3	32	4	58	7	
11:00	26	5	28	2	54	7	20
11:15	30	2	35	3	65	5	
11:30	22	2	31	2	53	4	
11:45	22	2	20	2	42	4	
Totals	458	653	666	826	1,124	1,479	
Split%	40.7	44.2	59.3	55.8			

Day Totals 1,111 1,492 2,603
Day Splits 42.7 57.3

Peak Hour 10:30 04:15 10:45 02:15 10:45 02:45
Volume 104 122 126 140 230 239
Factor 0.87 0.74 0.90 0.88 0.88 0.91

CITY OF SAN DIEGO - TRAFFIC ENGINEERING
Machine Count Traffic Volumes - City Streets

All From Dates 1/1/2003 to 3/5/2008

5/29/2008

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STREET NAME	LIMITS	BLOCK NOS.	STATION NUMBER	DIRECTION	WK-DAY VOLUME	STARTING DATE	FILE NUMBER
19 ST	[COMMERCIAL ST - IMPERIAL AV]	00001 - 00100	2094	NORTH	: 3834	1/16/2008	0543-07
19 ST	[K ST - SD 005 R-B]	00300 - 00320	2095	NORTH 1-WY	: 11190	11/16/2005	0689-05
25 ST	[COMMERCIAL ST - IMPERIAL AV]	00001 - 00100	2172	NORTH	: 3718	1/16/2008	0545-07
				SOUTH	: 3340	1/16/2008	0545-07
				*TOTAL	: 7060		
25 ST	[K ST - J ST]	00300 - 00400	2171	NORTH	: 4960	11/10/2005	0690-05
				SOUTH	: 5110	11/10/2005	0690-05
				*TOTAL	: 10070		
25 ST	[MARKET ST - G ST]	00600 - 00700	2175	NORTH	: 6920	10/17/2006	0427-6
				SOUTH	: 6130	10/17/2006	0427-06
				*TOTAL	: 13040		
25 ST	[E ST - BROADWAY]	00900 - 01000	2170	NORTH	: 5570	10/17/2006	0426-06
				SOUTH	: 7090	10/17/2006	0426-06
				*TOTAL	: 12660		
25 ST	[BROADWAY - C ST]	01000 - 01100	2173	NORTH	: 5100	11/16/2005	0691-05
				SOUTH	: 5460	11/16/2005	0691-05
				*TOTAL	: 10560		
26 ST	[NEWTON AV (N) - NATIONAL AV]	01100S - 01000S	NONE	BOTH	: 2380	2/4/2003	0163-03
26 ST	[B ST - A ST]	01200 - 01300	2811	NORTH	: 2640	10/25/2006	0438-06
				SOUTH	: 3160	10/25/2006	0438-06
				*TOTAL	: 5800		
26 ST RD	[GOLF COURSE DR - CMTO CTRO]	01400 - 01650	2810	BOTH	: 11870	3/10/2004	0213-04
				NORTH	: 6660	3/13/2007	0146-07
				SOUTH	: 4990	3/13/2007	0146-07
				*TOTAL	: 11650		
27 SB ST	[CORONADO SB AV - CMTO SECOYA]	01100 - 01250	4341	NORTH	: 2120	12/7/2005	0651-05

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STREET NAME	LIMITS	BLOCK NOS.	STATION NUMBER	DIRECTION	WK-DAY VOLUME	STARTING DATE	FILE NUMBER
28 ST	[C ST - B ST]	01100 - 01200	2182	*TOTAL	: 8930		
28 ST	[MAIN ST - BOSTON AV]	01300S - 01200S	2020	NORTH	: 12380	11/8/2005	0679-05
				SOUTH	: 13640	11/8/2005	0679-05
				*TOTAL	: 26020		
28 ST	[HARBOR DR - MAIN ST]	01399S - 01300S	2021	NORTH	: 9710	11/8/2005	0677-05
				SOUTH	: 9690	11/8/2005	0677-05
				*TOTAL	: 18400		
28 ST	[ASH ST - BEECH ST]	01400 - 01500	2183	BOTH	: 3870	4/23/2003	0484-03
				NORTH	: 2170	3/9/2006	0158-06
				SOUTH	: 1760	3/9/2006	0158-06
				*TOTAL	: 3930		
30 ST	[K ST (W) - J ST]	00300 - 00400	2197	NORTH	: 1130	1/16/2008	0549-07
				SOUTH	: 1530	1/16/2008	0549-07
				*TOTAL	: 2660		
30 ST	[CLAY AV - WEBSTER AV]	00300S - 00200S	2195	NORTH	: 1630	1/16/2008	0548-07
				SOUTH	: 1320	1/16/2008	0548-07
				*TOTAL	: 2940		
30 ST	[E ST - BROADWAY]	00900 - 01000	2190	NORTH	: 2170	1/16/2008	0547-07
				SOUTH	: 2290	1/16/2008	0547-07
				*TOTAL	: 4460		
30 ST	[BROADWAY - C ST]	01000 - 01100	2191	NORTH	: 8190	10/17/2006	0429-06
				SOUTH	: 7820	10/17/2006	0429-06
				*TOTAL	: 16010		
30 ST	[C ST - B ST]	01100 - 01200	2192	NORTH	: 7550	11/17/2005	0693-05
				SOUTH	: 5830	11/17/2005	0693-05
				*TOTAL	: 13380		
30 ST	[FIR ST - GRAPE ST]	01900 - 02000	2312	BOTH	: 3340	3/30/2004	0288-04
				NORTH	: 1600	4/4/2007	0203-07

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STREET NAME	LIMITS	BLOCK NOS.	STATION NUMBER	DIRECTION	WK-DAY VOLUME	STARTING DATE	FILE NUMBER
32 ST	[G ST - F ST]	00700 - 00800	2005	SOUTH *TOTAL	: : 4270 : 7030	10/17/2006	0413-06
32 ST	[GREELY AV - MARTIN AV (S)]	00800S - 00710S	2002	NORTH SOUTH *TOTAL	: : 2050 : 2300 : 4350	1/16/2008 1/16/2008	0538-07 0538-07
32 ST	[NEWTON AV - NATIONAL AV]	01100S - 01000S	2000	NORTH SOUTH *TOTAL	: : 2670 : 2680 : 5350	11/8/2005 11/8/2005	0676-05 0676-05
32 ST	[WABASH BL - UNNAMED 4 RD]	01700S - 01600S	2001	NORTH SOUTH *TOTAL	: : 6430 : 7590 : 14020	10/17/2006 10/17/2006	0411-06 0411-06
32 ST	[MCCANDLESS BL - WABASH BL]	01800S - 01700S	2006	NORTH SOUTH *TOTAL	: : 10540 : 9810 : 20350	1/16/2008 1/16/2008	0540-07 0540-07
32 ST	[THORN ST - UPAS ST]	03300 - 03400	2330	BOTH NORTH SOUTH *TOTAL	: : 3960 : 2380 : 1580 : 3960	4/6/2004 4/4/2007 4/4/2007	0338-04 0207-07 02/07/07
32 ST	[DWIGHT ST - LANDIS ST]	03600 - 03700	2333	NORTH SOUTH *TOTAL	: : 3070 : 1970 : 5040	4/27/2005 4/27/2005	0202-05 0202-05
32 ST	[N PK WY - UNIVERSITY AV]	03800 - 03900	2334	BOTH NORTH SOUTH *TOTAL	: : 7440 : 4810 : 1930 : 6740	4/6/2004 4/4/2007 4/4/2007	0342-04 0208-07 0208-07
32 ST	[UNIVERSITY AV - LINCOLN AV]	03900 - 04000	2335	NORTH SOUTH *TOTAL	: : 1530 : 1720 : 3250	5/4/2006 5/4/2006	0212-06 0212-06

CITY OF SAN DIEGO - TRAFFIC ENGINEERING
Machine Count Traffic Volumes - City Streets

All From Dates 1/1/2003 to 3/5/2008

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STREET NAME	LIMITS	BLOCK NOS.	STATION NUMBER	DIRECTION	WK-DAY VOLUME	STARTING DATE	FILE NUMBER
LK MURRAY BL	[BLUE LK DR - JACKSON DR]	08330 - 08380	3514	NORTH	: 6100	5/26/2005	0262-05
				SOUTH	: 6070	5/26/2005	0262-05
				*TOTAL	: 12170		
LK MURRAY BL	[BEAVER LK DR - SN CARLOS DR]	08550 - 08600	3513	NORTH	: 7510	5/26/2005	0261-05
				SOUTH	: 7250	5/26/2005	0261-05
				*TOTAL	: 14760		
LOGAN AV	[16 ST - 17 ST]	01600 - 01650	NONE	EAST	: 1080	3/12/2003	0210-03
				WEST	: 1650	3/12/2003	0209-03
				*TOTAL	: 2730		
				EAST	: 1340	2/25/2004	0163-04
				WEST	: 2190	2/25/2004	0164-04
				*TOTAL	: 3530		
LOGAN AV	[SIGSBEE ST - BEARDSLEY ST]	01700 - 01800	2981	EAST	: 1780	1/17/2008	0558-07
				WEST	: 1240	1/17/2008	0558-07
				*TOTAL	: 3010		
LOGAN AV	[C CHAVEZ PY - SD 005 R-C]	01900 - 02000	2980	EAST	: 7730	10/19/2006	0439-06
				WEST	: 1150	10/19/2006	0439-06
				*TOTAL	: 8880		
LOGAN AV	[44 ST - ELIZABETH ST]	04400 - 04450	3031	EAST	: 3680	1/6/2004	0009-04
				WEST	: 4290	1/6/2004	0010-04
				*TOTAL	: 7970		
LOGAN AV	[49 ST - EUCLID AV]	04900 - 05100	3030	EAST	: 5410	1/14/2003	0077-03
				WEST	: 4430	1/14/2003	0078-03
				*TOTAL	: 9840		
				EAST	: 5750	1/17/2006	0005-06
				WEST	: 5410	1/17/2006	0005-06
				*TOTAL	: 11160		
LOMALAND DR	[CATALINA BL - TEMPLE ST]	03800 - 03850	1075	EAST	: 2340	6/24/2004	0481-04

CITY OF SAN DIEGO - TRAFFIC ENGINEERING
Machine Count Traffic Volumes - City Streets

All From Dates 1/1/2003 to 3/5/2008

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STREET NAME	LIMITS	BLOCK NOS.	STATION NUMBER	DIRECTION	WK-DAY VOLUME	STARTING DATE	FILE NUMBER
MAIN SB ST	[ALAMITOS AV - HOLLISTER ST]	02200 - 02300	4311	EAST	11260	12/12/2006	0577-06
				WEST	12270	12/12/2006	0577-06
				*TOTAL	23530		
MAIN ST	[27 ST - 28 ST]	02700 - 02800	2052	EAST	3780	10/17/2006	0419-06
				WEST	3650	10/17/2006	0419-06
				*TOTAL	7440		
MAIN ST	[29 ST - 30 ST]	02900 - 03000	2053	EAST	7460	11/16/2005	0681-05
				WEST	6870	11/16/2005	0681-05
				*TOTAL	14330		
MAIN ST	[RIGEL ST - SIVA ST]	03350 - 03400	3551	WEST	7940	1/7/2003	0056-03
				EAST	9010	1/9/2003	0055-03
				EAST	7990	1/24/2006	0029-06
				WEST	7960	1/24/2006	0029-06
				*TOTAL	15950		
MAIN ST	[VESTA ST - WODEN ST]	03700 - 03740	3550	EAST	7490	1/6/2004	0005-04
				WEST	8620	1/6/2004	0006-04
				*TOTAL	16110		
				EAST	8100	1/18/2007	0027-07
				WEST	7070	1/18/2007	0027-07
				*TOTAL	15170		
MALLARD ST	[ORIOLE ST - SWAN ST]	06300 - 06400	3727	EAST	3620	2/3/2005	0105-05
				WEST	4180	2/3/2005	0105-05
				*TOTAL	7800		
				EAST	3900	2/21/2008	0028-08
				WEST	3690	2/21/2008	0028-08
				*TOTAL	7590		
MANGO DR	[CALAIS DR - D M HTS RD]	13600 - 13800	5057	NORTH	1720	8/26/2004	0603-04
				SOUTH	1550	8/26/2004	0603-04

CITY OF SAN DIEGO - TRAFFIC ENGINEERING
Machine Count Traffic Volumes - City Streets

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STREET NAME	LIMITS	BLOCK NOS.	STATION NUMBER	DIRECTION	WK-DAY VOLUME	STARTING DATE	FILE NUMBER
NARRAGANSETT AV	[STA BARBARA ST - GUIZOT ST]	04400 - 04500	1090	EAST	1620	6/24/2004	0492-04
				WEST	1750	6/24/2004	0492-04
				*TOTAL	3370		
				EAST	1540	6/28/2007	0323-07
				WEST	1930	6/28/2007	0323-07
				*TOTAL	3470		
NATIONAL AV	[COMMERCIAL ST - 16 ST]	01400 - 01600	NONE	EAST	1090	3/12/2003	0211-03
				WEST	1280	3/12/2003	0212-03
				*TOTAL	2370		
				EAST	940	2/25/2004	0161-04
				WEST	1520	2/25/2004	0162-04
				*TOTAL	2460		
NATIONAL AV	[BEARDSLEY ST - C CHAVEZ PY]	01800 - 01900	2721	EAST	2810	11/10/2005	0698-05
				WEST	2490	11/10/2005	0698-05
				*TOTAL	5300		
NATIONAL AV	[EVANS ST - SAMPSON ST]	02100 - 02200	2060	EAST	1780	11/10/2005	0683-05
				WEST	1920	11/10/2005	0683-05
				*TOTAL	3700		
NATIONAL AV	[26 ST - 27 ST]	02600 - 02700	2062	EAST	3510	1/16/2008	0541-07
				WEST	4280	1/16/2008	0541-07
				*TOTAL	7790		
NATIONAL AV	[28 ST - 29 ST]	02800 - 02900	2059	BOTH	13440	10/17/2006	0420-06
NATIONAL AV	[30 ST - 31 ST]	03000 - 03100	2065	EAST	7530	11/3/2005	0684-05
				WEST	6880	11/3/2005	0684-05
				*TOTAL	14410		
NATIONAL AV	[33 ST - 35 ST]	03300 - 03500	3001	EAST	6730	1/7/2003	0060-03
				WEST	6740	1/7/2003	0061-03
				*TOTAL	13470		
				EAST	5930	1/17/2006	0002-06

CITY OF SAN DIEGO - TRAFFIC ENGINEERING
Machine Count Traffic Volumes - City Streets

All From Dates 1/1/2003 to 3/5/2008

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STREET NAME	LIMITS	BLOCK NOS.	STATION NUMBER	DIRECTION	WK-DAY VOLUME	STARTING DATE	FILE NUMBER
SAIPAN DR	[ALLEGHANY ST - POTOMAC ST]	02100 - 02300	NONE	SOUTH	: 1200	2/2/2005	0038-05
				*TOTAL	: 2210		
				NORTH	: 1360	2/10/2005	0104-05
				SOUTH	: 1620	2/10/2005	0104-05
				*TOTAL	: 2990		
				NORTH	: 1350	2/21/2008	0042-08
				SOUTH	: 1400	2/21/2008	0042-08
				*TOTAL	: 2740		
SALMON RIVER RD	[CAL ROSAS - ADOLPHIA ST]	12800 - 12900	5270	NORTH	: 1410	3/1/2005	0137-05
				SOUTH	: 1550	3/1/2005	0137-05
				*TOTAL	: 2960		
				NORTH	: 1280	2/26/2008	0098-08
				SOUTH	: 1410	2/26/2008	0098-08
				*TOTAL	: 2690		
SALMON RIVER RD	[FAIRGROVE LN - PSO MONTALBAN]	13300 - 13400	5269	BOTH	: 4770	2/19/2003	0125-03
SAMPSON ST	[NATIONAL AV - NEWTON AV]	01000 - 01100	2033	NORTH	: 1570	11/15/2005	0680-05
				SOUTH	: 2230	11/15/2005	0680-05
				*TOTAL	: 3800		
SANDROCK RD	[GREYLING DR - MURRAY RDG RD]	03300 - 03380	6171	NORTH	: 4520	9/26/2006	0357-06
				SOUTH	: 5210	9/26/2006	0357-06
				*TOTAL	: 9730		
SANDROCK RD	[GLENHAVEN ST - HAVETEUR WY]	03450 - 03490	6170	NORTH	: 6090	11/3/2005	0583-05
				SOUTH	: 5790	11/3/2005	0583-05
				*TOTAL	: 11880		
SANTO RD	[FRIARS RD - ADM BAKER RD]	02350 - 02400	8024	SOUTH	: 4790	4/17/2003	0468-03
				NORTH	: 4860	4/19/2003	0467-03
				NORTH	: 4730	5/20/2003	0509-03
				SOUTH	: 5340	5/20/2003	0510-03

CITY OF SAN DIEGO - TRAFFIC ENGINEERING
Machine Count Traffic Volumes - City Streets

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STREET NAME	LIMITS	BLOCK NOS.	STATION NUMBER	DIRECTION	WK-DAY VOLUME	STARTING DATE	FILE NUMBER
VALLEY RD	[CAL ABAJO - REO DR]	05700 - 05900	3094	EAST	3260	3/21/2007	0160-07
				WEST	3650	3/21/2007	0160-07
				*TOTAL	6910		
VALLEY RD	[REO DR - TONAWANDA DR]	05900 - 05999	3093	EAST	6490	2/1/2005	0029-05
				WEST	6240	2/1/2005	0029-05
				*TOTAL	12730		
				EAST	3070	2/19/2008	0047-08
				WEST	2940	2/19/2008	0047-08
				*TOTAL	6010		
VAN DYKE AV	[ADAMS AV - ALDINE DR]	04700 - 04729	3381	NORTH	3460	5/4/2006	0226-06
				SOUTH	3360	5/4/2006	0226-06
				*TOTAL	6820		
VANDEVER AV	[RIVERDALE ST - MSS GORGE RD]	04400 - 04500	9231	EAST	4190	5/27/2005	0367-05
				WEST	2530	5/27/2005	0367-05
				*TOTAL	7050		
VANDEVER AV	[MSS GORGE RD - DECENA DR]	04500 - 04550	NONE	EAST	940	5/17/2005	0368-05
				WEST	770	5/17/2005	0368-05
				*TOTAL	1710		
VESTA ST	[ACACIA ST - BIRCH ST]	01700 - 01800	3356	BOTH	5050	1/7/2003	0057-03
				NORTH	2640	1/24/2006	0024-06
VESTA ST	[DALBERGIA ST - MAIN ST]	02000 - 02100	3355	BOTH	4650	2/5/2003	0109-03
				NORTH	2610	1/24/2006	0023-06
				SOUTH	2290	1/24/2006	0023-06
				*TOTAL	4900		
VETERANS HOSP DR	[L J VILGE DR - N/O]	00001 - 00009	NONE	NORTH	10020	11/30/2006	0592-06
				SOUTH	9560	11/30/2006	0592-06
				*TOTAL	19580		

Prepared by NDS/ATD

Volumes for: Tuesday, June 10, 2008	City: San Diego	Project #: 08-4149-015
Location: National Ave btwn Beardsley St & Cesar Chavez Pkwy		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			2	0	12:00			41	48
00:15			0	0	12:15			34	37
00:30			0	1	12:30			27	32
00:45			1	3	12:45			22	124
01:00			0	0	13:00			33	39
01:15			0	1	13:15			48	49
01:30			1	2	13:30			24	32
01:45			0	1	13:45			41	146
02:00			0	0	14:00			24	28
02:15			0	1	14:15			26	32
02:30			0	0	14:30			29	36
02:45			0	0	14:45			35	114
03:00			2	1	15:00			36	39
03:15			0	0	15:15			43	45
03:30			0	5	15:30			26	29
03:45			0	2	15:45			26	131
04:00			0	2	16:00			31	19
04:15			0	3	16:15			34	27
04:30			2	4	16:30			47	26
04:45			10	12	16:45			31	143
05:00			6	5	17:00			69	28
05:15			10	13	17:15			31	19
05:30			17	17	17:30			25	28
05:45			13	46	17:45			22	147
06:00			11	14	18:00			28	28
06:15			17	14	18:15			26	22
06:30			20	23	18:30			34	29
06:45			14	62	18:45			24	112
07:00			12	19	19:00			20	17
07:15			15	25	19:15			15	14
07:30			27	33	19:30			5	6
07:45			19	73	19:45			3	43
08:00			12	44	20:00			2	7
08:15			12	37	20:15			0	9
08:30			31	38	20:30			3	7
08:45			15	70	20:45			2	7
09:00			24	33	21:00			2	5
09:15			27	32	21:15			1	14
09:30			26	32	21:30			4	8
09:45			36	113	21:45			5	12
10:00			21	28	22:00			7	3
10:15			14	21	22:15			9	7
10:30			29	32	22:30			5	3
10:45			33	97	22:45			3	24
11:00			28	35	23:00			1	3
11:15			20	26	23:15			3	6
11:30			23	23	23:30			1	1
11:45			42	113	23:45			0	5

Total Vol.	592	800	1392	1008	1044	2052
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Daily Totals					
	NB	SB	EB	WB	
			1600	1844	
			3444		

	AM			PM		
Split %	42.5%	57.5%	40.4 %	49.1%	50.9%	59.6 %
Peak Hour	11:45	11:45	11:45	16:15	13:00	13:00
Volume	144	162	306	181	162	308
P.H.F.	0.86	0.84	0.86	0.66	0.83	0.79

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-015
Location: National Ave btwn Beardsley St & Cesar Chavez Pkwy		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			3	0	12:00			45	55
00:15			2	0	12:15			29	36
00:30			0	2	12:30			26	35
00:45			1	6	12:45			25	125
				1				17	143
				3					268
				9					
01:00			0	1	13:00			37	37
01:15			2	2	13:15			51	49
01:30			1	2	13:30			21	36
01:45			0	3	13:45			40	149
				2				45	167
				7					316
				10					
02:00			0	0	14:00			19	28
02:15			0	2	14:15			28	36
02:30			0	1	14:30			36	35
02:45			1	1	14:45			32	115
				0				40	139
				3					254
				4					
03:00			1	1	15:00			38	39
03:15			2	0	15:15			42	47
03:30			0	6	15:30			28	39
03:45			0	3	15:45			23	131
				2				29	154
				9					285
				12					
04:00			2	1	16:00			28	17
04:15			1	2	16:15			37	25
04:30			1	6	16:30			43	30
04:45			12	16	16:45			33	141
				7				37	109
				16					250
				32					
05:00			4	9	17:00			72	34
05:15			7	16	17:15			33	19
05:30			22	17	17:30			20	28
05:45			9	42	17:45			30	155
				19				28	109
				61					264
				103					
06:00			13	9	18:00			30	30
06:15			17	17	18:15			29	24
06:30			13	23	18:30			39	30
06:45			18	61	18:45			23	121
				26				30	114
				75					235
				136					
07:00			8	24	19:00			27	17
07:15			19	28	19:15			17	18
07:30			18	33	19:30			6	8
07:45			25	70	19:45			5	55
				34				13	56
				119					111
				189					
08:00			8	46	20:00			1	7
08:15			11	37	20:15			1	8
08:30			35	36	20:30			3	9
08:45			16	70	20:45			2	7
				31				13	37
				150					44
				220					
09:00			32	29	21:00			1	9
09:15			24	31	21:15			0	16
09:30			27	36	21:30			6	11
09:45			31	114	21:45			5	12
				38				7	43
				134					55
				248					
10:00			25	28	22:00			9	1
10:15			15	15	22:15			7	6
10:30			30	30	22:30			9	5
10:45			31	101	22:45			5	30
				31				7	19
				104					49
				205					
11:00			35	36	23:00			0	4
11:15			27	22	23:15			1	8
11:30			30	25	23:30			1	1
11:45			44	136	23:45			0	2
				40				4	17
				123					19
				259					
Total Vol.			623	804	1427			1043	1107
									2150

Total Vol.	325	554	2121	1615	1184	2103
	Daily Totals					
	NB		SB	EB	WB	
			Combined	1666	1911	
	3577					
Split %	AM			PM		
	43.7%	56.3%	39.9%	48.5%	51.5%	60.1%
Peak Hour	11:30	11:45	11:45	16:15	13:00	13:00
Volume	148	166	310	185	167	316
P.H.F.	0.82	0.75	0.78	0.64	0.85	0.79

Volumes for: Wednesday, May 25, 2005

City: San Diego

Project #: 05-4126-001

Location: National Ave. E/o Cesar Chavez Pkwy.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			8	24	12:00			15	24
00:15			21	22	12:15			20	21
00:30			21	23	12:30			18	17
00:45			22	72	12:45			16	69
01:00			20	17	13:00			17	26
01:15			20	16	13:15			14	38
01:30			19	15	13:30			23	32
01:45			18	77	13:45			12	66
02:00			14	16	14:00			29	28
02:15			16	18	14:15			30	24
02:30			18	14	14:30			31	31
02:45			21	69	14:45			34	124
03:00			17	18	15:00			42	16
03:15			14	15	15:15			40	18
03:30			20	11	15:30			23	21
03:45			13	64	15:45			41	146
04:00			31	15	16:00			47	21
04:15			33	21	16:15			47	32
04:30			33	20	16:30			50	39
04:45			38	135	16:45			51	195
05:00			30	24	17:00			42	45
05:15			33	16	17:15			38	30
05:30			26	24	17:30			31	37
05:45			45	134	17:45			47	158
06:00			24	20	18:00			30	20
06:15			28	14	18:15			31	21
06:30			39	11	18:30			20	19
06:45			33	124	18:45			18	99
07:00			34	19	19:00			17	15
07:15			40	22	19:15			19	17
07:30			39	22	19:30			20	20
07:45			51	164	19:45			22	78
08:00			50	18	20:00			31	12
08:15			45	20	20:15			20	16
08:30			43	15	20:30			21	15
08:45			43	181	20:45			18	90
09:00			57	26	21:00			15	10
09:15			44	13	21:15			17	12
09:30			50	15	21:30			15	18
09:45			39	190	21:45			20	67
10:00			32	12	22:00			13	7
10:15			48	10	22:15			17	16
10:30			42	14	22:30			6	24
10:45			34	156	22:45			12	48
11:00			24	10	23:00			16	29
11:15			17	13	23:15			11	43
11:30			16	10	23:30			12	59
11:45			22	79	23:45			25	64

Total Vol.		1445	811	2256		1204	1184	2388
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Split %	AM			PM		
	NB	SB	Combined	NB	SB	Combined
	64.1%	35.9%	48.6%	50.4%	49.6%	51.4%
Peak Hour	08:45	07:30		16:00	23:00	16:15
Volume	194	91	263	195	172	346
P.H.F.	0.85	0.95	0.95	0.96	0.73	0.95

A-58

Volumes for: Thursday, November 10, 2005

City: San Diego

FILE#: 0683-05

Location: NATIONAL AV (EVANS ST - SAMPSON ST)

[2060]

ADT: 3700

AM Period	EB		WB		PM Period		EB		WB	
00:00	2		6		12:00		18		39	
00:15	0		0		12:15		22		44	
00:30	2		1		12:30		24		29	
00:45	2	6	5	12	12:45		20	84	39	151
01:00	4		1		13:00		22		31	
01:15	0		1		13:15		32		47	
01:30	2		5		13:30		24		39	
01:45	1	7	0	7	13:45		25	103	30	147
02:00	2		3		14:00		31		38	
02:15	0		0		14:15		32		39	
02:30	1		3		14:30		37		36	
02:45	1	4	0	6	14:45		31	131	47	160
03:00	0		0		15:00		46		39	
03:15	0		0		15:15		37		26	
03:30	4		0		15:30		34		29	
03:45	1	5	1	1	15:45		31	148	29	123
04:00	1		0		16:00		29		34	
04:15	2		1		16:15		36		32	
04:30	5		0		16:30		46		34	
04:45	6	14	6	7	16:45		32	143	29	129
05:00	8		1		17:00		35		39	
05:15	8		5		17:15		29		25	
05:30	17		18		17:30		41		26	
05:45	14	47	14	38	17:45		34	139	31	121
06:00	14		13		18:00		24		18	
06:15	11		8		18:15		28		26	
06:30	29		34		18:30		19		23	
06:45	19	73	21	76	18:45		24	95	29	96
07:00	19		13		19:00		17		16	
07:15	16		23		19:15		25		17	
07:30	18		23		19:30		11		9	
07:45	17	70	32	91	19:45		13	66	14	56
08:00	34		32		20:00		10		9	
08:15	24		52		20:15		23		14	
08:30	32		25		20:30		14		18	
08:45	29	119	22	131	20:45		14	61	17	58
09:00	41		46		21:00		14		17	
09:15	30		42		21:15		11		3	
09:30	31		26		21:30		10		13	
09:45	48	150	36	150	21:45		6	41	13	46
10:00	38		42		22:00		17		17	
10:15	34		36		22:15		8		8	
10:30	13		23		22:30		4		6	
10:45	25	110	23	124	22:45		5	34	6	37
11:00	26		39		23:00		8		5	
11:15	22		22		23:15		7		6	
11:30	24		31		23:30		6		1	
11:45	32	104	40	132	23:45		2	23	5	17
Total Vol.	709		775				1068		1141	

Split %	AM				PM		
	47.8%	52.2%	40.2%		48.3%	51.7%	59.8%
Peak Hour	09:30	11:30	09:00		14:30	14:15	14:15
Volume	151	154	300		151	161	307
P.H.F.	0.79	0.88	0.86		0.82	0.86	0.90

0683-05

Prepared by NDS/ATD

Volumes for: Tuesday, June 10, 2008	City: San Diego	Project #: 08-4149-016
Location: National Ave btwn Sampson St & 27th St		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			4	5	12:00			78	88
00:15			2	6	12:15			72	70
00:30			22	6	12:30			73	80
00:45			11	39	12:45			57	280
01:00			4	4	13:00			78	83
01:15			0	3	13:15			69	87
01:30			3	4	13:30			83	117
01:45			2	9	13:45			73	303
02:00			1	2	14:00			90	96
02:15			3	4	14:15			79	84
02:30			8	9	14:30			155	105
02:45			2	14	14:45			143	467
03:00			2	4	15:00			107	89
03:15			1	9	15:15			111	105
03:30			2	12	15:30			99	83
03:45			1	6	15:45			86	403
04:00			0	19	16:00			84	63
04:15			3	49	16:15			72	59
04:30			1	58	16:30			64	59
04:45			3	7	16:45			56	276
05:00			8	135	17:00			65	47
05:15			16	136	17:15			59	40
05:30			25	135	17:30			75	55
05:45			30	79	17:45			52	251
06:00			25	113	18:00			45	69
06:15			21	78	18:15			43	37
06:30			36	69	18:30			60	42
06:45			28	110	18:45			40	188
07:00			18	47	19:00			23	44
07:15			24	45	19:15			26	33
07:30			18	46	19:30			37	29
07:45			31	91	19:45			29	115
08:00			27	63	20:00			26	29
08:15			29	57	20:15			32	24
08:30			33	69	20:30			27	24
08:45			42	131	20:45			36	121
09:00			40	60	21:00			23	24
09:15			51	79	21:15			21	18
09:30			60	66	21:30			24	30
09:45			56	207	21:45			22	90
10:00			46	69	22:00			18	15
10:15			64	65	22:15			23	20
10:30			55	72	22:30			29	15
10:45			70	235	22:45			5	75
11:00			65	74	23:00			11	10
11:15			51	84	23:15			14	12
11:30			72	73	23:30			11	6
11:45			65	253	23:45			5	41

Total Vol.			1181	2428	3609			2610	2494	5104
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Daily Totals				
NB	SB		EB	WB
		Combined	3791	4922
8713				

AM				PM		
Split %	32.7%	67.3%	41.4 %	51.1%	48.9%	58.6 %
Peak Hour	11:45	05:00	11:45	14:30	13:15	14:30
Volume	288	504	591	516	396	911
P.H.F.	0.92	0.93	0.89	0.83	0.85	0.88

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-016
Location: National Ave btwn Sampson St & 27th St		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB				
00:00			3	6	12:00			74	69				
00:15			4	7	12:15			71	69				
00:30			20	9	12:30			71	56				
00:45			14	41	8	30	71	12:45	68	284	90	284	568
01:00			6	6	13:00			79	91				
01:15			0	1	13:15			52	98				
01:30			3	4	13:30			74	91				
01:45			1	10	4	15	25	13:45	54	259	104	384	643
02:00			1	2	14:00			70	93				
02:15			4	4	14:15			72	80				
02:30			4	7	14:30			134	102				
02:45			3	12	8	21	33	14:45	113	389	95	370	759
03:00			2	2	15:00			153	87				
03:15			0	12	15:15			124	70				
03:30			1	11	15:30			99	90				
03:45			1	4	18	43	47	15:45	92	468	69	316	784
04:00			2	23	16:00			76	61				
04:15			4	50	16:15			71	59				
04:30			2	65	16:30			65	55				
04:45			5	13	92	230	243	16:45	75	287	72	247	534
05:00			8	136	17:00			75	61				
05:15			13	128	17:15			56	58				
05:30			19	135	17:30			61	59				
05:45			26	66	108	507	573	17:45	44	236	63	241	477
06:00			15	94	18:00			38	48				
06:15			32	82	18:15			43	56				
06:30			22	68	18:30			53	43				
06:45			12	81	75	319	400	18:45	34	168	41	188	356
07:00			22	36	19:00			42	43				
07:15			24	27	19:15			29	37				
07:30			10	52	19:30			48	39				
07:45			31	87	66	181	268	19:45	44	163	24	143	306
08:00			29	59	20:00			37	28				
08:15			24	55	20:15			35	32				
08:30			28	52	20:30			17	29				
08:45			33	114	66	232	346	20:45	36	125	24	113	238
09:00			30	61	21:00			35	26				
09:15			31	47	21:15			20	28				
09:30			32	49	21:30			20	34				
09:45			24	117	54	211	328	21:45	24	99	23	111	210
10:00			33	46	22:00			13	20				
10:15			48	47	22:15			11	15				
10:30			35	53	22:30			25	16				
10:45			43	159	60	206	365	22:45	6	55	7	58	113
11:00			48	60	23:00			15	10				
11:15			41	52	23:15			7	8				
11:30			41	67	23:30			7	5				
11:45			47	177	61	240	417	23:45	6	35	14	37	72

Total Vol.		881	2235	3116		2568	2492	5060
Daily Totals								
		NB	SB	EB	WB			
				Combined	3449	4727		
				8176				
		AM			PM			
Split %		28.3%	71.7%	38.1%	50.8%	49.2%	61.9%	
Peak Hour		11:45	05:00	05:00	14:30	13:15	14:30	
Volume		263	507	573	524	386	878	
P.H.F.		0.89	0.93	0.93	0.86	0.93	0.91	

Prepared by NDS/ATD

Volumes for: Tuesday, June 10, 2008	City: San Diego	Project #: 08-4149-017
Location: Boston Ave btwn 29th St & 30th St		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			1	5	12:00			17	16			
00:15			2	6	12:15			12	19			
00:30			7	4	12:30			10	17			
00:45			2	12	2	17	29	15	54	22	74	128
01:00			3	1	13:00			12	28			
01:15			3	0	13:15			15	20			
01:30			0	1	13:30			12	26			
01:45			3	9	2	4	13	10	49	16	90	139
02:00			2	0	14:00			16	22			
02:15			0	3	14:15			9	39			
02:30			1	3	14:30			12	43			
02:45			0	3	1	7	10	16	53	37	141	194
03:00			0	1	15:00			22	53			
03:15			0	2	15:15			31	42			
03:30			0	1	15:30			18	37			
03:45			0	0	1	5	5	20	91	32	164	255
04:00			0	4	16:00			18	26			
04:15			1	0	16:15			17	14			
04:30			0	5	16:30			20	17			
04:45			4	5	7	16	21	15	70	18	75	145
05:00			3	12	17:00			12	28			
05:15			6	15	17:15			19	32			
05:30			11	20	17:30			17	19			
05:45			20	40	14	61	101	8	56	12	91	147
06:00			10	26	18:00			14	20			
06:15			11	19	18:15			7	11			
06:30			15	24	18:30			11	17			
06:45			9	45	21	90	135	18	50	24	72	122
07:00			4	20	19:00			10	18			
07:15			7	11	19:15			15	10			
07:30			9	20	19:30			10	7			
07:45			11	31	29	80	111	8	43	7	42	85
08:00			15	27	20:00			9	10			
08:15			11	24	20:15			4	13			
08:30			9	13	20:30			10	8			
08:45			2	37	19	83	120	8	31	11	42	73
09:00			8	16	21:00			7	4			
09:15			15	19	21:15			11	9			
09:30			13	11	21:30			21	4			
09:45			15	51	21	67	118	11	50	6	23	73
10:00			9	24	22:00			8	7			
10:15			13	19	22:15			5	5			
10:30			15	14	22:30			12	7			
10:45			9	46	21	78	124	7	32	4	23	55
11:00			13	19	23:00			1	11			
11:15			15	25	23:15			3	4			
11:30			15	25	23:30			9	1			
11:45			20	63	20	89	152	3	16	2	18	34

Total Vol.		342	597	939			595	855	1450
Daily Totals									
		NB	SB	EB	WB				
				937	1452				
				2389					
Split %	AM	36.4%	63.6%	39.3%	PM	41.0%	59.0%	60.7%	
Peak Hour	11:15	07:30	11:15		15:00	14:30	14:30		
Volume	67	100	153		91	175	256		
P.H.F.	0.84	0.86	0.96		0.73	0.83	0.85		

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-017
Location: Boston Ave btwn 29th St & 30th St		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			4	3	12:00			22	11			
00:15			2	1	12:15			24	12			
00:30			1	1	12:30			24	23			
00:45			2	9	4	9	18	15	85	19	65	150
01:00			0	0	13:00			12	13			
01:15			3	2	13:15			23	15			
01:30			0	4	13:30			13	20			
01:45			0	3	2	8	11	9	57	13	61	118
02:00			0	0	14:00			10	20			
02:15			3	0	14:15			9	18			
02:30			0	0	14:30			8	35			
02:45			0	3	3	3	6	13	40	51	124	164
03:00			0	0	15:00			17	82			
03:15			5	2	15:15			24	65			
03:30			3	3	15:30			25	36			
03:45			1	9	1	6	15	17	83	27	210	293
04:00			0	5	16:00			13	45			
04:15			2	2	16:15			15	29			
04:30			3	3	16:30			19	27			
04:45			3	8	5	15	23	16	63	24	125	188
05:00			2	9	17:00			14	29			
05:15			6	14	17:15			13	20			
05:30			14	16	17:30			15	29			
05:45			20	42	11	50	92	10	52	16	94	146
06:00			28	13	18:00			13	24			
06:15			23	17	18:15			10	24			
06:30			11	26	18:30			6	19			
06:45			5	67	31	87	154	3	32	13	80	112
07:00			5	14	19:00			11	15			
07:15			8	16	19:15			10	20			
07:30			10	26	19:30			5	20			
07:45			14	37	20	76	113	15	41	12	67	108
08:00			9	20	20:00			11	8			
08:15			10	13	20:15			13	10			
08:30			13	21	20:30			14	16			
08:45			18	50	14	68	118	11	49	12	46	95
09:00			13	10	21:00			9	7			
09:15			6	21	21:15			6	9			
09:30			8	18	21:30			5	11			
09:45			3	30	24	73	103	5	25	15	42	67
10:00			7	23	22:00			9	10			
10:15			8	15	22:15			6	10			
10:30			13	17	22:30			3	5			
10:45			8	36	21	76	112	3	21	5	30	51
11:00			15	34	23:00			0	3			
11:15			27	26	23:15			6	4			
11:30			17	17	23:30			2	6			
11:45			23	82	9	86	168	3	11	2	15	26

Total Vol.		376	557	933		559	959	1518
Daily Totals								
		NB	SB	EB	WB			
				Combined	935	1516		
				2451				
Split %								
		AM				PM		
		40.3%	59.7%	38.1%		36.8%	63.2%	61.9%
Peak Hour		11:45	10:30	11:00		12:00	14:45	14:45
Volume		93	98	168		85	234	313
P.H.F.		0.97	0.72	0.79		0.89	0.71	0.79

Volumes for: Tuesday, February 21, 2006

City: San Diego

Project #: 06-4059-009

Location: Main St. w/o Cesar Chavez Blvd.

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			3	0	12:00			20	16
00:15			0	0	12:15			15	13
00:30			2	0	12:30			10	10
00:45			0	5	12:45			13	58
				3				15	54
				3					112
01:00			0	0	13:00			21	10
01:15			0	0	13:15			8	9
01:30			1	4	13:30			16	9
01:45			0	1	13:45			13	58
				3				15	43
				7					101
02:00			0	0	14:00			17	22
02:15			0	0	14:15			10	24
02:30			0	2	14:30			13	24
02:45			0	0	14:45			14	54
				0				16	86
				2					140
03:00			2	0	15:00			26	16
03:15			0	1	15:15			28	30
03:30			1	0	15:30			24	13
03:45			2	5	15:45			13	91
				0				8	67
				1					158
04:00			2	1	16:00			26	17
04:15			2	3	16:15			20	22
04:30			0	1	16:30			25	1
04:45			1	5	16:45			27	98
				0				9	49
				5					147
05:00			0	4	17:00			22	8
05:15			1	3	17:15			22	10
05:30			0	4	17:30			26	2
05:45			5	6	17:45			26	96
				6				2	22
				17					118
06:00			2	1	18:00			19	6
06:15			2	7	18:15			9	8
06:30			6	7	18:30			1	3
06:45			4	14	18:45			4	33
				8				7	24
				23					57
07:00			3	10	19:00			6	8
07:15			13	16	19:15			5	6
07:30			18	26	19:30			4	4
07:45			9	43	19:45			4	19
				22				2	20
				74					39
08:00			18	16	20:00			2	7
08:15			17	32	20:15			0	0
08:30			19	46	20:30			5	2
08:45			16	70	20:45			0	7
				21				0	9
				115					16
09:00			11	9	21:00			4	1
09:15			16	11	21:15			0	0
09:30			13	11	21:30			2	1
09:45			19	59	21:45			1	7
				6				3	3
				37					5
				96					12
10:00			16	9	22:00			3	1
10:15			18	3	22:15			5	2
10:30			4	19	22:30			3	0
10:45			16	54	22:45			0	11
				9				2	5
				40					16
11:00			21	8	23:00			1	2
11:15			12	22	23:15			4	4
11:30			12	10	23:30			12	2
11:45			19	64	23:45			1	18
				7				2	10
				47					28
				111					

Total Vol.

326 371 697

550 394 944

NB	SB	EB	WB	Combined
		876	765	1641

Split %	AM	PM	Combined
	46.8%	53.2%	42.5%

Peak Hour	08:00	07:45	08:00
Volume	70	116	185
P.H.F.	0.92	0.63	0.71

PM	16:00	14:00	14:30
	58.3%	41.7%	57.5%

98	86	167
0.91	0.90	0.72

A-52

Prepared by NDS/ATD

Volumes for: Tuesday, June 10, 2008	City: San Diego	Project #: 08-4149-018
Location: Main St btwn Cesar Chavez Pkwy & Sampson St		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			1	3	12:00			25	24			
00:15			0	1	12:15			14	40			
00:30			2	4	12:30			20	23			
00:45			3	6	0	8	14	33	92	23	110	202
01:00			0	4	13:00			22	16			
01:15			2	0	13:15			26	23			
01:30			0	2	13:30			18	17			
01:45			2	4	2	8	12	18	84	24	80	164
02:00			0	0	14:00			22	21			
02:15			0	0	14:15			27	38			
02:30			2	0	14:30			20	33			
02:45			0	2	0	0	2	29	98	39	131	229
03:00			0	1	15:00			20	25			
03:15			0	0	15:15			16	26			
03:30			0	1	15:30			30	28			
03:45			2	2	0	2	4	15	81	18	97	178
04:00			0	0	16:00			20	16			
04:15			5	1	16:15			26	25			
04:30			6	5	16:30			37	14			
04:45			12	23	3	9	32	21	104	13	68	172
05:00			14	11	17:00			18	24			
05:15			26	5	17:15			17	21			
05:30			27	21	17:30			18	15			
05:45			26	93	27	64	157	11	64	18	78	142
06:00			22	33	18:00			9	10			
06:15			25	26	18:15			8	9			
06:30			17	38	18:30			6	5			
06:45			23	87	38	135	222	6	29	4	28	57
07:00			17	22	19:00			5	11			
07:15			13	32	19:15			3	3			
07:30			14	28	19:30			4	8			
07:45			14	58	32	114	172	7	19	8	30	49
08:00			13	34	20:00			3	4			
08:15			11	26	20:15			6	4			
08:30			16	36	20:30			5	7			
08:45			18	58	25	121	179	6	20	2	17	37
09:00			14	24	21:00			1	4			
09:15			18	25	21:15			3	5			
09:30			18	22	21:30			3	2			
09:45			20	70	19	90	160	4	11	3	14	25
10:00			16	25	22:00			2	6			
10:15			14	17	22:15			5	4			
10:30			18	26	22:30			4	3			
10:45			14	62	15	83	145	3	14	2	15	29
11:00			19	25	23:00			3	3			
11:15			12	22	23:15			4	1			
11:30			21	32	23:30			2	2			
11:45			18	70	25	104	174	2	11	0	6	17

Total Vol.	535	738	1273	627	674	1301
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Daily Totals

NB	SB	EB	WB
		1162	1412

2574

	AM			PM		
Split %	42.0%	58.0%	49.5 %	48.2%	51.8%	50.5 %
Peak Hour	05:15	06:00	06:00	16:00	14:15	14:15
Volume	101	135	222	104	135	231
P.H.F.	0.94	0.89	0.91	0.70	0.87	0.85

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-018
Location: Main St btwn Cesar Chavez Pkwy & Sampson St		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			2	3	12:00			21	27			
00:15			2	1	12:15			19	26			
00:30			1	1	12:30			17	24			
00:45			1	6	0	5	11	16	73	26	103	176
01:00			2	1	13:00			25	22			
01:15			0	1	13:15			17	23			
01:30			2	0	13:30			20	27			
01:45			1	5	1	3	8	20	82	24	96	178
02:00			1	0	14:00			14	22			
02:15			0	0	14:15			18	38			
02:30			0	0	14:30			27	45			
02:45			1	2	0	0	2	26	85	33	138	223
03:00			0	0	15:00			15	33			
03:15			0	1	15:15			20	23			
03:30			4	0	15:30			24	30			
03:45			1	5	0	1	6	22	81	25	111	192
04:00			1	2	16:00			22	19			
04:15			6	1	16:15			18	24			
04:30			7	3	16:30			22	18			
04:45			12	26	7	13	39	21	83	26	87	170
05:00			16	11	17:00			21	18			
05:15			23	14	17:15			17	15			
05:30			32	21	17:30			19	15			
05:45			27	98	28	74	172	13	70	16	64	134
06:00			17	25	18:00			9	10			
06:15			29	33	18:15			7	12			
06:30			34	46	18:30			8	11			
06:45			23	103	31	135	238	6	30	7	40	70
07:00			17	22	19:00			3	5			
07:15			13	32	19:15			9	3			
07:30			14	28	19:30			4	6			
07:45			15	59	31	113	172	9	25	10	24	49
08:00			13	30	20:00			3	9			
08:15			11	28	20:15			6	7			
08:30			16	32	20:30			8	3			
08:45			18	58	21	111	169	5	22	5	24	46
09:00			12	13	21:00			4	2			
09:15			13	27	21:15			2	6			
09:30			17	14	21:30			4	5			
09:45			22	64	27	81	145	2	12	7	20	32
10:00			13	25	22:00			3	4			
10:15			14	22	22:15			2	1			
10:30			14	21	22:30			6	8			
10:45			21	62	21	89	151	1	12	2	15	27
11:00			23	30	23:00			2	1			
11:15			21	27	23:15			2	2			
11:30			26	27	23:30			4	1			
11:45			18	88	26	110	198	2	10	0	4	14

Total Vol.			576	735	1311			585	726	1311
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Daily Totals				
NB	SB		EB	WB
		Combined	1161	1461
2622				

AM				PM			
Split %	43.9%	56.1%	50.0%	44.6%	55.4%	50.0%	
Peak Hour	05:45	06:00	05:45	14:30	14:15	14:15	
Volume	107	135	239	88	149	235	
P.H.F.	0.79	0.73	0.75	0.81	0.83	0.82	

COUNTS UNLIMITED INC
25424 JACLYN AVENUE
MORENO VALLEY CA 92557
951-247-6716

Page 1

CITY OF SAN DIEGO
MAIN STREET
B/ 27TH STREET - 28TH STREET
24 HOUR DIRECTIONAL VOLUME COUNT

FILE# : 0419-06
STATION# : 2052
DATE : 10/17/06
ADT : 7440

Start Time	17-Oct-06 Tue	EASTBOUND		Hour Totals		WESTBOUND		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		8	67			7	72				
12:15		10	58			6	52				
12:30		26	54			18	52				
12:45		19	43	63	222	14	43	45	219	108	441
01:00		13	64			2	57				
01:15		9	44			7	63				
01:30		8	54			8	37				
01:45		7	49	37	211	7	44	24	201	61	412
02:00		6	67			6	43				
02:15		7	68			8	46				
02:30		7	149			7	57				
02:45		8	136	28	420	14	65	35	211	63	631
03:00		4	214			0	76				
03:15		3	215			7	64				
03:30		0	121			8	47				
03:45		5	95	12	645	12	41	27	228	39	873
04:00		5	106			10	41				
04:15		10	103			23	29				
04:30		11	123			29	51				
04:45		12	81	38	413	31	32	93	153	131	566
05:00		9	86			59	23				
05:15		18	71			111	29				
05:30		24	48			130	24				
05:45		28	30	79	235	128	19	428	95	507	330
06:00		29	34			113	18				
06:15		30	25			96	18				
06:30		28	26			92	21				
06:45		20	21	107	106	62	18	363	75	470	181
07:00		38	18			72	19				
07:15		28	18			68	12				
07:30		25	15			106	16				
07:45		17	12	108	63	119	17	365	64	473	127
08:00		37	18			66	20				
08:15		31	15			80	18				
08:30		32	13			50	15				
08:45		41	11	141	57	34	15	230	68	371	125
09:00		51	14			36	13				
09:15		41	17			34	15				
09:30		33	20			30	15				
09:45		46	10	171	61	47	23	147	66	318	127
10:00		58	7			44	24				
10:15		35	7			49	16				
10:30		42	35			44	24				
10:45		59	3	194	52	55	13	192	77	386	129
11:00		72	15			45	9				
11:15		60	17			48	7				
11:30		70	20			62	9				
11:45		58	9	260	61	56	9	211	34	471	95
Total		1238	2546	1238	2546	2160	1491	2160	1491	3398	4037
Combined Total		3784		3784		3651		3651		7435	
AM Peak		10:45				05:15					
Vol.		261				482					
P.H.F.		0.906				0.927					
PM Peak			02:30				02:30				
Vol.			714				262				
P.H.F.			0.830				0.862				
Percentage		32.7%	67.3%			59.2%	40.8%				
ADT/AADT		ADT 7,435		AADT 7,435							

Prepared by NDS/ATD

Volumes for: Tuesday, June 10, 2008	City: San Diego	Project #: 08-4149-019
Location: Main St btwn 28th St & 32nd St		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			19	16	12:00			69	104
00:15			11	13	12:15			81	114
00:30			26	10	12:30			86	71
00:45			17	73	12:45			82	318
01:00			9	10	13:00			80	103
01:15			2	5	13:15			77	98
01:30			5	3	13:30			83	79
01:45			6	22	13:45			78	318
02:00			4	5	14:00			98	109
02:15			5	3	14:15			101	76
02:30			7	11	14:30			142	103
02:45			4	20	14:45			157	498
03:00			6	5	15:00			141	94
03:15			3	4	15:15			149	106
03:30			1	9	15:30			134	89
03:45			1	11	15:45			131	555
04:00			7	20	16:00			140	94
04:15			11	32	16:15			141	68
04:30			12	53	16:30			117	66
04:45			16	46	16:45			117	515
05:00			28	108	17:00			113	73
05:15			37	147	17:15			118	69
05:30			30	125	17:30			90	60
05:45			40	135	17:45			75	396
06:00			55	114	18:00			53	51
06:15			66	142	18:15			57	42
06:30			67	144	18:30			44	40
06:45			79	267	18:45			49	203
07:00			92	117	19:00			46	49
07:15			74	103	19:15			52	33
07:30			61	96	19:30			36	56
07:45			82	309	19:45			39	173
08:00			60	74	20:00			30	30
08:15			59	84	20:15			33	32
08:30			44	65	20:30			25	32
08:45			66	229	20:45			16	104
09:00			47	68	21:00			27	34
09:15			56	67	21:15			40	48
09:30			38	72	21:30			28	36
09:45			55	196	21:45			27	122
10:00			56	64	22:00			33	32
10:15			51	67	22:15			33	21
10:30			69	85	22:30			35	23
10:45			70	246	22:45			20	121
11:00			81	86	23:00			15	18
11:15			78	84	23:15			15	10
11:30			88	104	23:30			25	13
11:45			81	328	23:45			16	71

Total Vol.	1882	3015	4897	3394	2844	6238
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Daily Totals					
	NB	SB	EB	WB	
			5276	5859	
			11135		

	AM			PM		
Split %	38.4%	61.6%	44.0%	54.4%	45.6%	56.0%
Peak Hour	11:00	05:45	06:15	14:30	14:30	14:30
Volume	328	554	805	589	411	1000
P.H.F.	0.93	0.90	0.95	0.94	0.95	0.94

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-019
Location: Main St btwn 28th St & 32nd St		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			12	10	12:00			86	91
00:15			9	9	12:15			85	126
00:30			16	10	12:30			84	99
00:45			18	55	12:45			97	352
01:00			10	13	13:00			60	76
01:15			5	10	13:15			54	85
01:30			7	7	13:30			82	97
01:45			5	27	13:45			67	263
02:00			3	3	14:00			94	94
02:15			2	6	14:15			95	95
02:30			1	5	14:30			124	92
02:45			8	14	14:45			145	458
03:00			8	3	15:00			169	113
03:15			7	4	15:15			172	118
03:30			5	9	15:30			176	112
03:45			3	23	15:45			158	675
04:00			8	20	16:00			159	100
04:15			14	29	16:15			133	68
04:30			12	38	16:30			123	70
04:45			18	52	16:45			106	521
05:00			21	96	17:00			135	64
05:15			29	145	17:15			90	78
05:30			40	139	17:30			77	51
05:45			51	141	17:45			76	378
06:00			57	121	18:00			57	43
06:15			82	119	18:15			59	57
06:30			97	133	18:30			52	51
06:45			79	315	18:45			53	221
07:00			79	102	19:00			48	43
07:15			70	111	19:15			52	37
07:30			59	111	19:30			46	40
07:45			73	281	19:45			34	180
08:00			55	84	20:00			25	52
08:15			52	90	20:15			33	36
08:30			97	81	20:30			32	44
08:45			90	294	20:45			36	126
09:00			56	58	21:00			24	28
09:15			49	87	21:15			29	26
09:30			53	71	21:30			39	30
09:45			48	206	21:45			32	124
10:00			48	68	22:00			26	29
10:15			53	78	22:15			22	26
10:30			64	95	22:30			33	17
10:45			72	237	22:45			27	108
11:00			87	119	23:00			13	13
11:15			100	92	23:15			14	17
11:30			84	79	23:30			22	13
11:45			76	347	23:45			10	59

Total Vol.	1992	3044	5036	3465	2896	6361
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Daily Totals

NB	SB	EB	WB
		5457	5940
11397			

Split %	AM	PM
	39.6%	54.5%
	60.4%	45.5%
	44.2%	55.8%
Peak Hour	11:00	15:00
Volume	347	675
P.H.F.	0.87	0.96

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STREET NAME	LIMITS	BLOCK NOS.	STATION NUMBER	DIRECTION	WK-DAY VOLUME	STARTING DATE	FILE NUMBER
MAIN SB ST	[ALAMITOS AV - HOLLISTER ST]	02200 - 02300	4311	EAST	11260	12/12/2006	0577-06
				WEST	12270	12/12/2006	0577-06
				*TOTAL	23530		
MAIN ST	[27 ST - 28 ST]	02700 - 02800	2052	EAST	3780	10/17/2006	0419-06
				WEST	3650	10/17/2006	0419-06
				*TOTAL	7440		
MAIN ST	[29 ST - 30 ST]	02900 - 03000	2053	EAST	7460	11/16/2005	0681-05
				WEST	6870	11/16/2005	0681-05
				*TOTAL	14330		
MAIN ST	[RIGEL ST - SIVA ST]	03350 - 03400	3551	WEST	7940	1/7/2003	0056-03
				EAST	9010	1/9/2003	0055-03
				EAST	7990	1/24/2006	0029-06
				WEST	7960	1/24/2006	0029-06
				*TOTAL	15950		
MAIN ST	[VESTA ST - WODEN ST]	03700 - 03740	3550	EAST	7490	1/6/2004	0005-04
				WEST	8620	1/6/2004	0006-04
				*TOTAL	16110		
				EAST	8100	1/18/2007	0027-07
				WEST	7070	1/18/2007	0027-07
MALLARD ST	[ORIOLE ST - SWAN ST]	06300 - 06400	3727	EAST	3620	2/3/2005	0105-05
				WEST	4180	2/3/2005	0105-05
				*TOTAL	7800		
				EAST	3900	2/21/2008	0028-08
				WEST	3690	2/21/2008	0028-08
MANGO DR	[CALAIS DR - D M HTS RD]	13600 - 13800	5057	*TOTAL	7590		
				NORTH	1720	8/26/2004	0603-04
				SOUTH	1550	8/26/2004	0603-04

Volumes for: Tuesday, January 24, 2006

City: San Diego

FILE#: 0029-06

Location: MAIN ST (RIGEL ST - SIVA ST)

[3551]

ADT: 15950

AM Period	WB	EB	PM Period	WB	EB
00:00	17	12	12:00	94	121
00:15	11	16	12:15	126	125
00:30	30	16	12:30	131	151
00:45	14	72	12:45	107	458
	16	60		134	531
					989
01:00	7	8	13:00	109	139
01:15	7	11	13:15	104	109
01:30	12	6	13:30	105	134
01:45	11	37	13:45	120	438
	8	33		101	483
					921
02:00	10	5	14:00	106	134
02:15	7	2	14:15	109	139
02:30	7	6	14:30	168	142
02:45	10	34	14:45	163	546
	10	23		146	561
					1107
03:00	1	6	15:00	196	132
03:15	5	5	15:15	207	120
03:30	7	8	15:30	194	152
03:45	13	26	15:45	240	837
	22	41		131	535
					1372
04:00	6	21	16:00	263	142
04:15	8	22	16:15	265	116
04:30	4	39	16:30	263	112
04:45	11	29	16:45	286	1077
	54	136		106	476
					1553
05:00	13	82	17:00	266	85
05:15	26	70	17:15	257	100
05:30	47	106	17:30	247	76
05:45	58	144	17:45	220	990
	140	398		81	342
					1332
06:00	61	122	18:00	183	110
06:15	74	118	18:15	136	81
06:30	89	109	18:30	92	82
06:45	87	311	18:45	82	493
	128	477		105	378
					871
07:00	92	138	19:00	87	60
07:15	79	169	19:15	61	58
07:30	59	186	19:30	64	61
07:45	58	288	19:45	61	273
	154	647		62	241
					514
08:00	59	134	20:00	74	65
08:15	59	106	20:15	54	62
08:30	55	112	20:30	40	54
08:45	62	235	20:45	52	220
	120	472		51	232
					452
09:00	60	111	21:00	64	49
09:15	67	129	21:15	64	39
09:30	84	115	21:30	34	29
09:45	98	309	21:45	32	194
	108	463		49	166
					360
10:00	86	134	22:00	36	39
10:15	85	126	22:15	40	36
10:30	74	115	22:30	36	32
10:45	95	340	22:45	20	132
	120	495		28	135
					267
11:00	95	121	23:00	27	35
11:15	104	136	23:15	30	18
11:30	102	144	23:30	23	18
11:45	106	407	23:45	19	99
	134	535		24	95
					194

Total Vol.	2232	3780	6012	5757	4175	9932
Daily Totals						
	WB	EB				Combined
	7989	7955				15944

AM			PM		
Split %	37.1%	62.9%	58.0%	42.0%	62.3%
Peak Hour	11:45	07:00	11:45	16:15	14:00
Volume	457	647	988	1080	561
P.H.F.	0.87	0.87	0.88	0.96	0.96

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Machine Count Traffic Volumes - City Streets

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STREET NAME	LIMITS	BLOCK NOS.	STATION NUMBER	DIRECTION	WK-DAY VOLUME	STARTING DATE	FILE NUMBER
19 ST	[COMMERCIAL ST - IMPERIAL AV]	00001 - 00100	2094	NORTH	: 3834	1/16/2008	0543-07
19 ST	[K ST - SD 005 R-B]	00300 - 00320	2095	NORTH 1-WY	: 11190	11/16/2005	0689-05
25 ST	[COMMERCIAL ST - IMPERIAL AV]	00001 - 00100	2172	NORTH	: 3718	1/16/2008	0545-07
				SOUTH	: 3340	1/16/2008	0545-07
				*TOTAL	: 7060		
25 ST	[K ST - J ST]	00300 - 00400	2171	NORTH	: 4960	11/10/2005	0690-05
				SOUTH	: 5110	11/10/2005	0690-05
				*TOTAL	: 10070		
25 ST	[MARKET ST - G ST]	00600 - 00700	2175	NORTH	: 6920	10/17/2006	0427-6
				SOUTH	: 6130	10/17/2006	0427-06
				*TOTAL	: 13040		
25 ST	[E ST - BROADWAY]	00900 - 01000	2170	NORTH	: 5570	10/17/2006	0426-06
				SOUTH	: 7090	10/17/2006	0426-06
				*TOTAL	: 12660		
25 ST	[BROADWAY - C ST]	01000 - 01100	2173	NORTH	: 5100	11/16/2005	0691-05
				SOUTH	: 5460	11/16/2005	0691-05
				*TOTAL	: 10560		
26 ST	[NEWTON AV (N) - NATIONAL AV]	01100S - 01000S	NONE	BOTH	: 2380	2/4/2003	0163-03
26 ST	[B ST - A ST]	01200 - 01300	2811	NORTH	: 2640	10/25/2006	0438-06
				SOUTH	: 3160	10/25/2006	0438-06
				*TOTAL	: 5800		
26 ST RD	[GOLF COURSE DR - CMTO CTRO]	01400 - 01650	2810	BOTH	: 11870	3/10/2004	0213-04
				NORTH	: 6660	3/13/2007	0146-07
				SOUTH	: 4990	3/13/2007	0146-07
				*TOTAL	: 11650		
27 SB ST	[CORONADO SB AV - CMTO SECOYA]	01100 - 01250	4341	NORTH	: 2120	12/7/2005	0651-05

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STREET NAME	LIMITS	BLOCK NOS.	STATION NUMBER	DIRECTION	WK-DAY VOLUME	STARTING DATE	FILE NUMBER
28 ST	[C ST - B ST]	01100 - 01200	2182	*TOTAL	: 8930		
28 ST	[MAIN ST - BOSTON AV]	01300S - 01200S	2020	NORTH	: 12380	11/8/2005	0679-05
				SOUTH	: 13640	11/8/2005	0679-05
				*TOTAL	: 26020		
28 ST	[HARBOR DR - MAIN ST]	01399S - 01300S	2021	NORTH	: 9710	11/8/2005	0677-05
				SOUTH	: 9690	11/8/2005	0677-05
				*TOTAL	: 18400		
28 ST	[ASH ST - BEECH ST]	01400 - 01500	2183	BOTH	: 3870	4/23/2003	0484-03
				NORTH	: 2170	3/9/2006	0158-06
				SOUTH	: 1760	3/9/2006	0158-06
				*TOTAL	: 3930		
30 ST	[K ST (W) - J ST]	00300 - 00400	2197	NORTH	: 1130	1/16/2008	0549-07
				SOUTH	: 1530	1/16/2008	0549-07
				*TOTAL	: 2660		
30 ST	[CLAY AV - WEBSTER AV]	00300S - 00200S	2195	NORTH	: 1630	1/16/2008	0548-07
				SOUTH	: 1320	1/16/2008	0548-07
				*TOTAL	: 2940		
30 ST	[E ST - BROADWAY]	00900 - 01000	2190	NORTH	: 2170	1/16/2008	0547-07
				SOUTH	: 2290	1/16/2008	0547-07
				*TOTAL	: 4460		
30 ST	[BROADWAY - C ST]	01000 - 01100	2191	NORTH	: 8190	10/17/2006	0429-06
				SOUTH	: 7820	10/17/2006	0429-06
				*TOTAL	: 16010		
30 ST	[C ST - B ST]	01100 - 01200	2192	NORTH	: 7550	11/17/2005	0693-05
				SOUTH	: 5830	11/17/2005	0693-05
				*TOTAL	: 13380		
30 ST	[FIR ST - GRAPE ST]	01900 - 02000	2312	BOTH	: 3340	3/30/2004	0288-04
				NORTH	: 1600	4/4/2007	0203-07

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STREET NAME	LIMITS	BLOCK NOS.	STATION NUMBER	DIRECTION	WK-DAY VOLUME	STARTING DATE	FILE NUMBER
32 ST	[G ST - F ST]	00700 - 00800	2005	SOUTH *TOTAL	: : 4270 : 7030	10/17/2006	0413-06
32 ST	[GREELY AV - MARTIN AV (S)]	00800S - 00710S	2002	NORTH SOUTH *TOTAL	: : 2050 : 2300 : 4350	1/16/2008 1/16/2008	0538-07 0538-07
32 ST	[NEWTON AV - NATIONAL AV]	01100S - 01000S	2000	NORTH SOUTH *TOTAL	: : 2670 : 2680 : 5350	11/8/2005 11/8/2005	0676-05 0676-05
32 ST	[WABASH BL - UNNAMED 4 RD]	01700S - 01600S	2001	NORTH SOUTH *TOTAL	: : 6430 : 7590 : 14020	10/17/2006 10/17/2006	0411-06 0411-06
32 ST	[MCCANDLESS BL - WABASH BL]	01800S - 01700S	2006	NORTH SOUTH *TOTAL	: : 10540 : 9810 : 20350	1/16/2008 1/16/2008	0540-07 0540-07
32 ST	[THORN ST - UPAS ST]	03300 - 03400	2330	BOTH NORTH SOUTH *TOTAL	: : 3960 : 2380 : 1580 : 3960	4/6/2004 4/4/2007 4/4/2007	0338-04 0207-07 02/07/07
32 ST	[DWIGHT ST - LANDIS ST]	03600 - 03700	2333	NORTH SOUTH *TOTAL	: : 3070 : 1970 : 5040	4/27/2005 4/27/2005	0202-05 0202-05
32 ST	[N PK WY - UNIVERSITY AV]	03800 - 03900	2334	BOTH NORTH SOUTH *TOTAL	: : 7440 : 4810 : 1930 : 6740	4/6/2004 4/4/2007 4/4/2007	0342-04 0208-07 0208-07
32 ST	[UNIVERSITY AV - LINCOLN AV]	03900 - 04000	2335	NORTH SOUTH *TOTAL	: : 1530 : 1720 : 3250	5/4/2006 5/4/2006	0212-06 0212-06

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STREET NAME	LIMITS	BLOCK NOS.	STATION NUMBER	DIRECTION	WK-DAY VOLUME	STARTING DATE	FILE NUMBER
LK MURRAY BL	[BLUE LK DR - JACKSON DR]	08330 - 08380	3514	NORTH	: 6100	5/26/2005	0262-05
				SOUTH	: 6070	5/26/2005	0262-05
				*TOTAL	: 12170		
LK MURRAY BL	[BEAVER LK DR - SN CARLOS DR]	08550 - 08600	3513	NORTH	: 7510	5/26/2005	0261-05
				SOUTH	: 7250	5/26/2005	0261-05
				*TOTAL	: 14760		
LOGAN AV	[16 ST - 17 ST]	01600 - 01650	NONE	EAST	: 1080	3/12/2003	0210-03
				WEST	: 1650	3/12/2003	0209-03
				*TOTAL	: 2730		
				EAST	: 1340	2/25/2004	0163-04
				WEST	: 2190	2/25/2004	0164-04
				*TOTAL	: 3530		
LOGAN AV	[SIGSBEE ST - BEARDSLEY ST]	01700 - 01800	2981	EAST	: 1780	1/17/2008	0558-07
				WEST	: 1240	1/17/2008	0558-07
				*TOTAL	: 3010		
LOGAN AV	[C CHAVEZ PY - SD 005 R-C]	01900 - 02000	2980	EAST	: 7730	10/19/2006	0439-06
				WEST	: 1150	10/19/2006	0439-06
				*TOTAL	: 8880		
LOGAN AV	[44 ST - ELIZABETH ST]	04400 - 04450	3031	EAST	: 3680	1/6/2004	0009-04
				WEST	: 4290	1/6/2004	0010-04
				*TOTAL	: 7970		
LOGAN AV	[49 ST - EUCLID AV]	04900 - 05100	3030	EAST	: 5410	1/14/2003	0077-03
				WEST	: 4430	1/14/2003	0078-03
				*TOTAL	: 9840		
				EAST	: 5750	1/17/2006	0005-06
				WEST	: 5410	1/17/2006	0005-06
				*TOTAL	: 11160		
LOMALAND DR	[CATALINA BL - TEMPLE ST]	03800 - 03850	1075	EAST	: 2340	6/24/2004	0481-04

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STREET NAME	LIMITS	BLOCK NOS.	STATION NUMBER	DIRECTION	WK-DAY VOLUME	STARTING DATE	FILE NUMBER
MAIN SB ST	[ALAMITOS AV - HOLLISTER ST]	02200 - 02300	4311	EAST	11260	12/12/2006	0577-06
				WEST	12270	12/12/2006	0577-06
				*TOTAL	23530		
MAIN ST	[27 ST - 28 ST]	02700 - 02800	2052	EAST	3780	10/17/2006	0419-06
				WEST	3650	10/17/2006	0419-06
				*TOTAL	7440		
MAIN ST	[29 ST - 30 ST]	02900 - 03000	2053	EAST	7460	11/16/2005	0681-05
				WEST	6870	11/16/2005	0681-05
				*TOTAL	14330		
MAIN ST	[RIGEL ST - SIVA ST]	03350 - 03400	3551	WEST	7940	1/7/2003	0056-03
				EAST	9010	1/9/2003	0055-03
				EAST	7990	1/24/2006	0029-06
				WEST	7960	1/24/2006	0029-06
				*TOTAL	15950		
MAIN ST	[VESTA ST - WODEN ST]	03700 - 03740	3550	EAST	7490	1/6/2004	0005-04
				WEST	8620	1/6/2004	0006-04
				*TOTAL	16110		
				EAST	8100	1/18/2007	0027-07
				WEST	7070	1/18/2007	0027-07
MALLARD ST	[ORIOLE ST - SWAN ST]	06300 - 06400	3727	EAST	3620	2/3/2005	0105-05
				WEST	4180	2/3/2005	0105-05
				*TOTAL	7800		
				EAST	3900	2/21/2008	0028-08
				WEST	3690	2/21/2008	0028-08
MANGO DR	[CALAIS DR - D M HTS RD]	13600 - 13800	5057	*TOTAL	7590		
				NORTH	1720	8/26/2004	0603-04
				SOUTH	1550	8/26/2004	0603-04

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STREET NAME	LIMITS	BLOCK NOS.	STATION NUMBER	DIRECTION	WK-DAY VOLUME	STARTING DATE	FILE NUMBER
NARRAGANSETT AV	[STA BARBARA ST - GUIZOT ST]	04400 - 04500	1090	EAST	1620	6/24/2004	0492-04
				WEST	1750	6/24/2004	0492-04
				*TOTAL	3370		
				EAST	1540	6/28/2007	0323-07
				WEST	1930	6/28/2007	0323-07
				*TOTAL	3470		
NATIONAL AV	[COMMERCIAL ST - 16 ST]	01400 - 01600	NONE	EAST	1090	3/12/2003	0211-03
				WEST	1280	3/12/2003	0212-03
				*TOTAL	2370		
				EAST	940	2/25/2004	0161-04
				WEST	1520	2/25/2004	0162-04
				*TOTAL	2460		
NATIONAL AV	[BEARDSLEY ST - C CHAVEZ PY]	01800 - 01900	2721	EAST	2810	11/10/2005	0698-05
				WEST	2490	11/10/2005	0698-05
				*TOTAL	5300		
NATIONAL AV	[EVANS ST - SAMPSON ST]	02100 - 02200	2060	EAST	1780	11/10/2005	0683-05
				WEST	1920	11/10/2005	0683-05
				*TOTAL	3700		
NATIONAL AV	[26 ST - 27 ST]	02600 - 02700	2062	EAST	3510	1/16/2008	0541-07
				WEST	4280	1/16/2008	0541-07
				*TOTAL	7790		
NATIONAL AV	[28 ST - 29 ST]	02800 - 02900	2059	BOTH	13440	10/17/2006	0420-06
				EAST	7530	11/3/2005	0684-05
				WEST	6880	11/3/2005	0684-05
NATIONAL AV	[30 ST - 31 ST]	03000 - 03100	2065	*TOTAL	14410		
				EAST	6730	1/7/2003	0060-03
				WEST	6740	1/7/2003	0061-03
NATIONAL AV	[33 ST - 35 ST]	03300 - 03500	3001	*TOTAL	13470		
				EAST	5930	1/17/2006	0002-06

CITY OF SAN DIEGO - TRAFFIC ENGINEERING
Machine Count Traffic Volumes - City Streets

All From Dates 1/1/2003 to 3/5/2008

5/29/2008

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STREET NAME	LIMITS	BLOCK NOS.	STATION NUMBER	DIRECTION	WK-DAY VOLUME	STARTING DATE	FILE NUMBER
SAIPAN DR	[ALLEGHANY ST - POTOMAC ST]	02100 - 02300	NONE	SOUTH	1200	2/2/2005	0038-05
				*TOTAL	2210		
				NORTH	1360	2/10/2005	0104-05
				SOUTH	1620	2/10/2005	0104-05
				*TOTAL	2990		
				NORTH	1350	2/21/2008	0042-08
				SOUTH	1400	2/21/2008	0042-08
				*TOTAL	2740		
SALMON RIVER RD	[CAL ROSAS - ADOLPHIA ST]	12800 - 12900	5270	NORTH	1410	3/1/2005	0137-05
				SOUTH	1550	3/1/2005	0137-05
				*TOTAL	2960		
				NORTH	1280	2/26/2008	0098-08
				SOUTH	1410	2/26/2008	0098-08
				*TOTAL	2690		
SALMON RIVER RD	[FAIRGROVE LN - PSO MONTALBAN]	13300 - 13400	5269	BOTH	4770	2/19/2003	0125-03
SAMPSON ST	[NATIONAL AV - NEWTON AV]	01000 - 01100	2033	NORTH	1570	11/15/2005	0680-05
				SOUTH	2230	11/15/2005	0680-05
				*TOTAL	3800		
SANDROCK RD	[GREYLING DR - MURRAY RDG RD]	03300 - 03380	6171	NORTH	4520	9/26/2006	0357-06
				SOUTH	5210	9/26/2006	0357-06
				*TOTAL	9730		
SANDROCK RD	[GLENHAVEN ST - HAVETEUR WY]	03450 - 03490	6170	NORTH	6090	11/3/2005	0583-05
				SOUTH	5790	11/3/2005	0583-05
				*TOTAL	11880		
SANTO RD	[FRIARS RD - ADM BAKER RD]	02350 - 02400	8024	SOUTH	4790	4/17/2003	0468-03
				NORTH	4860	4/19/2003	0467-03
				NORTH	4730	5/20/2003	0509-03
				SOUTH	5340	5/20/2003	0510-03

CITY OF SAN DIEGO - TRAFFIC ENGINEERING
Machine Count Traffic Volumes - City Streets

All From Dates 1/1/2003 to 3/5/2008

5/29/2008

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STREET NAME	LIMITS	BLOCK NOS.	STATION NUMBER	DIRECTION	WK-DAY VOLUME	STARTING DATE	FILE NUMBER
VALLEY RD	[CAL ABAJO - REO DR]	05700 - 05900	3094	EAST	3260	3/21/2007	0160-07
				WEST	3650	3/21/2007	0160-07
				*TOTAL	6910		
VALLEY RD	[REO DR - TONAWANDA DR]	05900 - 05999	3093	EAST	6490	2/1/2005	0029-05
				WEST	6240	2/1/2005	0029-05
				*TOTAL	12730		
				EAST	3070	2/19/2008	0047-08
				WEST	2940	2/19/2008	0047-08
				*TOTAL	6010		
VAN DYKE AV	[ADAMS AV - ALDINE DR]	04700 - 04729	3381	NORTH	3460	5/4/2006	0226-06
				SOUTH	3360	5/4/2006	0226-06
				*TOTAL	6820		
VANDEVER AV	[RIVERDALE ST - MSS GORGE RD]	04400 - 04500	9231	EAST	4190	5/27/2005	0367-05
				WEST	2530	5/27/2005	0367-05
				*TOTAL	7050		
VANDEVER AV	[MSS GORGE RD - DECENA DR]	04500 - 04550	NONE	EAST	940	5/17/2005	0368-05
				WEST	770	5/17/2005	0368-05
				*TOTAL	1710		
VESTA ST	[ACACIA ST - BIRCH ST]	01700 - 01800	3356	BOTH	5050	1/7/2003	0057-03
				NORTH	2640	1/24/2006	0024-06
VESTA ST	[DALBERGIA ST - MAIN ST]	02000 - 02100	3355	BOTH	4650	2/5/2003	0109-03
				NORTH	2610	1/24/2006	0023-06
				SOUTH	2290	1/24/2006	0023-06
				*TOTAL	4900		
VETERANS HOSP DR	[L J VILGE DR - N/O]	00001 - 00009	NONE	NORTH	10020	11/30/2006	0592-06
				SOUTH	9560	11/30/2006	0592-06
				*TOTAL	19580		

Prepared by NDS/ATD

Volumes for: Tuesday, June 10, 2008	City: San Diego	Project #: 08-4149-020
Location: Harbor Dr btwn Beardsley St & Cesar Chavez Pkwy		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			28	3	12:00			84	62			
00:15			17	8	12:15			46	82			
00:30			13	7	12:30			52	74			
00:45			9	67	3	21	88	63	245	80	298	543
01:00			7		10			58		92		
01:15			6		1			64		74		
01:30			13		5			64		91		
01:45			6	32	7	23	55	93	279	90	347	626
02:00			8		5			90		109		
02:15			5		2			99		113		
02:30			5		2			101		112		
02:45			2	20	6	15	35	122	412	103	437	849
03:00			0		1			179		99		
03:15			3		11			179		79		
03:30			1		7			186		107		
03:45			1	5	6	25	30	244	788	122	407	1195
04:00			5		11			162		82		
04:15			3		25			227		114		
04:30			7		22			255		122		
04:45			4	19	29	87	106	196	840	101	419	1259
05:00			7		29			224		91		
05:15			15		35			241		108		
05:30			35		80			220		69		
05:45			28	85	96	240	325	110	795	82	350	1145
06:00			52		103			90		109		
06:15			60		113			114		98		
06:30			65		140			107		79		
06:45			67	244	155	511	755	79	390	92	378	768
07:00			85		124			46		72		
07:15			85		166			20		41		
07:30			80		200			23		34		
07:45			53	303	175	665	968	16	105	33	180	285
08:00			62		203			13		34		
08:15			77		129			9		36		
08:30			57		123			14		19		
08:45			75	271	91	546	817	13	49	24	113	162
09:00			55		78			22		16		
09:15			42		88			25		31		
09:30			57		88			16		20		
09:45			51	205	87	341	546	21	84	38	105	189
10:00			77		56			32		20		
10:15			56		62			29		24		
10:30			56		70			21		37		
10:45			53	242	70	258	500	16	98	22	103	201
11:00			72		69			16		11		
11:15			74		82			15		14		
11:30			71		94			14		13		
11:45			79	296	95	340	636	8	53	15	53	106

Total Vol.		1789	3072	4861				4138	3190	7328
Daily Totals										
		NB	SB	EB	WB					
				Combined	5927	6262				
				12189						
Split %										
		AM						PM		
		36.8%	63.2%	39.9%				56.5%	43.5%	60.1%
Peak Hour		06:45	07:15	07:15				16:30	15:45	16:30
Volume		317	744	1024				916	440	1338
P.H.F.		0.93	0.92	0.91				0.90	0.90	0.89

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-020
Location: Harbor Dr btwn Beardsley St & Cesar Chavez Pkwy		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			13	12	12:00			91	93			
00:15			16	4	12:15			51	73			
00:30			15	6	12:30			46	78			
00:45			9	53	7	29	82	64	252	84	328	580
01:00			5	4	13:00			59	77			
01:15			5	6	13:15			64	78			
01:30			12	8	13:30			66	81			
01:45			4	26	7	25	51	99	288	69	305	593
02:00			10	5	14:00			102	81			
02:15			7	4	14:15			102	67			
02:30			3	6	14:30			108	99			
02:45			1	21	5	20	41	136	448	84	331	779
03:00			0	4	15:00			198	63			
03:15			3	11	15:15			158	98			
03:30			1	3	15:30			191	109			
03:45			1	5	10	28	33	234	781	103	373	1154
04:00			3	13	16:00			182	86			
04:15			5	20	16:15			237	102			
04:30			5	22	16:30			284	90			
04:45			1	14	34	89	103	221	924	101	379	1303
05:00			7	35	17:00			218	95			
05:15			20	34	17:15			214	70			
05:30			35	63	17:30			233	91			
05:45			19	81	103	235	316	121	786	73	329	1115
06:00			58	89	18:00			92	96			
06:15			56	118	18:15			104	108			
06:30			68	142	18:30			121	92			
06:45			77	259	150	499	758	77	394	87	383	777
07:00			83	148	19:00			44	53			
07:15			77	159	19:15			27	44			
07:30			75	177	19:30			19	47			
07:45			47	282	195	679	961	11	101	35	179	280
08:00			56	104	20:00			18	34			
08:15			67	127	20:15			10	34			
08:30			62	109	20:30			14	25			
08:45			66	251	93	433	684	16	58	33	126	184
09:00			61	65	21:00			20	27			
09:15			41	74	21:15			32	25			
09:30			49	79	21:30			15	33			
09:45			52	203	83	301	504	27	94	49	134	228
10:00			76	63	22:00			36	27			
10:15			61	71	22:15			39	20			
10:30			64	64	22:30			15	25			
10:45			58	259	80	278	537	20	110	22	94	204
11:00			63	80	23:00			20	22			
11:15			83	79	23:15			19	21			
11:30			72	78	23:30			16	12			
11:45			69	287	73	310	597	7	62	17	72	134

Total Vol.	1741	2926	4667	4298	3033	7331
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Daily Totals					
	NB	SB	EB	WB	
			6039	5959	
	Combined				
	11998				

	AM			PM		
Split %	37.3%	62.7%	38.9%	58.6%	41.4%	61.1%
Peak Hour	11:15	07:00	07:00	16:15	15:30	16:15
Volume	315	679	961	960	400	1348
P.H.F.	0.87	0.87	0.95	0.85	0.92	0.90

Volumes for: Thursday, November 03, 2005

City: San Diego

FILE#: 0695-05

Location: HARBOR DR (C CHAVEZ WY - SAMPSON ST)

[2705]

ADT: 11020

AM Period	EB		WB			PM Period	EB		WB		
00:00	16		24			12:00	140		86		
00:15	14		12			12:15	104		82		
00:30	14		12			12:30	140		98		
00:45	4	48	6	54	102	12:45	94	478	126	392	870
01:00	8		12			13:00	52		102		
01:15	8		6			13:15	56		96		
01:30	12		4			13:30	66		112		
01:45	4	32	14	36	68	13:45	56	230	128	438	668
02:00	2		8			14:00	84		82		
02:15	4		0			14:15	118		78		
02:30	6		4			14:30	140		96		
02:45	2	14	0	12	26	14:45	132	474	66	322	796
03:00	2		2			15:00	146		92		
03:15	4		6			15:15	98		74		
03:30	12		6			15:30	114		80		
03:45	16	34	14	28	62	15:45	132	490	72	318	808
04:00	20		10			16:00	134		74		
04:15	18		26			16:15	144		84		
04:30	18		28			16:30	156		74		
04:45	14	70	30	94	164	16:45	160	594	64	296	890
05:00	14		26			17:00	124		62		
05:15	16		26			17:15	118		58		
05:30	20		24			17:30	84		62		
05:45	30	80	44	120	200	17:45	82	408	56	238	646
06:00	36		50			18:00	86		46		
06:15	44		48			18:15	74		48		
06:30	46		80			18:30	70		26		
06:45	68	194	90	268	462	18:45	56	286	44	164	450
07:00	74		104			19:00	54		34		
07:15	76		126			19:15	64		28		
07:30	64		156			19:30	66		36		
07:45	54	268	150	536	804	19:45	84	268	28	126	394
08:00	36		104			20:00	58		38		
08:15	56		96			20:15	56		26		
08:30	48		86			20:30	60		36		
08:45	78	218	52	338	556	20:45	36	210	30	130	340
09:00	66		60			21:00	30		24		
09:15	54		86			21:15	32		36		
09:30	56		76			21:30	22		28		
09:45	72	248	84	306	554	21:45	36	120	36	124	244
10:00	84		82			22:00	28		22		
10:15	114		78			22:15	30		30		
10:30	122		80			22:30	24		18		
10:45	118	438	84	324	762	22:45	22	104	24	94	198
11:00	86		80			23:00	20		20		
11:15	118		142			23:15	16		16		
11:30	68		82			23:30	14		12		
11:45	138	410	120	424	834	23:45	18	68	10	58	126
Total Vol.	2054		2540		4594		3730		2700		6430

				Daily Totals		
				EB	WB	Combined
				5784	5240	11024
				PM		
Split %	AM			58.0%	42.0%	58.3%
Peak Hour	11:45	07:00	11:45	16:00	13:00	16:00
Volume	522	536	908	594	438	890
P.H.F.	0.93	0.86	0.88	0.93	0.86	0.97

0695-05

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-021
Location: Harbor Dr btwn Sampson St & Schley St		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			23	6	12:00			89	55			
00:15			16	8	12:15			68	72			
00:30			11	11	12:30			72	74			
00:45			11	61	5	30	91	67	296	59	260	556
01:00			8	4	13:00			71	67			
01:15			10	3	13:15			64	53			
01:30			9	5	13:30			75	60			
01:45			5	32	4	16	48	75	285	66	246	531
02:00			5	5	14:00			100	71			
02:15			5	4	14:15			91	64			
02:30			3	3	14:30			122	68			
02:45			10	23	7	19	42	101	414	47	250	664
03:00			3	2	15:00			88	70			
03:15			5	7	15:15			89	66			
03:30			3	5	15:30			107	70			
03:45			1	12	7	21	33	122	406	69	275	681
04:00			9	9	16:00			121	53			
04:15			6	17	16:15			129	49			
04:30			10	17	16:30			165	40			
04:45			16	41	23	66	107	141	556	44	186	742
05:00			23	32	17:00			143	42			
05:15			29	48	17:15			149	43			
05:30			42	61	17:30			106	32			
05:45			47	141	60	201	342	79	477	43	160	637
06:00			34	42	18:00			63	44			
06:15			52	78	18:15			44	33			
06:30			56	87	18:30			32	36			
06:45			44	186	88	295	481	49	188	31	144	332
07:00			61	71	19:00			41	21			
07:15			61	70	19:15			39	30			
07:30			52	103	19:30			28	15			
07:45			51	225	111	355	580	33	141	29	95	236
08:00			40	73	20:00			30	21			
08:15			66	69	20:15			23	14			
08:30			52	76	20:30			29	15			
08:45			47	205	49	267	472	23	105	25	75	180
09:00			52	64	21:00			24	12			
09:15			53	55	21:15			37	11			
09:30			54	47	21:30			95	36			
09:45			58	217	46	212	429	48	204	22	81	285
10:00			68	45	22:00			49	23			
10:15			63	47	22:15			32	17			
10:30			50	50	22:30			61	8			
10:45			58	239	88	230	469	24	166	9	57	223
11:00			77	56	23:00			19	18			
11:15			75	59	23:15			23	14			
11:30			79	47	23:30			19	11			
11:45			70	301	64	226	527	13	74	11	54	128

Total Vol.	1683	1938	3621	3312	1883	5195
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Daily Totals

NB	SB	EB	WB
		4995	3821
8816			

Split %	AM			PM		
	46.5%	53.5%	41.1%	63.8%	36.2%	58.9%
Peak Hour	11:15	07:15	07:00	16:30	15:00	16:30
Volume	313	357	580	598	275	767
P.H.F.	0.88	0.80	0.90	0.91	0.98	0.94

Prepared by NDS/ATD

Volumes for: Thursday, June 12, 2008	City: San Diego	Project #: 08-4149-021
Location: Harbor Dr btwn Sampson St & Schley St		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			28	8	12:00			68	72			
00:15			6	9	12:15			71	72			
00:30			12	5	12:30			60	71			
00:45			6	52	6	28	80	57	256	64	279	535
01:00			10	6	13:00			65	54			
01:15			7	7	13:15			93	87			
01:30			16	4	13:30			86	61			
01:45			15	48	5	22	70	81	325	82	284	609
02:00			10	4	14:00			111	60			
02:15			6	2	14:15			105	68			
02:30			10	3	14:30			112	52			
02:45			7	33	4	13	46	135	463	65	245	708
03:00			6	7	15:00			125	67			
03:15			3	6	15:15			120	71			
03:30			3	10	15:30			170	42			
03:45			5	17	8	31	48	172	587	45	225	812
04:00			9	9	16:00			194	60			
04:15			10	19	16:15			157	46			
04:30			12	18	16:30			192	37			
04:45			19	50	22	68	118	177	720	38	181	901
05:00			22	21	17:00			163	38			
05:15			24	41	17:15			175	45			
05:30			38	67	17:30			113	41			
05:45			52	136	75	204	340	96	547	34	158	705
06:00			39	59	18:00			73	37			
06:15			48	76	18:15			63	24			
06:30			53	74	18:30			46	42			
06:45			51	191	97	306	497	51	233	22	125	358
07:00			45	77	19:00			26	23			
07:15			67	84	19:15			35	30			
07:30			48	98	19:30			28	20			
07:45			54	214	81	340	554	33	122	21	94	216
08:00			48	57	20:00			34	22			
08:15			54	69	20:15			31	15			
08:30			54	58	20:30			34	27			
08:45			54	210	54	238	448	33	132	24	88	220
09:00			47	62	21:00			27	19			
09:15			54	53	21:15			35	18			
09:30			52	52	21:30			36	21			
09:45			68	221	58	225	446	25	123	27	85	208
10:00			53	53	22:00			24	25			
10:15			68	58	22:15			26	23			
10:30			62	66	22:30			58	17			
10:45			64	247	78	255	502	36	144	12	77	221
11:00			86	75	23:00			20	18			
11:15			59	70	23:15			27	10			
11:30			63	66	23:30			15	18			
11:45			63	271	93	304	575	10	72	8	54	126

Total Vol.	1690	2034	3724	3724	1895	5619
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Daily Totals				
NB		SB	EB	WB
		Combined	5414	3929
9343				

	AM			PM		
Split %	45.4%	54.6%	39.9%	66.3%	33.7%	60.1 %
Peak Hour	10:15	06:45	11:00	16:00	13:15	15:45
Volume	280	356	575	720	290	903
P.H.F.	0.81	0.91	0.89	0.93	0.83	0.89

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-022
Location: Harbor Dr btwn Schley St & 28th St		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			1	1	12:00			76	35			
00:15			3	1	12:15			89	40			
00:30			9	1	12:30			80	36			
00:45			0	13	0	3	16	41	286	51	162	448
01:00			3	4	13:00			84	55			
01:15			0	0	13:15			66	41			
01:30			6	8	13:30			78	46			
01:45			5	14	2	14	28	77	305	38	180	485
02:00			0	2	14:00			85	40			
02:15			1	1	14:15			87	47			
02:30			0	0	14:30			107	52			
02:45			9	10	8	11	21	134	413	44	183	596
03:00			2	1	15:00			162	51			
03:15			0	0	15:15			162	39			
03:30			0	0	15:30			173	78			
03:45			0	2	0	1	3	185	682	57	225	907
04:00			1	2	16:00			189	54			
04:15			2	1	16:15			224	56			
04:30			7	12	16:30			214	33			
04:45			5	15	14	29	44	252	879	36	179	1058
05:00			6	17	17:00			226	32			
05:15			8	22	17:15			269	30			
05:30			13	34	17:30			173	33			
05:45			34	61	46	119	180	131	799	30	125	924
06:00			43	50	18:00			112	20			
06:15			55	47	18:15			103	27			
06:30			68	24	18:30			78	27			
06:45			78	244	82	203	447	39	332	33	107	439
07:00			75	68	19:00			39	20			
07:15			60	105	19:15			69	18			
07:30			84	74	19:30			31	14			
07:45			73	292	78	325	617	31	170	16	68	238
08:00			61	119	20:00			33	7			
08:15			57	97	20:15			37	19			
08:30			37	63	20:30			17	14			
08:45			53	208	62	341	549	23	110	4	44	154
09:00			50	67	21:00			26	7			
09:15			45	33	21:15			24	13			
09:30			50	42	21:30			32	7			
09:45			51	196	43	185	381	25	107	3	30	137
10:00			47	34	22:00			36	12			
10:15			47	41	22:15			24	14			
10:30			61	40	22:30			43	18			
10:45			53	208	39	154	362	20	123	9	53	176
11:00			47	45	23:00			25	7			
11:15			53	59	23:15			28	4			
11:30			72	43	23:30			39	8			
11:45			61	233	47	194	427	16	108	7	26	134

Total Vol.	1496	1579	3075	4314	1382	5696
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Daily Totals					
NB		SB	EB	WB	
Combined		5810	2961		
8771					

AM				PM		
Split %	48.7%	51.3%	35.1%	75.7%	24.3%	64.9%
Peak Hour	11:45	07:15	07:15	16:30	15:30	16:30
Volume	306	376	654	961	245	1092
P.H.F.	0.86	0.79	0.91	0.89	0.79	0.91

Prepared by NDS/ATD

Volumes for: Thursday, June 12, 2008	City: San Diego	Project #: 08-4149-022
Location: Harbor Dr btwn Schley St & 28th St		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB			
00:00			10	2	12:00			82	36			
00:15			3	2	12:15			93	40			
00:30			9	2	12:30			73	35			
00:45			0	22	0	6	28	35	283	45	156	439
01:00			4	7	13:00			85	61			
01:15			1	0	13:15			67	44			
01:30			6	6	13:30			88	49			
01:45			6	17	1	14	31	67	307	40	194	501
02:00			1	3	14:00			87	38			
02:15			1	2	14:15			78	50			
02:30			2	0	14:30			123	55			
02:45			6	10	8	13	23	115	403	47	190	593
03:00			1	2	15:00			165	57			
03:15			0	1	15:15			184	42			
03:30			2	0	15:30			178	72			
03:45			0	3	1	4	7	160	687	58	229	916
04:00			1	2	16:00			180	48			
04:15			2	1	16:15			253	57			
04:30			7	14	16:30			243	37			
04:45			7	17	11	28	45	244	920	34	176	1096
05:00			5	15	17:00			231	28			
05:15			10	15	17:15			256	39			
05:30			10	34	17:30			166	30			
05:45			34	59	41	105	164	139	792	20	117	909
06:00			42	45	18:00			97	25			
06:15			56	53	18:15			116	28			
06:30			71	22	18:30			67	20			
06:45			80	249	70	190	439	35	315	36	109	424
07:00			80	67	19:00			36	23			
07:15			64	114	19:15			76	23			
07:30			77	72	19:30			33	11			
07:45			74	295	87	340	635	29	174	22	79	253
08:00			53	121	20:00			32	5			
08:15			54	99	20:15			41	15			
08:30			42	61	20:30			11	19			
08:45			58	207	66	347	554	24	108	5	44	152
09:00			56	68	21:00			34	6			
09:15			46	32	21:15			20	16			
09:30			54	37	21:30			31	5			
09:45			46	202	37	174	376	26	111	3	30	141
10:00			48	35	22:00			32	9			
10:15			46	40	22:15			31	12			
10:30			65	45	22:30			39	24			
10:45			61	220	43	163	383	14	116	11	56	172
11:00			48	46	23:00			26	7			
11:15			60	64	23:15			30	6			
11:30			72	44	23:30			38	6			
11:45			53	233	53	207	440	18	112	8	27	139

Total Vol.		1534	1591	3125		4328	1407	5735
Daily Totals								
		NB	SB	EB	WB			
			Combined	5862	2998			
			8860					
Split %								
		AM		PM				
		49.1%	50.9%	35.3%		75.5%	24.5%	64.7%
Peak Hour		06:45	07:15	07:15		16:30	15:30	16:15
Volume		301	394	662		974	235	1127
P.H.F.		0.94	0.81	0.93		0.95	0.82	0.91

Prepared by NDS/ATD

Volumes for: Wednesday, June 11, 2008	City: San Diego	Project #: 08-4149-023
Location: Harbor Dr btwn 32nd St & Vesta St		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			18	7	12:00			107	135
00:15			10	3	12:15			108	122
00:30			9	5	12:30			108	116
00:45			7	44	4	19	63	111	434
01:00			11	3	13:00			116	101
01:15			3	3	13:15			128	124
01:30			3	3	13:30			165	134
01:45			5	22	5	14	36	166	575
02:00			5	8	14:00			183	130
02:15			3	8	14:15			321	141
02:30			7	12	14:30			256	154
02:45			0	15	15	43	58	248	1008
03:00			3	10	15:00			333	163
03:15			3	22	15:15			298	128
03:30			5	31	15:30			302	107
03:45			11	22	61	124	146	295	1228
04:00			17	101	16:00			308	128
04:15			20	122	16:15			276	99
04:30			37	118	16:30			315	98
04:45			40	114	167	508	622	254	1153
05:00			73	134	17:00			200	88
05:15			68	117	17:15			156	79
05:30			68	131	17:30			127	86
05:45			79	288	165	547	835	104	587
06:00			89	197	18:00			78	51
06:15			57	170	18:15			78	43
06:30			77	215	18:30			68	37
06:45			61	284	177	759	1043	62	286
07:00			68	197	19:00			42	41
07:15			75	138	19:15			55	23
07:30			68	138	19:30			76	29
07:45			73	284	121	594	878	46	219
08:00			80	125	20:00			39	22
08:15			79	105	20:15			50	27
08:30			73	127	20:30			54	21
08:45			81	313	108	465	778	61	204
09:00			94	114	21:00			67	24
09:15			96	110	21:15			41	15
09:30			92	107	21:30			37	19
09:45			93	375	116	447	822	27	172
10:00			99	123	22:00			22	13
10:15			132	107	22:15			16	13
10:30			122	141	22:30			28	17
10:45			122	475	115	486	961	21	87
11:00			114	126	23:00			12	8
11:15			93	130	23:15			7	5
11:30			115	147	23:30			16	10
11:45			96	418	153	556	974	7	42
Total Vol.			2654	4562	7216			5995	3345

Total Vol.	2654	4562	7216			5995	3345	9340
Daily Totals								
		NB	SB	EB	WB			
		Combined		8649	7907			
16556								
Split %	AM			PM				
	36.8%	63.2%	43.6 %					
Peak Hour	10:15	06:00	05:45					
Volume	490	759	1049					
P.H.F.	0.93	0.88	0.90					
				15:00	14:15	14:15		
				1228	610	1768		
				0.92	0.94	0.89		

Prepared by NDS/ATD

Volumes for: Thursday, June 12, 2008	City: San Diego	Project #: 08-4149-023
Location: Harbor Dr btwn 32nd St & Vesta St		

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			31	4	12:00			106	129
00:15			23	4	12:15			95	117
00:30			13	1	12:30			117	128
00:45			7	74	3	12	86	139	457
01:00			12	3	13:00			141	128
01:15			3	3	13:15			127	139
01:30			5	6	13:30			161	136
01:45			4	24	6	18	42	146	575
02:00			5	7	14:00			183	135
02:15			5	8	14:15			223	143
02:30			4	14	14:30			256	143
02:45			4	18	11	40	58	248	910
03:00			2	19	15:00			270	159
03:15			3	25	15:15			343	127
03:30			4	40	15:30			326	105
03:45			9	18	60	144	162	245	1184
04:00			16	100	16:00			314	97
04:15			17	115	16:15			277	94
04:30			29	144	16:30			291	91
04:45			48	110	137	496	606	280	1162
05:00			69	128	17:00			194	93
05:15			83	132	17:15			133	90
05:30			102	132	17:30			104	48
05:45			94	348	137	529	877	69	500
06:00			55	187	18:00			51	51
06:15			55	176	18:15			55	40
06:30			62	192	18:30			54	38
06:45			77	249	198	753	1002	69	229
07:00			71	175	19:00			53	38
07:15			71	111	19:15			64	34
07:30			65	114	19:30			67	30
07:45			95	302	103	503	805	44	228
08:00			70	112	20:00			47	31
08:15			72	91	20:15			40	20
08:30			82	94	20:30			35	30
08:45			80	304	84	381	685	33	155
09:00			95	105	21:00			35	36
09:15			77	104	21:15			37	20
09:30			102	105	21:30			25	12
09:45			104	378	115	429	807	24	121
10:00			94	120	22:00			19	22
10:15			125	124	22:15			17	19
10:30			129	121	22:30			23	11
10:45			115	463	114	479	942	26	85
11:00			138	131	23:00			25	5
11:15			114	129	23:15			19	8
11:30			118	102	23:30			18	6
11:45			107	477	133	495	972	14	76
Total Vol.			2765	4279	7044			5682	3357

Total Vol.	2765	4279	7044				5682	3357	9039
Daily Totals									
		NB	SB	EB		WB			
				Combined	8447	7636			
16083									
AM									
Split %	39.3%	60.7%	43.8%				PM		
Peak Hour	10:15	06:00	06:15				15:15	14:15	14:45
Volume	507	753	1006				1228	597	1730
P.H.F.	0.92	0.95	0.91				0.90	0.94	0.92

Traffic Data Service Southwest Vehicle Counts

Eastbound

VehicleCount-1214

DATASETS:

Site: [28001E] Harbor Dr E/o 32nd St
Direction: 8 - East bound A>B, West bound B>A., Lane: 0
Survey Duration: 08:06 Mon 13 Oct 2003 to 08:30 Fri 17 Oct 2003
File: Z:\mcd\San Diego\2003\280\28001E17OCT2003.EC0 (Plus)
Identifier: A027V8X1 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default

PROFILE:

Filter time: 00:00 Tue 14 Oct 2003 to 00:00 Fri 17 Oct 2003
Included classes: 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Headway: All
Scheme: Scheme F99
Name: Factory default profile
Method: Vehicle classification
Units: Non-Metric (ft, mi, f/s, mph, lb, ton)
In profile: 1943 Vehicles

* Tue 14 Oct 2003 - Total=603, 15 minute drops,

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
5	3	5	10	8	23	21	34	44	46	46	22	41	55	59	37	44	33	21	13	8	8	11	6
1	0	2	1	3	4	8	7	13	10	13	5	5	16	15	11	19	11	12	2	0	1	3	1
3	0	1	3	0	2	4	3	8	12	12	1	18	14	18	5	9	6	5	4	4	0	4	1
1	0	1	2	4	3	5	11	14	8	8	4	10	12	16	11	10	9	2	3	1	3	2	3
0	3	1	4	1	14	4	13	9	16	13	12	8	13	10	10	6	7	2	4	3	4	2	1

AM PkHr 09:15 to 10:15 (n=49), AM PHF=0.77 PM PkHr 13:45 to 14:45 (n=62), PM PHF=0.86

* Wed 15 Oct 2003 - Total=643, 15 minute drops,

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
3	6	3	3	6	24	22	28	44	54	43	48	33	51	58	60	50	42	13	14	14	9	11	4
3	1	0	1	1	3	7	2	13	19	10	14	10	11	10	11	13	11	3	3	2	0	3	1
0	2	1	1	1	1	5	9	9	11	8	7	6	12	19	14	7	10	4	4	6	1	3	1
0	2	1	1	0	4	7	7	9	16	11	19	7	8	10	15	17	8	3	2	4	4	4	0
0	1	1	0	4	16	3	10	13	8	14	8	10	20	19	20	13	13	3	5	2	4	1	2

AM PkHr 08:45 to 09:45 (n=59), AM PHF=0.78 PM PkHr 15:15 to 16:15 (n=62), PM PHF=0.78

* Thu 16 Oct 2003 - Total=697, 15 minute drops,

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
10	4	3	2	7	26	24	35	36	58	36	44	46	45	57	66	56	55	33	23	8	10	6	7
2	2	3	0	1	3	10	6	7	12	14	15	11	7	14	17	11	13	9	4	3	2	1	2
4	0	0	1	0	2	3	6	11	11	10	11	12	8	14	9	17	20	11	11	0	2	2	1
2	0	0	0	0	8	7	11	11	16	8	6	11	13	15	22	10	7	5	6	4	2	1	3
2	2	0	1	6	13	4	12	7	19	4	12	12	17	14	18	18	15	8	2	1	4	2	1

AM PkHr 09:15 to 10:15 (n=60), AM PHF=0.79

Traffic Data Service Southwest

Vehicle Counts

Westbound

VehicleCount-1214

DATASETS:

Site: [28001W] Harbor Dr E/o 32nd St
Direction: 6 - West bound A>B, East bound B>A., **Lane:** 0
Survey Duration: 08:06 Mon 13 Oct 2003 to 08:25 Fri 17 Oct 2003
File: Z:\mcd\San Diego\2003\280\28001W17OCT2003.EC0 (Plus)
Identifier: B102GC7E MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default

PROFILE:

Filter time: 00:00 Tue 14 Oct 2003 to 00:00 Fri 17 Oct 2003
Included classes: 1, 2, 3, 4
Speed range: 0 - 100 mph.
Direction: West (bound)
Headway: All
Scheme: Scheme F99
Name: Factory default profile
Method: Vehicle classification
Units: Non-Metric (ft, mi, f/s, mph, lb, ton)
In profile: 29538 Vehicles

* Tue 14 Oct 2003 - Total=9980, 15 minute drops,

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
50	32	34	110	445	577	938	1040	769	440	440	519	596	654	627	676	648	451	315	212	136	109	98	64	
14	6	7	10	73	101	192	240	217	111	121	115	143	161	150	158	149	120	80	58	42	21	29	22	12
14	6	8	26	121	136	208	292	220	105	93	123	136	156	139	170	171	135	87	58	33	27	32	13	17
7	9	11	30	140	161	266	251	174	103	111	136	162	178	187	175	177	102	83	57	35	28	16	13	9
15	11	8	44	111	179	272	257	158	121	115	145	155	159	151	173	151	94	65	39	26	33	21	16	16

AM PkHr 06:30 to 07:30 (n=1070), AM PHF=0.92 PM PkHr 15:00 to 16:00 (n=676), PM PHF=0.97

* Wed 15 Oct 2003 - Total=9750, 15 minute drops,

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
54	29	24	33	232	563	991	968	525	434	506	584	612	659	642	663	603	525	357	235	180	138	120	73	
12	8	6	4	32	92	221	232	195	109	132	125	139	150	159	187	150	126	102	68	39	45	26	26	17
17	10	5	7	55	145	228	252	121	117	118	157	166	178	155	185	166	158	88	58	47	33	38	9	7
9	3	4	9	74	146	268	277	99	107	122	159	151	179	169	158	156	118	87	44	53	29	29	25	17
16	8	9	13	71	180	274	207	110	101	134	143	156	152	159	133	131	123	80	65	41	31	27	13	12

AM PkHr 06:45 to 07:45 (n=1035), AM PHF=0.93 PM PkHr 14:30 to 15:30 (n=700), PM PHF=0.94

* Thu 16 Oct 2003 - Total=9808, 15 minute drops,

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
53	47	33	41	227	605	983	1001	614	395	422	549	578	700	617	682	641	470	377	244	196	133	127	73	
17	12	14	7	37	80	197	288	191	107	97	125	123	174	155	179	161	148	111	55	55	47	29	15	-
7	5	8	9	53	156	237	221	180	103	103	152	147	154	146	174	174	128	97	58	52	33	34	18	-
17	14	6	11	64	170	295	280	134	92	113	148	163	201	177	174	159	89	91	63	43	24	33	20	-
12	16	5	14	73	199	254	212	109	93	109	124	145	171	139	155	147	105	78	68	46	29	31	20	-

AM PkHr 06:15 to 07:15 (n=1074), AM PHF=0.91

APPENDIX F

- Intersection LOS Worksheets

Barrio Logan CPU
1: Commercial St & 16th St

Existing Conditions
Timing Plan: AM Peak



Movement	EBL2	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0			4.0	
Lane Util. Factor		1.00			1.00			0.95			0.95	
Frpb, ped/bikes		0.99			1.00			0.99			0.98	
Flpb, ped/bikes		1.00			1.00			0.99			1.00	
Frt		0.98			0.98			0.96			0.95	
Flt Protected		1.00			1.00			0.99			1.00	
Satd. Flow (prot)		1803			1813			3313			3274	
Flt Permitted		0.99			0.97			0.92			0.94	
Satd. Flow (perm)		1792			1768			3094			3105	
Volume (vph)	3	83	19	13	125	22	9	20	9	7	49	29
Peak-hour factor, PHF	0.92	0.82	0.82	0.91	0.91	0.91	0.95	0.95	0.92	0.76	0.76	0.76
Adj. Flow (vph)	3	101	23	14	137	24	9	21	10	9	64	38
RTOR Reduction (vph)	0	15	0	0	0	0	0	4	0	0	15	0
Lane Group Flow (vph)	0	112	0	0	175	0	0	36	0	0	96	0
Confl. Peds. (#/hr)	16		15	15		16	36		12	12		36
Confl. Bikes (#/hr)						1			6			
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		10.9			10.9			35.1			35.1	
Effective Green, g (s)		10.9			10.9			35.1			35.1	
Actuated g/C Ratio		0.19			0.19			0.60			0.60	
Clearance Time (s)		4.0			4.0			4.0			4.0	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		333			328			1850			1857	
v/s Ratio Prot												
v/s Ratio Perm		0.06			0.10			0.01			0.03	
v/c Ratio		0.33			0.53			0.02			0.05	
Uniform Delay, d1		20.8			21.6			4.8			4.9	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.6			1.7			0.0			0.1	
Delay (s)		21.4			23.3			4.8			4.9	
Level of Service		C			C			A			A	
Approach Delay (s)		21.4			23.3			4.8			4.9	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM Average Control Delay		29.3			HCM Level of Service			C				
HCM Volume to Capacity ratio		0.18										
Actuated Cycle Length (s)		58.7			Sum of lost time (s)			12.0				
Intersection Capacity Utilization		52.5%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												



Movement	SWR
Lane Configurations	↗
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.0
Lane Util. Factor	1.00
Frpb, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.86
Flt Protected	1.00
Satd. Flow (prot)	1611
Flt Permitted	1.00
Satd. Flow (perm)	1611
Volume (vph)	20
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	22
RTOR Reduction (vph)	0
Lane Group Flow (vph)	22
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
Heavy Vehicles (%)	2%
Turn Type	custom
Protected Phases	9
Permitted Phases	
Actuated Green, G (s)	0.7
Effective Green, g (s)	0.7
Actuated g/C Ratio	0.01
Clearance Time (s)	4.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	19
v/s Ratio Prot	c0.01
v/s Ratio Perm	
v/c Ratio	1.16
Uniform Delay, d1	29.0
Progression Factor	1.00
Incremental Delay, d2	260.5
Delay (s)	289.5
Level of Service	F
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Barrio Logan CPU
2: National Ave & 16th St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	4	30	14	3	101	25	11	34	12	24	36	13
Peak Hour Factor	0.92	0.92	0.92	0.70	0.70	0.70	0.75	0.75	0.75	0.76	0.76	0.76
Hourly flow rate (vph)	4	33	15	4	144	36	15	45	16	32	47	17
Pedestrians		7			14			16			19	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			2	
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (ft)	668											
pX, platoon unblocked												
vC, conflicting volume	199			64			266	272	54	267	262	188
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	199			64			266	272	54	267	262	188
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			97	93	98	95	92	98
cM capacity (veh/h)	1349			1516			586	611	977	583	619	804
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	21	32	4	180	76	96						
Volume Left	4	0	4	0	15	32						
Volume Right	0	15	0	36	16	17						
cSH	1349	1700	1516	1700	657	632						
Volume to Capacity	0.00	0.02	0.00	0.11	0.12	0.15						
Queue Length 95th (ft)	0	0	0	0	10	13						
Control Delay (s)	1.6	0.0	7.4	0.0	11.2	11.7						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.6		0.2		11.2	11.7						
Approach LOS					B	B						
Intersection Summary												
Average Delay			5.0									
Intersection Capacity Utilization			25.0%	ICU Level of Service				A				
Analysis Period (min)			15									

Barrio Logan CPU
3: National Ave & Sigsbee St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.97		1.00	0.99			0.99			0.99	
Flpb, ped/bikes	0.98	1.00		0.97	1.00			0.99			1.00	
Frt	1.00	0.92		1.00	0.98			0.95			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (prot)	1731	1666		1720	1804			1717			1766	
Flt Permitted	0.68	1.00		0.72	1.00			0.90			0.99	
Satd. Flow (perm)	1246	1666		1299	1804			1570			1754	
Volume (vph)	2	22	26	11	79	15	38	26	33	4	40	18
Peak-hour factor, PHF	0.78	0.78	0.78	0.82	0.82	0.82	0.73	0.73	0.73	0.74	0.74	0.74
Adj. Flow (vph)	3	28	33	13	96	18	52	36	45	5	54	24
RTOR Reduction (vph)	0	26	0	0	14	0	0	16	0	0	9	0
Lane Group Flow (vph)	3	35	0	13	100	0	0	117	0	0	74	0
Confl. Peds. (#/hr)	21		25	25		21	37		14	14		37
Confl. Bikes (#/hr)						3			3			1
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases	4			8			2			6		
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	9.8	9.8		9.8	9.8			30.8			30.8	
Effective Green, g (s)	9.8	9.8		9.8	9.8			30.8			30.8	
Actuated g/C Ratio	0.20	0.20		0.20	0.20			0.63			0.63	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	251	336		262	364			995			1112	
v/s Ratio Prot	0.02			c0.06								
v/s Ratio Perm	0.00			0.01				c0.07			0.04	
v/c Ratio	0.01	0.10		0.05	0.27			0.12			0.07	
Uniform Delay, d1	15.5	15.8		15.6	16.4			3.5			3.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.1		0.1	0.4			0.1			0.0	
Delay (s)	15.5	16.0		15.7	16.8			3.6			3.4	
Level of Service	B	B		B	B			A			A	
Approach Delay (s)	15.9			16.7				3.6			3.4	
Approach LOS	B			B				A			A	
Intersection Summary												
HCM Average Control Delay	9.6			HCM Level of Service			A					
HCM Volume to Capacity ratio	0.15											
Actuated Cycle Length (s)	48.6			Sum of lost time (s)			8.0					
Intersection Capacity Utilization	33.7%			ICU Level of Service			A					
Analysis Period (min)	15											
c Critical Lane Group												

Barrio Logan CPU
4: Newton Ave & Sigsbee St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	5	22	12	3	34	20	14	75	9	13	50	15
Peak Hour Factor	0.61	0.61	0.61	0.84	0.84	0.84	0.79	0.79	0.79	0.81	0.81	0.81
Hourly flow rate (vph)	8	36	20	4	40	24	18	95	11	16	62	19
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	64	68	124	96								
Volume Left (vph)	8	4	18	16								
Volume Right (vph)	20	24	11	19								
Hadj (s)	-0.12	-0.17	0.01	-0.05								
Departure Headway (s)	4.3	4.3	4.3	4.3								
Degree Utilization, x	0.08	0.08	0.15	0.11								
Capacity (veh/h)	782	781	801	798								
Control Delay (s)	7.7	7.7	8.1	7.8								
Approach Delay (s)	7.7	7.7	8.1	7.8								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.9									
HCM Level of Service			A									
Intersection Capacity Utilization			25.8%	ICU Level of Service		A						
Analysis Period (min)			15									

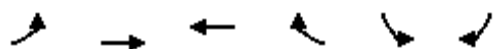
Barrio Logan CPU
5: Main St & Sigsbee St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	5	1	6	4	61	1	39	5	31	42	2
Peak Hour Factor	0.58	0.58	0.58	0.84	0.84	0.84	0.80	0.80	0.80	0.85	0.85	0.85
Hourly flow rate (vph)	2	9	2	7	5	73	1	49	6	36	49	2
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	12	85	56	88								
Volume Left (vph)	2	7	1	36								
Volume Right (vph)	2	73	6	2								
Hadj (s)	-0.02	-0.46	-0.03	0.10								
Departure Headway (s)	4.3	3.8	4.2	4.3								
Degree Utilization, x	0.01	0.09	0.06	0.10								
Capacity (veh/h)	804	917	834	823								
Control Delay (s)	7.3	7.1	7.4	7.7								
Approach Delay (s)	7.3	7.1	7.4	7.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.4									
HCM Level of Service			A									
Intersection Capacity Utilization			22.5%	ICU Level of Service					A			
Analysis Period (min)			15									

Barrio Logan CPU
6: Harbor Dr & Sigsbee St

Existing Conditions
Timing Plan: AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↑↑		↖	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	22	197	946	27	21	31
Peak Hour Factor	0.77	0.77	0.89	0.89	0.72	0.72
Hourly flow rate (vph)	29	256	1063	30	29	43
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					Raised	
Median storage veh					0	
Upstream signal (ft)			1319			
pX, platoon unblocked						
vC, conflicting volume	1093				1263	547
vC1, stage 1 conf vol					1078	
vC2, stage 2 conf vol					185	
vCu, unblocked vol	1093				1263	547
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	95				84	91
cM capacity (veh/h)	634				180	481
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	29	128	128	709	385	72
Volume Left	29	0	0	0	0	29
Volume Right	0	0	0	0	30	43
cSH	634	1700	1700	1700	1700	287
Volume to Capacity	0.05	0.08	0.08	0.42	0.23	0.25
Queue Length 95th (ft)	4	0	0	0	0	24
Control Delay (s)	10.9	0.0	0.0	0.0	0.0	21.7
Lane LOS	B					C
Approach Delay (s)	1.1			0.0		21.7
Approach LOS						C
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			37.0%		ICU Level of Service	A
Analysis Period (min)			15			

Barrio Logan CPU
7: Logan Ave & Beardsley St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	Stop
Volume (vph)	0	60	14	83	98	0	18	0	57	89	157	26
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.78	0.78	0.78	0.76	0.76	0.76
Hourly flow rate (vph)	0	65	15	88	104	0	23	0	73	117	207	34
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total (vph)	80	88	104	96	358							
Volume Left (vph)	0	88	0	23	117							
Volume Right (vph)	15	0	0	73	34							
Hadj (s)	-0.08	0.53	0.03	-0.37	0.04							
Departure Headway (s)	5.4	6.3	5.8	4.8	4.8							
Degree Utilization, x	0.12	0.15	0.17	0.13	0.48							
Capacity (veh/h)	601	534	579	693	715							
Control Delay (s)	9.1	9.2	8.8	8.5	12.2							
Approach Delay (s)	9.1	9.0		8.5	12.2							
Approach LOS	A	A		A	B							
Intersection Summary												
Delay			10.5									
HCM Level of Service			B									
Intersection Capacity Utilization			39.4%	ICU Level of Service					A			
Analysis Period (min)			15									

Barrio Logan CPU
8: National Ave & Beardsley St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop				Stop			Stop	
Volume (vph)	8	41	8	68	71	18	4	30	13	20	138	23
Peak Hour Factor	0.84	0.84	0.84	0.80	0.80	0.80	0.65	0.65	0.65	0.89	0.89	0.89
Hourly flow rate (vph)	10	49	10	85	89	22	6	46	20	22	155	26
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total (vph)	10	58	85	111	72	203						
Volume Left (vph)	10	0	85	0	6	22						
Volume Right (vph)	0	10	0	23	20	26						
Hadj (s)	0.53	-0.08	0.53	-0.11	-0.11	-0.02						
Departure Headway (s)	6.0	5.3	5.8	5.2	4.7	4.6						
Degree Utilization, x	0.02	0.09	0.14	0.16	0.09	0.26						
Capacity (veh/h)	565	632	589	663	715	735						
Control Delay (s)	7.8	7.6	8.5	7.9	8.2	9.3						
Approach Delay (s)	7.7		8.2		8.2	9.3						
Approach LOS	A		A		A	A						
Intersection Summary												
Delay			8.5									
HCM Level of Service			A									
Intersection Capacity Utilization			33.3%		ICU Level of Service		A					
Analysis Period (min)			15									

Barrio Logan CPU
9: Newton Ave & Beardsley St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	13	31	3	16	39	15	5	23	11	52	137	28
Peak Hour Factor	0.84	0.84	0.84	0.88	0.88	0.88	0.65	0.65	0.65	0.92	0.92	0.92
Hourly flow rate (vph)	15	37	4	18	44	17	8	35	17	57	149	30
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	56	80	60	236								
Volume Left (vph)	15	18	8	57								
Volume Right (vph)	4	17	17	30								
Hadj (s)	0.05	-0.05	-0.11	0.00								
Departure Headway (s)	4.7	4.6	4.4	4.3								
Degree Utilization, x	0.07	0.10	0.07	0.28								
Capacity (veh/h)	704	726	780	804								
Control Delay (s)	8.1	8.1	7.7	9.0								
Approach Delay (s)	8.1	8.1	7.7	9.0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.5									
HCM Level of Service			A									
Intersection Capacity Utilization			37.7%	ICU Level of Service					A			
Analysis Period (min)			15									

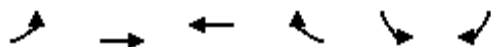
Barrio Logan CPU
10: Main St & Beardsley St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	15	62	4	35	90	20	2	8	16	20	57	52
Peak Hour Factor	0.78	0.78	0.78	0.77	0.77	0.77	0.65	0.65	0.65	0.87	0.87	0.87
Hourly flow rate (vph)	19	79	5	45	117	26	3	12	25	23	66	60
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	104	188	40	148								
Volume Left (vph)	19	45	3	23								
Volume Right (vph)	5	26	25	60								
Hadj (s)	0.04	0.00	-0.32	-0.18								
Departure Headway (s)	4.6	4.5	4.4	4.5								
Degree Utilization, x	0.13	0.23	0.05	0.18								
Capacity (veh/h)	743	765	743	752								
Control Delay (s)	8.3	8.8	7.7	8.5								
Approach Delay (s)	8.3	8.8	7.7	8.5								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.5									
HCM Level of Service			A									
Intersection Capacity Utilization			32.2%	ICU Level of Service		A						
Analysis Period (min)			15									

Barrio Logan CPU
11: Harbor Dr & Beardsley St

Existing Conditions
Timing Plan: AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↑↑		↘	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	13	209	907	16	30	54
Peak Hour Factor	0.84	0.84	0.88	0.88	0.78	0.78
Hourly flow rate (vph)	15	249	1031	18	38	69
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					Raised	
Median storage veh					0	
Upstream signal (ft)			658			
pX, platoon unblocked	0.97				0.97	0.97
vC, conflicting volume	1049				1195	524
vC1, stage 1 conf vol					1040	
vC2, stage 2 conf vol					155	
vCu, unblocked vol	1015				1166	472
tC, single (s)	4.3				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.3				3.5	3.3
p0 queue free %	97				80	87
cM capacity (veh/h)	611				192	520
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	15	124	124	687	362	108
Volume Left	15	0	0	0	0	38
Volume Right	0	0	0	0	18	69
cSH	611	1700	1700	1700	1700	323
Volume to Capacity	0.03	0.07	0.07	0.40	0.21	0.33
Queue Length 95th (ft)	2	0	0	0	0	36
Control Delay (s)	11.0	0.0	0.0	0.0	0.0	21.6
Lane LOS	B					C
Approach Delay (s)	0.6			0.0		21.6
Approach LOS						C
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			37.2%		ICU Level of Service	A
Analysis Period (min)			15			

Barrio Logan CPU
12: Kearney St & Cesar E. Chavez Pkwy

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰	↰↱		↰	↱			↱↰	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor				0.95	0.95		1.00	1.00			0.95	
Frt				1.00	0.93		1.00	1.00			0.99	
Flt Protected				0.95	0.98		0.95	1.00			1.00	
Satd. Flow (prot)				1478	1426		1626	1712			3232	
Flt Permitted				0.95	0.98		0.95	1.00			1.00	
Satd. Flow (perm)				1478	1426		1626	1712			3232	
Volume (vph)	0	0	0	311	56	112	147	254	0	0	358	16
Peak-hour factor, PHF	0.25	0.25	0.25	0.81	0.81	0.81	0.93	0.93	0.93	0.87	0.87	0.87
Adj. Flow (vph)	0	0	0	384	69	138	158	273	0	0	411	18
RTOR Reduction (vph)	0	0	0	0	38	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	0	0	292	261	0	158	273	0	0	425	0
Heavy Vehicles (%)	16%	16%	16%	16%	16%	16%	11%	11%	11%	11%	11%	11%
Turn Type				Split			Split					
Protected Phases				8	8		6	6			2	
Permitted Phases												
Actuated Green, G (s)				16.8	16.8		14.7	14.7			14.4	
Effective Green, g (s)				16.8	16.8		14.7	14.7			14.4	
Actuated g/C Ratio				0.29	0.29		0.25	0.25			0.25	
Clearance Time (s)				4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)				429	414		413	435			804	
v/s Ratio Prot				c0.20	0.18		0.10	c0.16			c0.13	
v/s Ratio Perm												
v/c Ratio				0.68	0.63		0.38	0.63			0.53	
Uniform Delay, d1				18.2	17.9		17.8	19.2			18.8	
Progression Factor				1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2				4.4	3.1		0.6	2.8			0.6	
Delay (s)				22.6	21.0		18.4	22.0			19.4	
Level of Service				C	C		B	C			B	
Approach Delay (s)		0.0			21.8			20.7			19.4	
Approach LOS		A			C			C			B	
Intersection Summary												
HCM Average Control Delay			20.8			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			57.9			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			42.1%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
13: Logan Ave & Cesar E. Chavez Pkwy

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1756	1739		1761	1863	1552	1530	3059	1338	1530	3001	
Flt Permitted	0.74	1.00		0.61	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1372	1739		1124	1863	1552	1530	3059	1338	1530	3001	
Volume (vph)	54	109	69	14	19	34	11	140	145	70	528	61
Peak-hour factor, PHF	0.89	0.89	0.89	0.84	0.84	0.84	0.91	0.91	0.91	0.87	0.87	0.87
Adj. Flow (vph)	61	122	78	17	23	40	12	154	159	80	607	70
RTOR Reduction (vph)	0	44	0	0	0	30	0	0	90	0	10	0
Lane Group Flow (vph)	61	156	0	17	23	10	12	154	69	80	667	0
Confl. Peds. (#/hr)	15		13	13		15			17			39
Confl. Bikes (#/hr)			4									2
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	18%	18%	18%	18%	18%	18%
Turn Type	Perm			Perm		Perm	Prot		Perm	Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	11.5	11.5		11.5	11.5	11.5	0.5	20.4	20.4	3.4	23.3	
Effective Green, g (s)	11.5	11.5		11.5	11.5	11.5	0.5	20.4	20.4	3.4	23.3	
Actuated g/C Ratio	0.24	0.24		0.24	0.24	0.24	0.01	0.43	0.43	0.07	0.49	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	334	423		273	453	377	16	1319	577	110	1478	
v/s Ratio Prot		c0.09			0.01		0.01	0.05		c0.05	c0.22	
v/s Ratio Perm	0.04			0.02		0.01			0.05			
v/c Ratio	0.18	0.37		0.06	0.05	0.03	0.75	0.12	0.12	0.73	0.45	
Uniform Delay, d1	14.2	14.9		13.8	13.7	13.6	23.3	8.1	8.1	21.5	7.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	0.5		0.1	0.0	0.0	106.0	0.0	0.1	21.1	0.2	
Delay (s)	14.4	15.4		13.9	13.8	13.7	129.3	8.1	8.2	42.6	8.1	
Level of Service	B	B		B	B	B	F	A	A	D	A	
Approach Delay (s)		15.2			13.7			12.6			11.7	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay			12.7				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.46									
Actuated Cycle Length (s)			47.3				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			47.8%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
14: National Ave & Cesar E. Chavez Pkwy

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.93		1.00	0.94		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1741		1770	1745		1612	3215		1530	1610	1369
Flt Permitted	0.65	1.00		0.71	1.00		0.38	1.00		0.50	1.00	1.00
Satd. Flow (perm)	1207	1741		1326	1745		650	3215		811	1610	1369
Volume (vph)	55	29	22	111	91	66	14	360	6	33	493	132
Peak-hour factor, PHF	0.74	0.74	0.74	0.91	0.91	0.91	0.86	0.86	0.86	0.85	0.85	0.85
Adj. Flow (vph)	74	39	30	122	100	73	16	419	7	39	580	155
RTOR Reduction (vph)	0	24	0	0	59	0	0	1	0	0	0	58
Lane Group Flow (vph)	74	45	0	122	114	0	16	425	0	39	580	97
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	12%	12%	12%	18%	18%	18%
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	8.8	8.8		8.8	8.8		28.3	28.3		28.3	28.3	28.3
Effective Green, g (s)	8.8	8.8		8.8	8.8		28.3	28.3		28.3	28.3	28.3
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.63	0.63		0.63	0.63	0.63
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	236	340		259	340		408	2017		509	1010	859
v/s Ratio Prot		0.03			0.07			0.13			c0.36	
v/s Ratio Perm	0.06			c0.09			0.02			0.05		0.07
v/c Ratio	0.31	0.13		0.47	0.34		0.04	0.21		0.08	0.57	0.11
Uniform Delay, d1	15.6	15.0		16.1	15.6		3.2	3.6		3.3	4.9	3.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.8	0.2		1.4	0.6		0.0	0.1		0.1	0.8	0.1
Delay (s)	16.3	15.2		17.4	16.2		3.2	3.7		3.4	5.7	3.4
Level of Service	B	B		B	B		A	A		A	A	A
Approach Delay (s)		15.8			16.7			3.6			5.1	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay			7.7			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			45.1			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			49.6%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
15: Newton Ave & Cesar E. Chavez Pkwy

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	1.00	
Frt	1.00	0.93		1.00	0.93		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1735		1770	1723		1612	3209		1612	1669	
Flt Permitted	0.71	1.00		0.72	1.00		0.42	1.00		0.57	1.00	
Satd. Flow (perm)	1325	1735		1341	1723		715	3209		962	1669	
Volume (vph)	30	22	18	22	25	25	12	232	7	27	408	49
Peak-hour factor, PHF	0.70	0.70	0.70	0.72	0.72	0.72	0.79	0.79	0.79	0.81	0.81	0.81
Adj. Flow (vph)	43	31	26	31	35	35	15	294	9	33	504	60
RTOR Reduction (vph)	0	23	0	0	31	0	0	2	0	0	3	0
Lane Group Flow (vph)	43	34	0	31	39	0	15	301	0	33	561	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	12%	12%	12%	12%	12%	12%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	6.8	6.8		6.8	6.8		40.1	40.1		40.1	40.1	
Effective Green, g (s)	6.8	6.8		6.8	6.8		40.1	40.1		40.1	40.1	
Actuated g/C Ratio	0.12	0.12		0.12	0.12		0.73	0.73		0.73	0.73	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	164	215		166	213		522	2344		703	1219	
v/s Ratio Prot		0.02			0.02			0.09			0.34	
v/s Ratio Perm	0.03			0.02			0.02			0.03		
v/c Ratio	0.26	0.16		0.19	0.18		0.03	0.13		0.05	0.46	
Uniform Delay, d1	21.8	21.5		21.6	21.6		2.0	2.2		2.1	3.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9	0.3		0.5	0.4		0.0	0.0		0.0	0.3	
Delay (s)	22.6	21.8		22.1	22.0		2.1	2.2		2.1	3.3	
Level of Service	C	C		C	C		A	A		A	A	
Approach Delay (s)		22.2			22.0			2.2			3.2	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM Average Control Delay			6.3			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.43									
Actuated Cycle Length (s)			54.9			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			39.4%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
16: Main St & Cesar E. Chavez Pkwy

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.98		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	0.98	1.00		0.99	1.00		0.98	1.00		0.99	1.00	
Frt	1.00	1.00		1.00	0.93		1.00	1.00		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1730	1856		1750	1695		1532	3097		1548	1576	
Flt Permitted	0.69	1.00		0.72	1.00		0.43	1.00		0.63	1.00	
Satd. Flow (perm)	1260	1856		1333	1695		690	3097		1033	1576	
Volume (vph)	56	43	1	25	47	45	7	155	4	25	361	82
Peak-hour factor, PHF	0.86	0.86	0.86	0.91	0.91	0.91	0.85	0.85	0.85	0.89	0.89	0.89
Adj. Flow (vph)	65	50	1	27	52	49	8	182	5	28	406	92
RTOR Reduction (vph)	0	1	0	0	38	0	0	2	0	0	8	0
Lane Group Flow (vph)	65	50	0	27	63	0	8	185	0	28	490	0
Confl. Peds. (#/hr)	38		18	18		38	26		5	5		26
Confl. Bikes (#/hr)			2			1			1			2
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	16%	16%	16%	16%	16%	16%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	13.7	13.7		13.7	13.7		38.8	38.8		38.8	38.8	
Effective Green, g (s)	13.7	13.7		13.7	13.7		38.8	38.8		38.8	38.8	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.64	0.64		0.64	0.64	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	285	420		302	384		443	1986		662	1011	
v/s Ratio Prot		0.03			0.04			0.06			c0.31	
v/s Ratio Perm	c0.05			0.02			0.01			0.03		
v/c Ratio	0.23	0.12		0.09	0.16		0.02	0.09		0.04	0.48	
Uniform Delay, d1	19.1	18.6		18.5	18.8		3.9	4.1		4.0	5.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.1		0.1	0.2		0.0	0.0		0.0	0.4	
Delay (s)	19.5	18.7		18.6	19.0		4.0	4.2		4.0	6.0	
Level of Service	B	B		B	B		A	A		A	A	
Approach Delay (s)		19.2			18.9			4.2			5.9	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay			8.9			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.42									
Actuated Cycle Length (s)			60.5			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			49.5%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
17: Harbor Dr & Cesar E. Chavez Pkwy

Existing Conditions
Timing Plan: AM Peak

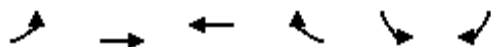


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99			1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	0.99		1.00	0.98		1.00	0.90			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.98	1.00
Satd. Flow (prot)	1641	3225		1641	3196		1365	1286			1608	1373
Flt Permitted	0.95	1.00		0.95	1.00		0.67	1.00			0.88	1.00
Satd. Flow (perm)	1641	3225		1641	3196		956	1286			1439	1373
Volume (vph)	107	153	16	55	422	76	4	14	27	50	83	330
Peak-hour factor, PHF	0.84	0.84	0.84	0.81	0.81	0.81	0.80	0.80	0.80	0.92	0.92	0.92
Adj. Flow (vph)	127	182	19	68	521	94	5	18	34	54	90	359
RTOR Reduction (vph)	0	8	0	0	18	0	0	26	0	0	0	233
Lane Group Flow (vph)	127	193	0	68	597	0	5	27	0	0	144	127
Confl. Peds. (#/hr)			11			6	4		1	1		4
Confl. Bikes (#/hr)			5			11			2			
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	32%	32%	32%	16%	16%	16%
Turn Type	Prot			Prot			Perm			Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		6
Actuated Green, G (s)	7.7	21.3		3.3	16.9		12.2	12.2			12.2	12.2
Effective Green, g (s)	7.7	21.3		3.3	16.9		12.2	12.2			12.2	12.2
Actuated g/C Ratio	0.16	0.44		0.07	0.35		0.25	0.25			0.25	0.25
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	259	1408		111	1107		239	322			360	343
v/s Ratio Prot	c0.08	0.06		0.04	c0.19			0.02				
v/s Ratio Perm							0.01				c0.10	0.09
v/c Ratio	0.49	0.14		0.61	0.54		0.02	0.08			0.40	0.37
Uniform Delay, d1	18.8	8.2		22.1	12.8		13.8	14.0			15.2	15.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	1.5	0.0		9.6	0.5		0.0	0.1			0.7	0.7
Delay (s)	20.2	8.3		31.8	13.3		13.8	14.1			16.0	15.8
Level of Service	C	A		C	B		B	B			B	B
Approach Delay (s)		12.9			15.2			14.1			15.8	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay			14.9			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			48.8			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			51.6%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Intersection Sign configuration not allowed in HCM analysis.

Barrio Logan CPU
19: National Ave & SR-75 Off-ramp

Existing Conditions
Timing Plan: AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↗
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	67	142	0	16	156
Peak Hour Factor	0.84	0.84	0.87	0.87	0.86	0.86
Hourly flow rate (vph)	0	80	163	0	19	181
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					TWLT	
Median storage veh)					1	
Upstream signal (ft)			875			
pX, platoon unblocked						
vC, conflicting volume	163				243	163
vC1, stage 1 conf vol					163	
vC2, stage 2 conf vol					80	
vCu, unblocked vol	163				243	163
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	79
cM capacity (veh/h)	1415				749	881
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	80	163	19	181		
Volume Left	0	0	19	0		
Volume Right	0	0	0	181		
cSH	1700	1700	749	881		
Volume to Capacity	0.05	0.10	0.02	0.21		
Queue Length 95th (ft)	0	0	2	19		
Control Delay (s)	0.0	0.0	9.9	10.1		
Lane LOS			A	B		
Approach Delay (s)	0.0	0.0	10.1			
Approach LOS			B			
Intersection Summary						
Average Delay			4.6			
Intersection Capacity Utilization		23.8%		ICU Level of Service		A
Analysis Period (min)		15				

Barrio Logan CPU
20: National Ave & Evans St

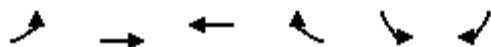
Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Free			Free				Stop			Stop	
Grade	0%			0%				0%			0%	
Volume (veh/h)	7	65	9	18	123	16	10	26	10	5	8	16
Peak Hour Factor	0.78	0.78	0.78	0.80	0.80	0.80	0.82	0.82	0.82	0.81	0.81	0.81
Hourly flow rate (vph)	9	83	12	22	154	20	12	32	12	6	10	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage veh												
Upstream signal (ft)	661											
pX, platoon unblocked												
vC, conflicting volume	174			95			330	326	89	338	322	164
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	174			95			330	326	89	338	322	164
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			98	95	99	99	98	98
cM capacity (veh/h)	1403			1499			591	580	969	573	583	881
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	9	95	22	174	56	36						
Volume Left	9	0	22	0	12	6						
Volume Right	0	12	0	20	12	20						
cSH	1403	1700	1499	1700	638	714						
Volume to Capacity	0.01	0.06	0.02	0.10	0.09	0.05						
Queue Length 95th (ft)	0	0	1	0	7	4						
Control Delay (s)	7.6	0.0	7.4	0.0	11.2	10.3						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.7		0.9		11.2	10.3						
Approach LOS					B	B						
Intersection Summary												
Average Delay			3.1									
Intersection Capacity Utilization			18.0%		ICU Level of Service		A					
Analysis Period (min)			15									

Barrio Logan CPU
21: Newton Ave & Evans St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	12	33	9	3	24	8	10	19	6	1	8	17
Peak Hour Factor	0.96	0.96	0.96	0.58	0.58	0.58	0.67	0.67	0.67	0.72	0.72	0.72
Hourly flow rate (vph)	12	34	9	5	41	14	15	28	9	1	11	24
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	55			44			152	130	39	146	127	48
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	55			44			152	130	39	146	127	48
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			98	96	99	100	99	98
cM capacity (veh/h)	1550			1565			781	752	1033	785	754	1021
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	56	60	52	36								
Volume Left	12	5	15	1								
Volume Right	9	14	9	24								
cSH	1550	1565	798	911								
Volume to Capacity	0.01	0.00	0.07	0.04								
Queue Length 95th (ft)	1	0	5	3								
Control Delay (s)	1.7	0.6	9.8	9.1								
Lane LOS	A	A	A	A								
Approach Delay (s)	1.7	0.6	9.8	9.1								
Approach LOS			A	A								
Intersection Summary												
Average Delay			4.8									
Intersection Capacity Utilization			18.5%	ICU Level of Service				A				
Analysis Period (min)			15									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	9	44	116	10	6	12
Peak Hour Factor	0.74	0.74	0.83	0.83	0.75	0.75
Hourly flow rate (vph)	12	59	140	12	8	16
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	152				230	146
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	152				230	146
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				99	98
cM capacity (veh/h)	1429				752	901
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	72	152	24			
Volume Left	12	0	8			
Volume Right	0	12	16			
cSH	1429	1700	845			
Volume to Capacity	0.01	0.09	0.03			
Queue Length 95th (ft)	1	0	2			
Control Delay (s)	1.3	0.0	9.4			
Lane LOS	A		A			
Approach Delay (s)	1.3	0.0	9.4			
Approach LOS			A			
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization		20.0%		ICU Level of Service		A
Analysis Period (min)			15			

Barrio Logan CPU
23: Logan Ave & Sampson St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop				Stop			Stop	
Volume (vph)	90	125	28	17	62	50	62	112	33	62	82	14
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	102	142	32	20	71	57	67	122	36	67	89	15
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total (vph)	102	174	20	129	225	172						
Volume Left (vph)	102	0	20	0	67	67						
Volume Right (vph)	0	32	0	57	36	15						
Hadj (s)	0.53	-0.09	0.53	-0.28	0.00	0.06						
Departure Headway (s)	6.4	5.7	6.6	5.7	5.3	5.5						
Degree Utilization, x	0.18	0.28	0.04	0.21	0.33	0.26						
Capacity (veh/h)	530	591	505	577	634	609						
Control Delay (s)	9.6	9.7	8.6	9.0	10.9	10.4						
Approach Delay (s)	9.7		9.0		10.9	10.4						
Approach LOS	A		A		B	B						
Intersection Summary												
Delay			10.0									
HCM Level of Service			B									
Intersection Capacity Utilization			34.3%		ICU Level of Service		A					
Analysis Period (min)			15									

Barrio Logan CPU
24: National Ave & Sampson St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			0.99			0.99	
Flpb, ped/bikes	0.98	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.97		1.00	0.97			0.97			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1741	1801		1764	1790			1780			1750	
Flt Permitted	0.68	1.00		0.70	1.00			0.98			0.95	
Satd. Flow (perm)	1239	1801		1306	1790			1758			1681	
Volume (vph)	13	50	12	48	94	24	7	41	16	19	36	25
Peak-hour factor, PHF	0.75	0.75	0.75	0.94	0.94	0.94	0.84	0.84	0.84	0.80	0.80	0.80
Adj. Flow (vph)	17	67	16	51	100	26	8	49	19	24	45	31
RTOR Reduction (vph)	0	13	0	0	20	0	0	7	0	0	12	0
Lane Group Flow (vph)	17	70	0	51	106	0	0	69	0	0	88	0
Confl. Peds. (#/hr)	17		3	3		17	13		14	14		13
Confl. Bikes (#/hr)						1			1			
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases	4			8			2			6		
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	9.8	9.8		9.8	9.8			27.3			27.3	
Effective Green, g (s)	9.8	9.8		9.8	9.8			27.3			27.3	
Actuated g/C Ratio	0.22	0.22		0.22	0.22			0.61			0.61	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	269	391		284	389			1064			1018	
v/s Ratio Prot	0.04			c0.06								
v/s Ratio Perm	0.01			0.04				0.04			c0.05	
v/c Ratio	0.06	0.18		0.18	0.27			0.06			0.09	
Uniform Delay, d1	14.0	14.4		14.4	14.7			3.7			3.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.1	0.2		0.3	0.4			0.0			0.0	
Delay (s)	14.1	14.6		14.7	15.1			3.7			3.7	
Level of Service	B	B		B	B			A			A	
Approach Delay (s)	14.5			15.0				3.7			3.7	
Approach LOS	B			B				A			A	
Intersection Summary												
HCM Average Control Delay	10.5			HCM Level of Service			B					
HCM Volume to Capacity ratio	0.14											
Actuated Cycle Length (s)	45.1			Sum of lost time (s)			8.0					
Intersection Capacity Utilization	31.5%			ICU Level of Service			A					
Analysis Period (min)	15											
c Critical Lane Group												

Barrio Logan CPU
25: Newton Ave & Sampson St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	15	20	10	2	17	8	4	35	7	3	66	22
Peak Hour Factor	0.86	0.86	0.86	0.68	0.68	0.68	0.82	0.82	0.82	0.84	0.84	0.84
Hourly flow rate (vph)	17	23	12	3	25	12	5	43	9	4	79	26
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	52	40	56	108								
Volume Left (vph)	17	3	5	4								
Volume Right (vph)	12	12	9	26								
Hadj (s)	-0.03	-0.13	-0.04	-0.10								
Departure Headway (s)	4.3	4.2	4.2	4.1								
Degree Utilization, x	0.06	0.05	0.06	0.12								
Capacity (veh/h)	807	822	831	863								
Control Delay (s)	7.5	7.4	7.5	7.6								
Approach Delay (s)	7.5	7.4	7.5	7.6								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.5									
HCM Level of Service			A									
Intersection Capacity Utilization			21.7%		ICU Level of Service				A			
Analysis Period (min)			15									

Barrio Logan CPU
26: Main St & Sampson St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	5	33	12	53	115	16	14	31	35	10	59	15
Peak Hour Factor	0.89	0.89	0.89	0.85	0.85	0.85	0.80	0.80	0.80	0.88	0.88	0.88
Hourly flow rate (vph)	6	37	13	62	135	19	18	39	44	11	67	17
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	56	216	100	95								
Volume Left (vph)	6	62	18	11								
Volume Right (vph)	13	19	44	17								
Hadj (s)	-0.09	0.04	-0.19	-0.05								
Departure Headway (s)	4.5	4.5	4.5	4.6								
Degree Utilization, x	0.07	0.27	0.12	0.12								
Capacity (veh/h)	748	766	752	725								
Control Delay (s)	7.9	9.1	8.1	8.3								
Approach Delay (s)	7.9	9.1	8.1	8.3								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.6									
HCM Level of Service			A									
Intersection Capacity Utilization			33.8%	ICU Level of Service					A			
Analysis Period (min)			15									

Barrio Logan CPU
27: Harbor Dr & Sampson St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.98		1.00	1.00			0.95			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.99			1.00	
Satd. Flow (prot)	1770	3469		1770	3523			1757			1773	
Flt Permitted	0.95	1.00		0.95	1.00			0.96			0.99	
Satd. Flow (perm)	1770	3469		1770	3523			1696			1763	
Volume (vph)	10	234	28	75	517	12	14	61	38	3	75	32
Peak-hour factor, PHF	0.87	0.87	0.87	0.88	0.88	0.88	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	11	269	32	85	588	14	15	65	40	3	79	34
RTOR Reduction (vph)	0	12	0	0	2	0	0	29	0	0	25	0
Lane Group Flow (vph)	11	289	0	85	600	0	0	91	0	0	91	0
Confl. Peds. (#/hr)			15			29	7		4	4		7
Confl. Bikes (#/hr)			2			5			6			14
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	0.4	12.4		3.2	15.2			10.3			10.3	
Effective Green, g (s)	0.4	12.4		3.2	15.2			10.3			10.3	
Actuated g/C Ratio	0.01	0.33		0.08	0.40			0.27			0.27	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	19	1135		149	1413			461			479	
v/s Ratio Prot	0.01	0.08		c0.05	c0.17							
v/s Ratio Perm								c0.05			0.05	
v/c Ratio	0.58	0.25		0.57	0.42			0.20			0.19	
Uniform Delay, d1	18.7	9.4		16.7	8.2			10.6			10.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	36.3	0.1		5.2	0.2			0.2			0.2	
Delay (s)	55.0	9.5		21.9	8.4			10.8			10.8	
Level of Service	D	A		C	A			B			B	
Approach Delay (s)		11.1			10.1			10.8			10.8	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay			10.5			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.37									
Actuated Cycle Length (s)			37.9			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			43.8%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
28: National Ave & Sicard St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Free				Free			Stop			Stop	
Grade	0%				0%			0%			0%	
Volume (veh/h)	4	79	7	27	155	3	13	25	12	4	18	11
Peak Hour Factor	0.73	0.73	0.73	0.83	0.83	0.83	0.69	0.69	0.69	0.82	0.82	0.82
Hourly flow rate (vph)	5	108	10	33	187	4	19	36	17	5	22	13
Pedestrians	7				11			3			1	
Lane Width (ft)	12.0				12.0			12.0			12.0	
Walking Speed (ft/s)	4.0				4.0			4.0			4.0	
Percent Blockage	1				1			0			0	
Right turn flare (veh)												
Median type							None			None		
Median storage veh)												
Upstream signal (ft)	641											
pX, platoon unblocked												
vC, conflicting volume	191			121			412	383	127	420	386	197
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	191			121			412	383	127	420	386	197
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			96	93	98	99	96	98
cM capacity (veh/h)	1381			1463			509	534	912	489	532	839
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	5	118	223	72	40							
Volume Left	5	0	33	19	5							
Volume Right	0	10	4	17	13							
cSH	1381	1700	1463	584	599							
Volume to Capacity	0.00	0.07	0.02	0.12	0.07							
Queue Length 95th (ft)	0	0	2	11	5							
Control Delay (s)	7.6	0.0	1.3	12.0	11.4							
Lane LOS	A		A	B	B							
Approach Delay (s)	0.3		1.3	12.0	11.4							
Approach LOS				B	B							
Intersection Summary												
Average Delay				3.6								
Intersection Capacity Utilization				31.0%	ICU Level of Service				A			
Analysis Period (min)				15								

Barrio Logan CPU
29: National Ave & 26th St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop				Stop			Stop	
Volume (vph)	3	66	10	36	191	48	7	18	15	43	8	1
Peak Hour Factor	0.94	0.94	0.94	0.85	0.85	0.85	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	3	70	11	42	225	56	9	23	19	56	10	1
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total (vph)	3	81	42	281	52	68						
Volume Left (vph)	3	0	42	0	9	56						
Volume Right (vph)	0	11	0	56	19	1						
Hadj (s)	0.53	-0.06	0.53	-0.11	-0.16	0.19						
Departure Headway (s)	5.6	5.0	5.4	4.8	4.8	5.1						
Degree Utilization, x	0.00	0.11	0.06	0.37	0.07	0.10						
Capacity (veh/h)	617	685	642	735	692	650						
Control Delay (s)	7.5	7.5	7.6	9.4	8.1	8.6						
Approach Delay (s)	7.5		9.2		8.1	8.6						
Approach LOS	A		A		A	A						
Intersection Summary												
Delay			8.7									
HCM Level of Service			A									
Intersection Capacity Utilization			30.1%		ICU Level of Service		A					
Analysis Period (min)			15									

Barrio Logan CPU
30: National Ave & I-5 SB Off-ramp

Existing Conditions
Timing Plan: AM Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	110	4	42	224	28	149
Peak Hour Factor	0.92	0.92	0.88	0.88	0.76	0.76
Hourly flow rate (vph)	120	4	48	255	37	196
Pedestrians	1				8	
Lane Width (ft)	12.0				12.0	
Walking Speed (ft/s)	4.0				4.0	
Percent Blockage	0				1	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)				670		
pX, platoon unblocked						
vC, conflicting volume			132		353	130
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			132		353	130
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		94	78
cM capacity (veh/h)			1441		593	890
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	
Volume Total	124	133	170	37	196	
Volume Left	0	48	0	37	0	
Volume Right	4	0	0	0	196	
cSH	1700	1441	1700	593	890	
Volume to Capacity	0.07	0.03	0.10	0.06	0.22	
Queue Length 95th (ft)	0	3	0	5	21	
Control Delay (s)	0.0	2.9	0.0	11.5	10.2	
Lane LOS		A		B	B	
Approach Delay (s)	0.0	1.3		10.4		
Approach LOS				B		
Intersection Summary						
Average Delay			4.3			
Intersection Capacity Utilization			23.7%		ICU Level of Service	A
Analysis Period (min)			15			

Barrio Logan CPU
31: Main St & 26th St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	10	50	7	59	148	26	11	17	39	16	11	13
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.60	0.60	0.60	0.67	0.67	0.67
Hourly flow rate (vph)	11	57	8	68	170	30	18	28	65	24	16	19
Direction, Lane #	EB 1	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1					
Volume Total (vph)	76	68	170	30	47	65	60					
Volume Left (vph)	11	68	0	0	18	0	24					
Volume Right (vph)	8	0	0	30	0	65	19					
Hadj (s)	0.00	0.53	0.03	-0.67	0.11	-0.57	-0.08					
Departure Headway (s)	4.5	5.4	4.9	3.2	4.8	3.2	4.6					
Degree Utilization, x	0.10	0.10	0.23	0.03	0.06	0.06	0.08					
Capacity (veh/h)	767	650	721	1121	697	1121	728					
Control Delay (s)	8.0	7.8	8.1	5.1	8.2	6.4	8.0					
Approach Delay (s)	8.0	7.7			7.1		8.0					
Approach LOS	A	A			A		A					
Intersection Summary												
Delay			7.6									
HCM Level of Service			A									
Intersection Capacity Utilization			28.3%		ICU Level of Service		A					
Analysis Period (min)			15									

Barrio Logan CPU
32: Harbor Dr & Schley St

Existing Conditions
Timing Plan: AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0						4.0	
Lane Util. Factor	1.00	0.95			0.95						1.00	
Frpb, ped/bikes	1.00	1.00			1.00						0.98	
Flpb, ped/bikes	1.00	1.00			1.00						1.00	
Frt	1.00	1.00			1.00						0.90	
Flt Protected	0.95	1.00			1.00						0.99	
Satd. Flow (prot)	1770	3539			3522						1635	
Flt Permitted	0.95	1.00			1.00						0.99	
Satd. Flow (perm)	1770	3539			3522						1635	
Volume (vph)	58	200	0	0	531	17	0	0	0	12	12	70
Peak-hour factor, PHF	0.92	0.92	0.92	0.91	0.91	0.91	0.25	0.25	0.25	0.78	0.78	0.78
Adj. Flow (vph)	63	217	0	0	584	19	0	0	0	15	15	90
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	70	0
Lane Group Flow (vph)	63	217	0	0	600	0	0	0	0	0	50	0
Confl. Peds. (#/hr)			8	8						2	2	
Confl. Bikes (#/hr)										5		11
Turn Type	Prot					Perm						
Protected Phases	7	4			8						6	
Permitted Phases										6		
Actuated Green, G (s)	1.4	16.5			11.1						7.0	
Effective Green, g (s)	1.4	16.5			11.1						7.0	
Actuated g/C Ratio	0.04	0.52			0.35						0.22	
Clearance Time (s)	4.0	4.0			4.0						4.0	
Vehicle Extension (s)	3.0	3.0			3.0						3.0	
Lane Grp Cap (vph)	79	1854			1241						363	
v/s Ratio Prot	c0.04	0.06			c0.17							
v/s Ratio Perm											0.03	
v/c Ratio	0.80	0.12			0.48						0.14	
Uniform Delay, d1	14.9	3.8			8.0						9.8	
Progression Factor	1.00	1.00			1.00						1.00	
Incremental Delay, d2	41.2	0.0			0.3						0.2	
Delay (s)	56.1	3.8			8.3						10.0	
Level of Service	E	A			A						B	
Approach Delay (s)		15.6			8.3			0.0			10.0	
Approach LOS		B			A			A			B	
Intersection Summary												
HCM Average Control Delay			10.5		HCM Level of Service					B		
HCM Volume to Capacity ratio			0.38									
Actuated Cycle Length (s)			31.5		Sum of lost time (s)					12.0		
Intersection Capacity Utilization			40.8%		ICU Level of Service					A		
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
33: National Ave & 28th St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	0.97			1.00	0.85		0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.98	1.00		0.99	
Satd. Flow (prot)	1770	3539	1583	1770	1798			1748	1509		1721	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.57	1.00		0.87	
Satd. Flow (perm)	1770	3539	1583	1770	1798			1016	1509		1503	
Volume (vph)	64	147	216	14	87	26	91	199	27	141	647	166
Peak-hour factor, PHF	0.80	0.80	0.80	0.77	0.77	0.77	0.84	0.84	0.84	0.92	0.92	0.92
Adj. Flow (vph)	80	184	270	18	113	34	108	237	32	153	703	180
RTOR Reduction (vph)	0	0	225	0	8	0	0	0	9	0	4	0
Lane Group Flow (vph)	80	184	45	18	139	0	0	345	23	0	1032	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	7%	7%	7%	7%	7%	7%
Turn Type	Prot		Perm	Prot			Perm		Perm	Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4				2		2	6		
Actuated Green, G (s)	7.0	23.1	23.1	1.9	18.0			100.1	100.1		100.1	
Effective Green, g (s)	7.0	23.1	23.1	1.9	18.0			100.1	100.1		100.1	
Actuated g/C Ratio	0.05	0.17	0.17	0.01	0.13			0.73	0.73		0.73	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	90	596	267	25	236			742	1102		1097	
v/s Ratio Prot	c0.05	0.05		0.01	c0.08							
v/s Ratio Perm			0.03					0.34	0.02		c0.69	
v/c Ratio	0.89	0.31	0.17	0.72	0.59			0.46	0.02		0.94	
Uniform Delay, d1	64.7	50.0	48.8	67.3	56.1			7.6	5.1		15.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	59.2	0.3	0.3	67.0	3.7			0.5	0.0		15.0	
Delay (s)	123.9	50.3	49.1	134.3	59.8			8.0	5.1		31.0	
Level of Service	F	D	D	F	E			A	A		C	
Approach Delay (s)		60.7			67.9			7.8			31.0	
Approach LOS		E			E			A			C	
Intersection Summary												
HCM Average Control Delay			37.2			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			137.1			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			89.1%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
34: Boston Ave & 28th St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.98		1.00	0.91		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1687	1736		1687	1623		1770	3539	1583	1770	3524	
Flt Permitted	0.71	1.00		0.69	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1266	1736		1228	1623		1770	3539	1583	1770	3524	
Volume (vph)	21	67	12	6	22	30	11	317	69	119	796	24
Peak-hour factor, PHF	0.78	0.78	0.78	0.76	0.76	0.76	0.89	0.89	0.89	0.88	0.88	0.88
Adj. Flow (vph)	27	86	15	8	29	39	12	356	78	135	905	27
RTOR Reduction (vph)	0	13	0	0	35	0	0	0	30	0	1	0
Lane Group Flow (vph)	27	88	0	8	33	0	12	356	48	135	931	0
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	2%	2%	2%	2%	2%	2%
Turn Type	Perm			Perm			Prot			Perm		Prot
Protected Phases		4			8		5	2			1	6
Permitted Phases	4			8					2			
Actuated Green, G (s)	6.2	6.2		6.2	6.2		0.9	36.7	36.7	4.3	40.1	
Effective Green, g (s)	6.2	6.2		6.2	6.2		0.9	36.7	36.7	4.3	40.1	
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.02	0.62	0.62	0.07	0.68	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	133	182		129	170		27	2194	981	129	2387	
v/s Ratio Prot		c0.05			0.02		0.01	0.10		c0.08	c0.26	
v/s Ratio Perm	0.02			0.01					0.03			
v/c Ratio	0.20	0.48		0.06	0.19		0.44	0.16	0.05	1.05	0.39	
Uniform Delay, d1	24.2	25.0		23.9	24.2		28.9	4.8	4.4	27.5	4.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.8	2.0		0.2	0.6		11.2	0.2	0.1	92.2	0.5	
Delay (s)	25.0	27.0		24.1	24.8		40.1	4.9	4.5	119.7	4.7	
Level of Service	C	C		C	C		D	A	A	F	A	
Approach Delay (s)		26.6			24.7			5.8			19.2	
Approach LOS		C			C			A			B	
Intersection Summary												
HCM Average Control Delay			16.5			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			59.2			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			43.9%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
35: Main St & 28th St

Existing Conditions
Timing Plan: AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.94		1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1765	3411		1761	3315		1736	3335		1736	3413	
Flt Permitted	0.40	1.00		0.67	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	737	3411		1235	3315		1736	3335		1736	3413	
Volume (vph)	58	88	24	49	245	147	19	163	37	211	565	58
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.76	0.76	0.76	0.87	0.87	0.87
Adj. Flow (vph)	70	106	29	59	295	177	25	214	49	243	649	67
RTOR Reduction (vph)	0	22	0	0	134	0	0	25	0	0	8	0
Lane Group Flow (vph)	70	113	0	59	338	0	25	238	0	243	708	0
Confl. Peds. (#/hr)	10		12	12		10			72			27
Confl. Bikes (#/hr)			2			4			6			1
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	4%	4%	4%
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	12.2	12.2		12.2	12.2		0.6	19.6		6.8	25.8	
Effective Green, g (s)	12.2	12.2		12.2	12.2		0.6	19.6		6.8	25.8	
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.01	0.39		0.13	0.51	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	178	822		298	799		21	1292		233	1740	
v/s Ratio Prot		0.03			c0.10		0.01	0.07		c0.14	c0.21	
v/s Ratio Perm	0.09			0.05								
v/c Ratio	0.39	0.14		0.20	0.42		1.19	0.18		1.04	0.41	
Uniform Delay, d1	16.1	15.1		15.3	16.2		25.0	10.2		21.9	7.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.4	0.1		0.3	0.4		261.4	0.1		70.6	0.2	
Delay (s)	17.5	15.1		15.6	16.6		286.4	10.3		92.5	7.8	
Level of Service	B	B		B	B		F	B		F	A	
Approach Delay (s)		16.0			16.5			34.3			29.3	
Approach LOS		B			B			C			C	
Intersection Summary												
HCM Average Control Delay			25.2			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			50.6			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			62.2%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
36: Harbor Dr & 28th St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.89	1.00	1.00	0.96		1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		1.00		0.95	0.96	1.00
Satd. Flow (prot)	1703	3406	1362	1719	3438	1480		1791		1649	1659	1513
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		1.00		0.95	0.96	1.00
Satd. Flow (perm)	1703	3406	1362	1719	3438	1480		1791		1649	1659	1513
Volume (vph)	56	225	2	13	372	115	0	5	1	333	15	22
Peak-hour factor, PHF	0.87	0.87	0.87	0.86	0.86	0.86	0.75	0.75	0.75	0.86	0.86	0.86
Adj. Flow (vph)	64	259	2	15	433	134	0	7	1	387	17	26
RTOR Reduction (vph)	0	0	1	0	0	58	0	1	0	0	0	23
Lane Group Flow (vph)	64	259	1	15	433	76	0	7	0	197	207	3
Confl. Peds. (#/hr)			69			80						
Confl. Bikes (#/hr)						3			6			7
Heavy Vehicles (%)	6%	6%	6%	5%	5%	5%	4%	4%	4%	4%	4%	4%
Turn Type	Prot		Perm	Prot		pm+ov	Split			Split		custom
Protected Phases	7	4		3	8	2	6	6		2	2	
Permitted Phases			4			8						6
Actuated Green, G (s)	3.7	24.4	24.4	0.6	21.3	35.0		7.2		13.7	13.7	7.2
Effective Green, g (s)	3.7	24.4	24.4	0.6	21.3	35.0		7.2		13.7	13.7	7.2
Actuated g/C Ratio	0.06	0.39	0.39	0.01	0.34	0.57		0.12		0.22	0.22	0.12
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	102	1343	537	17	1183	932		208		365	367	176
v/s Ratio Prot	c0.04	c0.08		0.01	c0.13	0.02		c0.00		0.12	c0.12	
v/s Ratio Perm			0.00			0.03						0.00
v/c Ratio	0.63	0.19	0.00	0.88	0.37	0.08		0.03		0.54	0.56	0.02
Uniform Delay, d1	28.4	12.3	11.4	30.6	15.2	6.1		24.3		21.3	21.4	24.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	11.5	0.1	0.0	159.7	0.2	0.0		0.1		1.5	2.0	0.0
Delay (s)	39.9	12.4	11.4	190.3	15.4	6.2		24.3		22.9	23.4	24.3
Level of Service	D	B	B	F	B	A		C		C	C	C
Approach Delay (s)		17.8			17.8			24.3			23.2	
Approach LOS		B			B			C			C	
Intersection Summary												
HCM Average Control Delay			19.6				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			61.9				Sum of lost time (s)			20.0		
Intersection Capacity Utilization			54.4%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
37: Boston Ave & I-5 SB On-ramp

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	281	19	8	4	48	33	6	16	3	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.78	0.78	0.78	0.25	0.25	0.25
Hourly flow rate (vph)	305	21	9	4	54	37	8	21	4	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh												
Upstream signal (ft)		657										
pX, platoon unblocked												
vC, conflicting volume	91			29			717	736	25	731	722	72
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	91			29			717	736	25	731	722	72
tC, single (s)	4.2			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	79			100			97	93	100	100	100	100
cM capacity (veh/h)	1473			1552			289	274	1051	266	279	990
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	335	96	32									
Volume Left	305	4	8									
Volume Right	9	37	4									
cSH	1473	1552	305									
Volume to Capacity	0.21	0.00	0.11									
Queue Length 95th (ft)	20	0	9									
Control Delay (s)	7.5	0.4	18.2									
Lane LOS	A	A	C									
Approach Delay (s)	7.5	0.4	18.2									
Approach LOS			C									
Intersection Summary												
Average Delay			6.8									
Intersection Capacity Utilization		33.7%		ICU Level of Service					A			
Analysis Period (min)		15										

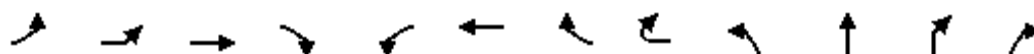
Barrio Logan CPU
38: Main St & 32nd St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.91		1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1703	3067		1703	3289		1770	1863	1557	1770	1821	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1703	3067		1703	3289		1770	1863	1557	1770	1821	
Volume (vph)	9	103	158	314	317	74	110	50	26	39	83	12
Peak-hour factor, PHF	0.88	0.88	0.88	0.91	0.91	0.91	0.89	0.89	0.89	0.84	0.84	0.84
Adj. Flow (vph)	10	117	180	345	348	81	124	56	29	46	99	14
RTOR Reduction (vph)	0	152	0	0	22	0	0	0	22	0	6	0
Lane Group Flow (vph)	10	145	0	345	407	0	124	56	7	46	107	0
Confl. Peds. (#/hr)			1			6			4			16
Confl. Bikes (#/hr)			2			4			2			5
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	2%	2%	2%	2%	2%	2%
Turn Type	Prot			Prot			Prot		Perm		Prot	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	0.5	9.5		17.6	26.6		5.8	14.7	14.7	3.0	11.9	
Effective Green, g (s)	0.5	9.5		17.6	26.6		5.8	14.7	14.7	3.0	11.9	
Actuated g/C Ratio	0.01	0.16		0.29	0.44		0.10	0.24	0.24	0.05	0.20	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	14	479		493	1439		169	450	376	87	356	
v/s Ratio Prot	0.01	0.05		c0.20	c0.12		c0.07	c0.03		0.03	c0.06	
v/s Ratio Perm									0.00			
v/c Ratio	0.71	0.30		0.70	0.28		0.73	0.12	0.02	0.53	0.30	
Uniform Delay, d1	30.1	22.7		19.2	11.0		26.7	18.0	17.6	28.2	20.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	100.1	0.4		4.3	0.1		15.2	0.1	0.0	5.7	0.5	
Delay (s)	130.2	23.1		23.6	11.1		41.9	18.1	17.6	33.9	21.4	
Level of Service	F	C		C	B		D	B	B	C	C	
Approach Delay (s)		26.6			16.6			32.2			25.0	
Approach LOS		C			B			C			C	
Intersection Summary												
HCM Average Control Delay			21.9			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			60.8			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			49.2%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
39: 32nd St & Wabash St

Existing Conditions
Timing Plan: AM Peak



Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0			4.0	4.0		4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00			1.00	1.00		1.00	1.00	0.88	
Frt		1.00	0.95			1.00	0.85		1.00	1.00	0.85	
Flt Protected		0.95	1.00			0.96	1.00		0.95	1.00	1.00	
Satd. Flow (prot)		1760	1775			1787	1575		1719	1810	2707	
Flt Permitted		0.44	1.00			0.54	1.00		0.95	1.00	1.00	
Satd. Flow (perm)		821	1775			1010	1575		1719	1810	2707	
Volume (vph)	43	16	113	52	168	29	79	34	63	193	105	263
Peak-hour factor, PHF	0.92	0.90	0.90	0.90	0.78	0.78	0.78	0.92	0.73	0.73	0.73	0.92
Adj. Flow (vph)	47	18	126	58	215	37	101	37	86	264	144	286
RTOR Reduction (vph)	0	0	12	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	65	172	0	0	252	138	0	86	264	430	0
Heavy Vehicles (%)	2%	4%	2%	2%	2%	2%	2%	4%	5%	5%	5%	5%
Turn Type	Perm	Perm			Perm		Perm		Prot		custom	
Protected Phases			4			4			5	2		
Permitted Phases	4	4			4		4				2 3	
Actuated Green, G (s)		32.3	32.3			32.3	32.3		10.7	21.5	51.7	
Effective Green, g (s)		32.3	32.3			32.3	32.3		10.7	21.5	51.7	
Actuated g/C Ratio		0.30	0.30			0.30	0.30		0.10	0.20	0.47	
Clearance Time (s)		4.0	4.0			4.0	4.0		4.0	4.0		
Vehicle Extension (s)		3.0	3.0			3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)		242	524			298	465		168	356	1279	
v/s Ratio Prot			0.10						0.05	c0.15		
v/s Ratio Perm		0.08				c0.25	0.09				0.16	
v/c Ratio		0.27	0.33			0.85	0.30		0.51	0.74	0.34	
Uniform Delay, d1		29.5	30.1			36.2	29.8		46.9	41.3	18.1	
Progression Factor		1.00	1.00			1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2		0.6	0.4			19.3	0.4		2.6	8.1	0.2	
Delay (s)		30.1	30.5			55.5	30.1		49.5	49.4	18.2	
Level of Service		C	C			E	C		D	D	B	
Approach Delay (s)			30.4			46.5				32.2		
Approach LOS			C			D				C		
Intersection Summary												
HCM Average Control Delay			42.4			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			109.4			Sum of lost time (s)			20.0			
Intersection Capacity Utilization			69.6%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
39: 32nd St & Wabash St

Existing Conditions
Timing Plan: AM Peak



Movement	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		
Lane Util. Factor	1.00	0.95		0.97		
Frt	1.00	0.98		0.99		
Flt Protected	0.95	1.00		0.96		
Satd. Flow (prot)	1770	3386		3346		
Flt Permitted	0.95	1.00		0.96		
Satd. Flow (perm)	1770	3386		3346		
Volume (vph)	119	296	42	515	44	5
Peak-hour factor, PHF	0.83	0.83	0.83	0.77	0.77	0.77
Adj. Flow (vph)	143	357	51	669	57	6
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	143	408	0	732	0	0
Heavy Vehicles (%)	2%	5%	2%	4%	4%	4%
Turn Type	Prot					
Protected Phases	1	6		3		
Permitted Phases						
Actuated Green, G (s)	13.4	24.2		26.2		
Effective Green, g (s)	13.4	24.2		26.2		
Actuated g/C Ratio	0.12	0.22		0.24		
Clearance Time (s)	4.0	4.0		4.0		
Vehicle Extension (s)	3.0	3.0		3.0		
Lane Grp Cap (vph)	217	749		801		
v/s Ratio Prot	c0.08	c0.12		c0.22		
v/s Ratio Perm						
v/c Ratio	0.66	0.54		0.91		
Uniform Delay, d1	45.8	37.7		40.5		
Progression Factor	1.00	1.00		1.00		
Incremental Delay, d2	7.0	0.8		14.8		
Delay (s)	52.9	38.5		55.3		
Level of Service	D	D		E		
Approach Delay (s)		42.3		55.3		
Approach LOS		D		E		
Intersection Summary						

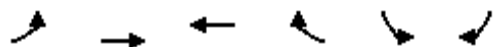
Barrio Logan CPU
40: Harbor Dr & 32nd St

Existing Conditions
Timing Plan: AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1719	3438	1520	1687	3374	1509	1719	3438	1501	1719	3438	1538
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1719	3438	1520	1687	3374	1509	1719	3438	1501	1719	3438	1538
Volume (vph)	94	141	99	207	316	276	20	105	19	89	739	136
Peak-hour factor, PHF	0.79	0.79	0.79	0.86	0.86	0.86	0.88	0.88	0.88	0.81	0.81	0.81
Adj. Flow (vph)	119	178	125	241	367	321	23	119	22	110	912	168
RTOR Reduction (vph)	0	0	59	0	0	246	0	0	15	0	0	93
Lane Group Flow (vph)	119	178	66	241	367	75	23	119	7	110	912	75
Confl. Bikes (#/hr)			3						16			
Heavy Vehicles (%)	5%	5%	5%	7%	7%	7%	5%	5%	5%	5%	5%	5%
Turn Type	Prot	pm+ov		Prot	Perm		Prot	Perm		Prot	pm+ov	
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	6.6	8.3	11.1	11.9	13.6	13.6	2.8	17.3	17.3	4.9	19.4	26.0
Effective Green, g (s)	6.6	8.3	11.1	11.9	13.6	13.6	2.8	17.3	17.3	4.9	19.4	26.0
Actuated g/C Ratio	0.11	0.14	0.19	0.20	0.23	0.23	0.05	0.30	0.30	0.08	0.33	0.45
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	194	489	393	344	786	351	82	1018	445	144	1142	790
v/s Ratio Prot	0.07	0.05	0.01	c0.14	c0.11		0.01	0.03		c0.06	c0.27	0.01
v/s Ratio Perm			0.04			0.05			0.00			0.04
v/c Ratio	0.61	0.36	0.17	0.70	0.47	0.21	0.28	0.12	0.01	0.76	0.80	0.09
Uniform Delay, d1	24.7	22.7	19.8	21.6	19.3	18.1	26.8	15.0	14.5	26.2	17.7	9.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.6	0.5	0.2	6.3	0.4	0.3	1.9	0.1	0.0	21.1	4.0	0.1
Delay (s)	30.3	23.1	20.0	27.9	19.7	18.4	28.7	15.0	14.5	47.2	21.7	9.4
Level of Service	C	C	B	C	B	B	C	B	B	D	C	A
Approach Delay (s)		24.2			21.4			16.9			22.3	
Approach LOS		C			C			B			C	
Intersection Summary												
HCM Average Control Delay			22.0			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			58.4			Sum of lost time (s)				8.0		
Intersection Capacity Utilization			48.0%			ICU Level of Service				A		
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
41: Main St & I-15 Ramps

Existing Conditions
Timing Plan: AM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.90	
Flt Protected	0.95	1.00	1.00	1.00	0.99	
Satd. Flow (prot)	1770	3539	3539	1583	1643	
Flt Permitted	0.95	1.00	1.00	1.00	0.99	
Satd. Flow (perm)	1770	3539	3539	1583	1643	
Volume (vph)	36	139	390	107	108	268
Peak-hour factor, PHF	0.86	0.86	0.93	0.93	0.82	0.82
Adj. Flow (vph)	42	162	419	115	132	327
RTOR Reduction (vph)	0	0	0	83	161	0
Lane Group Flow (vph)	42	162	419	32	298	0
Confl. Peds. (#/hr)					2	2
Confl. Bikes (#/hr)						2
Turn Type	Prot			Perm		
Protected Phases	5	2	6		4	
Permitted Phases				6		
Actuated Green, G (s)	1.1	15.2	10.1	10.1	12.6	
Effective Green, g (s)	1.1	15.2	10.1	10.1	12.6	
Actuated g/C Ratio	0.03	0.42	0.28	0.28	0.35	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	54	1503	998	447	578	
v/s Ratio Prot	c0.02	0.05	c0.12		c0.18	
v/s Ratio Perm				0.02		
v/c Ratio	0.78	0.11	0.42	0.07	0.52	
Uniform Delay, d1	17.2	6.2	10.5	9.4	9.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	49.7	0.0	0.3	0.1	0.8	
Delay (s)	66.9	6.2	10.8	9.5	10.0	
Level of Service	E	A	B	A	A	
Approach Delay (s)		18.7	10.5		10.0	
Approach LOS		B	B		A	
Intersection Summary						
HCM Average Control Delay			11.7		HCM Level of Service	B
HCM Volume to Capacity ratio			0.49			
Actuated Cycle Length (s)			35.8		Sum of lost time (s)	12.0
Intersection Capacity Utilization			46.8%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

Barrio Logan CPU
1: Commercial St & 16th St

Existing Conditions
Timing Plan: PM Peak



Movement	EBL2	EBT	EBR	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR	SWR
Lane Configurations		↔		↔			↔			↔		↔
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0			4.0			4.0		4.0
Lane Util. Factor		1.00		1.00			0.95			0.95		1.00
Frpb, ped/bikes		1.00		1.00			0.99			0.98		1.00
Flpb, ped/bikes		1.00		1.00			0.99			1.00		1.00
Frt		0.99		0.98			0.96			0.93		0.86
Flt Protected		0.99		1.00			0.99			0.99		1.00
Satd. Flow (prot)		1830		1830			3305			3193		1611
Flt Permitted		0.94		1.00			0.91			0.94		1.00
Satd. Flow (perm)		1736		1830			3047			3013		1611
Volume (vph)	18	131	11	192	24	14	21	12	6	16	19	20
Peak-hour factor, PHF	0.69	0.69	0.69	0.87	0.87	0.78	0.78	0.78	0.73	0.73	0.73	0.92
Adj. Flow (vph)	26	190	16	221	28	18	27	15	8	22	26	22
RTOR Reduction (vph)	0	5	0	0	0	0	7	0	0	12	0	0
Lane Group Flow (vph)	0	227	0	249	0	0	53	0	0	44	0	22
Confl. Peds. (#/hr)	11		9		11	28		7	7		28	
Confl. Bikes (#/hr)			1		2			3				
Turn Type	Perm				Perm			Perm			custom	
Protected Phases		4		8			2			6		9
Permitted Phases	4					2			6			
Actuated Green, G (s)		12.8		12.8			30.4			30.4		0.8
Effective Green, g (s)		12.8		12.8			30.4			30.4		0.8
Actuated g/C Ratio		0.23		0.23			0.54			0.54		0.01
Clearance Time (s)		4.0		4.0			4.0			4.0		4.0
Vehicle Extension (s)		3.0		3.0			3.0			3.0		3.0
Lane Grp Cap (vph)		397		418			1654			1636		23
v/s Ratio Prot				c0.14								c0.01
v/s Ratio Perm		0.13					c0.02			0.01		
v/c Ratio		0.57		0.60			0.03			0.03		0.96
Uniform Delay, d1		19.2		19.3			6.0			5.9		27.6
Progression Factor		1.00		1.00			1.00			1.00		1.00
Incremental Delay, d2		2.0		2.3			0.0			0.0		166.5
Delay (s)		21.2		21.6			6.0			6.0		194.1
Level of Service		C		C			A			A		F
Approach Delay (s)		21.2		21.6			6.0			6.0		
Approach LOS		C		C			A			A		
Intersection Summary												
HCM Average Control Delay		24.6				HCM Level of Service			C			
HCM Volume to Capacity ratio		0.21										
Actuated Cycle Length (s)		56.0				Sum of lost time (s)		12.0				
Intersection Capacity Utilization		58.7%				ICU Level of Service		B				
Analysis Period (min)		15										
c Critical Lane Group												

Barrio Logan CPU
2: National Ave & 16th St

Existing Conditions
Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕		↕	↕			↕↕			↕↕	
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	8	74	8	3	90	25	15	41	7	16	25	7
Peak Hour Factor	0.86	0.86	0.86	0.76	0.76	0.76	0.69	0.69	0.69	0.67	0.67	0.67
Hourly flow rate (vph)	9	86	9	4	118	33	22	59	10	24	37	10
Pedestrians		14			10			37			27	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			3			2	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)					668							
pX, platoon unblocked												
vC, conflicting volume	178			132			316	333	95	281	321	176
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	178			132			316	333	95	281	321	176
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			96	89	99	96	93	99
cM capacity (veh/h)	1364			1406			525	550	907	544	558	809
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	52	52	4	151	91	72						
Volume Left	9	0	4	0	22	24						
Volume Right	0	9	0	33	10	10						
cSH	1364	1700	1406	1700	568	579						
Volume to Capacity	0.01	0.03	0.00	0.09	0.16	0.12						
Queue Length 95th (ft)	1	0	0	0	14	11						
Control Delay (s)	1.4	0.0	7.6	0.0	12.5	12.1						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.7		0.2		12.5	12.1						
Approach LOS					B	B						
Intersection Summary												
Average Delay			5.0									
Intersection Capacity Utilization			25.8%		ICU Level of Service		A					
Analysis Period (min)			15									

Barrio Logan CPU
3: National Ave & Sigsbee St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			1.00			0.99	
Flpb, ped/bikes	0.98	1.00		0.99	1.00			1.00			1.00	
Frt	1.00	0.96		1.00	0.97			0.98			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.98			1.00	
Satd. Flow (prot)	1737	1757		1748	1802			1789			1785	
Flt Permitted	0.70	1.00		0.65	1.00			0.93			0.99	
Satd. Flow (perm)	1281	1757		1201	1802			1685			1768	
Volume (vph)	5	73	31	7	54	11	34	55	13	3	23	8
Peak-hour factor, PHF	0.63	0.63	0.63	0.75	0.75	0.75	0.85	0.85	0.85	0.77	0.77	0.77
Adj. Flow (vph)	8	116	49	9	72	15	40	65	15	4	30	10
RTOR Reduction (vph)	0	38	0	0	12	0	0	6	0	0	4	0
Lane Group Flow (vph)	8	127	0	9	75	0	0	114	0	0	40	0
Confl. Peds. (#/hr)	21		16	16		21	28		9	9		28
Confl. Bikes (#/hr)			4						3			6
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	8.3	8.3		8.3	8.3			22.8			22.8	
Effective Green, g (s)	8.3	8.3		8.3	8.3			22.8			22.8	
Actuated g/C Ratio	0.21	0.21		0.21	0.21			0.58			0.58	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	272	373		255	383			983			1031	
v/s Ratio Prot		c0.07			0.04							
v/s Ratio Perm	0.01			0.01				c0.07			0.02	
v/c Ratio	0.03	0.34		0.04	0.20			0.12			0.04	
Uniform Delay, d1	12.2	13.1		12.2	12.7			3.6			3.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.5		0.1	0.3			0.1			0.0	
Delay (s)	12.3	13.6		12.3	12.9			3.7			3.5	
Level of Service	B	B		B	B			A			A	
Approach Delay (s)		13.6			12.9			3.7			3.5	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay			9.6			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.18									
Actuated Cycle Length (s)			39.1			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			32.1%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
4: Newton Ave & Sigsbee St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	8	22	17	1	23	8	11	58	2	6	25	7
Peak Hour Factor	0.73	0.73	0.73	0.73	0.73	0.73	0.81	0.81	0.81	0.56	0.56	0.56
Hourly flow rate (vph)	11	30	23	1	32	11	14	72	2	11	45	12
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	64	44	88	68								
Volume Left (vph)	11	1	14	11								
Volume Right (vph)	23	11	2	13								
Hadj (s)	-0.15	-0.11	0.05	-0.04								
Departure Headway (s)	4.1	4.2	4.3	4.2								
Degree Utilization, x	0.07	0.05	0.10	0.08								
Capacity (veh/h)	832	819	815	833								
Control Delay (s)	7.5	7.4	7.7	7.5								
Approach Delay (s)	7.5	7.4	7.7	7.5								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.6									
HCM Level of Service			A									
Intersection Capacity Utilization			20.7%		ICU Level of Service					A		
Analysis Period (min)			15									

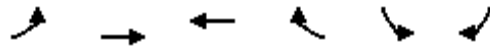
Barrio Logan CPU
5: Main St & Sigsbee St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	4	1	3	10	0	31	0	39	1	20	27	1
Peak Hour Factor	0.50	0.50	0.50	0.79	0.79	0.79	0.62	0.62	0.62	0.67	0.67	0.67
Hourly flow rate (vph)	8	2	6	13	0	39	0	63	2	30	40	1
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	16	52	65	72								
Volume Left (vph)	8	13	0	30								
Volume Right (vph)	6	39	2	1								
Hadj (s)	-0.09	-0.37	0.02	0.10								
Departure Headway (s)	4.2	3.8	4.1	4.2								
Degree Utilization, x	0.02	0.06	0.07	0.08								
Capacity (veh/h)	830	901	845	836								
Control Delay (s)	7.2	7.1	7.5	7.6								
Approach Delay (s)	7.2	7.1	7.5	7.6								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.4									
HCM Level of Service			A									
Intersection Capacity Utilization			21.1%	ICU Level of Service					A			
Analysis Period (min)			15									

Barrio Logan CPU
6: Harbor Dr & Sigsbee St

Existing Conditions
Timing Plan: PM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑	↑↑		↖	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	88	1173	316	15	39	22
Peak Hour Factor	0.96	0.96	0.92	0.92	0.76	0.76
Hourly flow rate (vph)	92	1222	343	16	51	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					Raised	
Median storage veh					0	
Upstream signal (ft)			1319			
pX, platoon unblocked						
vC, conflicting volume	360				1146	180
vC1, stage 1 conf vol					352	
vC2, stage 2 conf vol					794	
vCu, unblocked vol	360				1146	180
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.2				3.5	3.3
p0 queue free %	92				76	97
cM capacity (veh/h)	1195				217	832
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	92	611	611	229	131	80
Volume Left	92	0	0	0	0	51
Volume Right	0	0	0	0	16	29
cSH	1195	1700	1700	1700	1700	296
Volume to Capacity	0.08	0.36	0.36	0.13	0.08	0.27
Queue Length 95th (ft)	6	0	0	0	0	27
Control Delay (s)	8.3	0.0	0.0	0.0	0.0	21.6
Lane LOS	A					C
Approach Delay (s)	0.6			0.0		21.6
Approach LOS						C
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			42.6%		ICU Level of Service	A
Analysis Period (min)			15			

Barrio Logan CPU
7: Logan Ave & Beardsley St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	195	25	15	70	0	22	0	68	144	75	6
Peak Hour Factor	0.75	0.75	0.75	0.85	0.85	0.85	0.86	0.86	0.86	0.81	0.81	0.81
Hourly flow rate (vph)	0	260	33	18	82	0	26	0	79	178	93	7
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total (vph)	293	18	82	105	278							
Volume Left (vph)	0	18	0	26	178							
Volume Right (vph)	33	0	0	79	7							
Hadj (s)	-0.03	0.53	0.03	-0.37	0.15							
Departure Headway (s)	5.2	6.5	6.0	5.1	5.3							
Degree Utilization, x	0.42	0.03	0.14	0.15	0.41							
Capacity (veh/h)	654	508	550	641	641							
Control Delay (s)	11.9	8.5	8.7	8.9	11.8							
Approach Delay (s)	11.9	8.7		8.9	11.8							
Approach LOS	B	A		A	B							
Intersection Summary												
Delay			11.1									
HCM Level of Service			B									
Intersection Capacity Utilization			38.1%	ICU Level of Service					A			
Analysis Period (min)			15									

Barrio Logan CPU
8: National Ave & Beardsley St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop				Stop			Stop	
Volume (vph)	19	96	2	33	77	12	9	43	43	29	83	11
Peak Hour Factor	0.75	0.75	0.75	0.78	0.78	0.78	0.68	0.68	0.68	0.77	0.77	0.77
Hourly flow rate (vph)	25	128	3	42	99	15	13	63	63	38	108	14
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total (vph)	25	131	42	114	140	160						
Volume Left (vph)	25	0	42	0	13	38						
Volume Right (vph)	0	3	0	15	63	14						
Hadj (s)	0.53	0.02	0.53	-0.06	-0.22	0.03						
Departure Headway (s)	6.0	5.5	6.0	5.4	4.7	4.9						
Degree Utilization, x	0.04	0.20	0.07	0.17	0.18	0.22						
Capacity (veh/h)	563	620	565	628	712	682						
Control Delay (s)	8.1	8.6	8.2	8.3	8.8	9.3						
Approach Delay (s)	8.5		8.3		8.8	9.3						
Approach LOS	A		A		A	A						
Intersection Summary												
Delay			8.7									
HCM Level of Service			A									
Intersection Capacity Utilization			30.3%		ICU Level of Service		A					
Analysis Period (min)			15									

Barrio Logan CPU
9: Newton Ave & Beardsley St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	5	28	1	6	47	19	1	66	16	44	81	9
Peak Hour Factor	0.65	0.65	0.65	0.82	0.82	0.82	0.80	0.80	0.80	0.78	0.78	0.78
Hourly flow rate (vph)	8	43	2	7	57	23	1	82	20	56	104	12
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	52	88	104	172								
Volume Left (vph)	8	7	1	56								
Volume Right (vph)	2	23	20	12								
Hadj (s)	0.05	-0.11	-0.08	0.06								
Departure Headway (s)	4.7	4.5	4.3	4.4								
Degree Utilization, x	0.07	0.11	0.13	0.21								
Capacity (veh/h)	710	745	789	779								
Control Delay (s)	8.0	8.0	8.0	8.6								
Approach Delay (s)	8.0	8.0	8.0	8.6								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.2									
HCM Level of Service			A									
Intersection Capacity Utilization			28.4%		ICU Level of Service					A		
Analysis Period (min)			15									

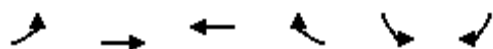
Barrio Logan CPU
10: Main St & Beardsley St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	22	49	4	15	33	9	0	25	31	15	39	17
Peak Hour Factor	0.85	0.85	0.85	0.79	0.79	0.79	0.74	0.74	0.74	0.68	0.68	0.68
Hourly flow rate (vph)	26	58	5	19	42	11	0	34	42	22	57	25
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	88	72	76	104								
Volume Left (vph)	26	19	0	22								
Volume Right (vph)	5	11	42	25								
Hadj (s)	0.06	-0.01	-0.30	-0.07								
Departure Headway (s)	4.4	4.4	4.1	4.3								
Degree Utilization, x	0.11	0.09	0.09	0.12								
Capacity (veh/h)	774	772	835	796								
Control Delay (s)	8.0	7.8	7.5	7.9								
Approach Delay (s)	8.0	7.8	7.5	7.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.8									
HCM Level of Service			A									
Intersection Capacity Utilization			23.7%	ICU Level of Service				A				
Analysis Period (min)			15									

Barrio Logan CPU
11: Harbor Dr & Beardsley St

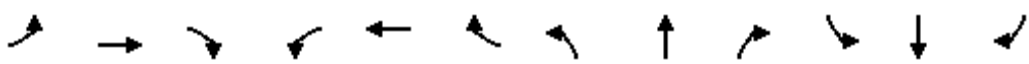
Existing Conditions
Timing Plan: PM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑↑	↑↑		↰	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	60	1167	329	16	26	16
Peak Hour Factor	0.96	0.96	0.93	0.93	0.81	0.81
Hourly flow rate (vph)	62	1216	354	17	32	20
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					Raised	
Median storage veh					0	
Upstream signal (ft)			658			
pX, platoon unblocked						
vC, conflicting volume	371				1095	185
vC1, stage 1 conf vol					362	
vC2, stage 2 conf vol					733	
vCu, unblocked vol	371				1095	185
tC, single (s)	4.3				6.8	6.9
tC, 2 stage (s)					5.8	
tF (s)	2.3				3.5	3.3
p0 queue free %	94				86	98
cM capacity (veh/h)	1129				235	825
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	62	608	608	236	135	52
Volume Left	62	0	0	0	0	32
Volume Right	0	0	0	0	17	20
cSH	1129	1700	1700	1700	1700	323
Volume to Capacity	0.06	0.36	0.36	0.14	0.08	0.16
Queue Length 95th (ft)	4	0	0	0	0	14
Control Delay (s)	8.4	0.0	0.0	0.0	0.0	18.3
Lane LOS	A					C
Approach Delay (s)	0.4			0.0		18.3
Approach LOS						C
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			42.3%		ICU Level of Service	A
Analysis Period (min)			15			

Barrio Logan CPU
12: Kearney St & Cesar E. Chavez Pkwy

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				↰	↰↱		↰	↱			↱↰	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	4.0		4.0	4.0			4.0	
Lane Util. Factor				0.95	0.95		1.00	1.00			0.95	
Frt				1.00	0.94		1.00	1.00			0.98	
Flt Protected				0.95	0.99		0.95	1.00			1.00	
Satd. Flow (prot)				1478	1446		1626	1712			3194	
Flt Permitted				0.95	0.99		0.95	1.00			1.00	
Satd. Flow (perm)				1478	1446		1626	1712			3194	
Volume (vph)	0	0	0	440	148	154	204	217	0	0	165	22
Peak-hour factor, PHF	0.25	0.25	0.25	0.82	0.82	0.82	0.92	0.92	0.92	0.77	0.77	0.77
Adj. Flow (vph)	0	0	0	537	180	188	222	236	0	0	214	29
RTOR Reduction (vph)	0	0	0	0	25	0	0	0	0	0	14	0
Lane Group Flow (vph)	0	0	0	445	435	0	222	236	0	0	229	0
Heavy Vehicles (%)	16%	16%	16%	16%	16%	16%	11%	11%	11%	11%	11%	11%
Turn Type				Split			Split					
Protected Phases				8	8		6	6			2	
Permitted Phases												
Actuated Green, G (s)				24.1	24.1		13.3	13.3			9.6	
Effective Green, g (s)				24.1	24.1		13.3	13.3			9.6	
Actuated g/C Ratio				0.41	0.41		0.23	0.23			0.16	
Clearance Time (s)				4.0	4.0		4.0	4.0			4.0	
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)				604	591		367	386			520	
v/s Ratio Prot				c0.30	0.30		0.14	c0.14			c0.07	
v/s Ratio Perm												
v/c Ratio				0.74	0.74		0.60	0.61			0.44	
Uniform Delay, d1				14.8	14.8		20.5	20.5			22.3	
Progression Factor				1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2				4.7	4.7		2.8	2.9			0.6	
Delay (s)				19.4	19.5		23.3	23.4			22.9	
Level of Service				B	B		C	C			C	
Approach Delay (s)		0.0			19.5			23.3			22.9	
Approach LOS		A			B			C			C	
Intersection Summary												
HCM Average Control Delay			21.1			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			59.0			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			47.3%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
13: Logan Ave & Cesar E. Chavez Pkwy

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1761	1806		1763	1863	1553	1530	3059	1328	1530	3010	
Flt Permitted	0.74	1.00		0.43	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1376	1806		799	1863	1553	1530	3059	1328	1530	3010	
Volume (vph)	97	205	44	9	19	28	9	254	339	114	394	39
Peak-hour factor, PHF	0.86	0.86	0.86	0.82	0.82	0.82	0.88	0.88	0.88	0.95	0.95	0.95
Adj. Flow (vph)	113	238	51	11	23	34	10	289	385	120	415	41
RTOR Reduction (vph)	0	15	0	0	0	26	0	0	232	0	8	0
Lane Group Flow (vph)	113	274	0	11	23	8	10	289	153	120	448	0
Confl. Peds. (#/hr)	10		13	13		10			27			27
Confl. Bikes (#/hr)			4			2			3			2
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	18%	18%	18%	18%	18%	18%
Turn Type	Perm			Perm		Perm	Prot		Perm	Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	11.2	11.2		11.2	11.2	11.2	0.5	18.8	18.8	5.4	23.7	
Effective Green, g (s)	11.2	11.2		11.2	11.2	11.2	0.5	18.8	18.8	5.4	23.7	
Actuated g/C Ratio	0.24	0.24		0.24	0.24	0.24	0.01	0.40	0.40	0.11	0.50	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	325	427		189	440	367	16	1213	527	174	1505	
v/s Ratio Prot		c0.15			0.01		0.01	0.09		c0.08	c0.15	
v/s Ratio Perm	0.08			0.01		0.01			0.12			
v/c Ratio	0.35	0.64		0.06	0.05	0.02	0.62	0.24	0.29	0.69	0.30	
Uniform Delay, d1	15.1	16.3		14.0	14.0	13.9	23.4	9.5	9.7	20.2	7.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.6	3.3		0.1	0.0	0.0	57.6	0.1	0.3	10.8	0.1	
Delay (s)	15.7	19.6		14.1	14.0	13.9	81.0	9.6	10.1	31.0	7.1	
Level of Service	B	B		B	B	B	F	A	B	C	A	
Approach Delay (s)		18.5			14.0			10.9			12.1	
Approach LOS		B			B			B			B	
Intersection Summary												
HCM Average Control Delay		13.2		HCM Level of Service					B			
HCM Volume to Capacity ratio		0.44										
Actuated Cycle Length (s)		47.4		Sum of lost time (s)					8.0			
Intersection Capacity Utilization		57.5%		ICU Level of Service					B			
Analysis Period (min)		15										
c Critical Lane Group												

Barrio Logan CPU
14: National Ave & Cesar E. Chavez Pkwy

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.95		1.00	0.91		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1775		1770	1704		1612	3193		1530	1610	1369
Flt Permitted	0.66	1.00		0.69	1.00		0.56	1.00		0.46	1.00	1.00
Satd. Flow (perm)	1237	1775		1280	1704		954	3193		739	1610	1369
Volume (vph)	84	67	31	73	58	76	14	435	29	61	305	61
Peak-hour factor, PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	92	74	34	79	63	83	16	489	33	66	328	66
RTOR Reduction (vph)	0	28	0	0	69	0	0	5	0	0	0	26
Lane Group Flow (vph)	92	80	0	79	77	0	16	517	0	66	328	40
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	12%	12%	12%	18%	18%	18%
Turn Type	Perm			Perm			Perm			Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	6.2	6.2		6.2	6.2		22.2	22.2		22.2	22.2	22.2
Effective Green, g (s)	6.2	6.2		6.2	6.2		22.2	22.2		22.2	22.2	22.2
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.61	0.61		0.61	0.61	0.61
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	211	302		218	290		582	1947		451	982	835
v/s Ratio Prot		0.04			0.05			0.16			c0.20	
v/s Ratio Perm	c0.07			0.06			0.02			0.09		0.03
v/c Ratio	0.44	0.26		0.36	0.27		0.03	0.27		0.15	0.33	0.05
Uniform Delay, d1	13.5	13.1		13.4	13.1		2.8	3.3		3.0	3.5	2.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.4	0.5		1.0	0.5		0.0	0.1		0.2	0.2	0.0
Delay (s)	15.0	13.6		14.4	13.6		2.8	3.4		3.2	3.7	2.9
Level of Service	B	B		B	B		A	A		A	A	A
Approach Delay (s)		14.2			13.9			3.4			3.5	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay			6.6			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			36.4			Sum of lost time (s)				8.0		
Intersection Capacity Utilization			45.1%			ICU Level of Service				A		
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
15: Newton Ave & Cesar E. Chavez Pkwy

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	1.00	
Frt	1.00	0.97		1.00	0.91		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1801		1770	1686		1612	3193		1612	1678	
Flt Permitted	0.68	1.00		0.68	1.00		0.55	1.00		0.46	1.00	
Satd. Flow (perm)	1264	1801		1269	1686		929	3193		774	1678	
Volume (vph)	53	68	19	17	35	59	8	431	29	38	291	23
Peak-hour factor, PHF	0.74	0.74	0.74	0.77	0.77	0.77	0.87	0.87	0.87	0.88	0.88	0.88
Adj. Flow (vph)	72	92	26	22	45	77	9	495	33	43	331	26
RTOR Reduction (vph)	0	22	0	0	64	0	0	5	0	0	3	0
Lane Group Flow (vph)	72	96	0	22	58	0	9	523	0	43	354	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	12%	12%	12%	12%	12%	12%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	7.6	7.6		7.6	7.6		28.6	28.6		28.6	28.6	
Effective Green, g (s)	7.6	7.6		7.6	7.6		28.6	28.6		28.6	28.6	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.65	0.65		0.65	0.65	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	217	310		218	290		601	2066		501	1086	
v/s Ratio Prot		0.05			0.03			0.16			0.21	
v/s Ratio Perm	0.06			0.02			0.01			0.06		
v/c Ratio	0.33	0.31		0.10	0.20		0.01	0.25		0.09	0.33	
Uniform Delay, d1	16.1	16.0		15.4	15.7		2.8	3.3		2.9	3.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9	0.6		0.2	0.3		0.0	0.1		0.1	0.2	
Delay (s)	17.0	16.6		15.6	16.0		2.8	3.4		3.0	3.7	
Level of Service	B	B		B	B		A	A		A	A	
Approach Delay (s)		16.7			16.0			3.3			3.6	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay		6.9			HCM Level of Service			A				
HCM Volume to Capacity ratio		0.33										
Actuated Cycle Length (s)		44.2			Sum of lost time (s)			8.0				
Intersection Capacity Utilization		39.6%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

Barrio Logan CPU
16: Main St & Cesar E. Chavez Pkwy

Existing Conditions
Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.98		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	0.99	1.00		0.99	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	0.98		1.00	0.89		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1753	1809		1747	1628		1539	3088		1539	1604	
Flt Permitted	0.69	1.00		0.73	1.00		0.56	1.00		0.46	1.00	
Satd. Flow (perm)	1268	1809		1340	1628		902	3088		744	1604	
Volume (vph)	53	34	7	18	22	60	4	455	19	26	269	34
Peak-hour factor, PHF	0.94	0.94	0.94	0.76	0.76	0.76	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	56	36	7	24	29	79	4	500	21	29	296	37
RTOR Reduction (vph)	0	6	0	0	63	0	0	3	0	0	4	0
Lane Group Flow (vph)	56	37	0	24	45	0	4	518	0	29	329	0
Confl. Peds. (#/hr)	19		24	24		19	16		20	20		16
Confl. Bikes (#/hr)			1			2						
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	16%	16%	16%	16%	16%	16%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	10.4	10.4		10.4	10.4		33.2	33.2		33.2	33.2	
Effective Green, g (s)	10.4	10.4		10.4	10.4		33.2	33.2		33.2	33.2	
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.64	0.64		0.64	0.64	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	256	365		270	328		580	1987		479	1032	
v/s Ratio Prot		0.02			0.03			0.17			c0.20	
v/s Ratio Perm	c0.04			0.02			0.00			0.04		
v/c Ratio	0.22	0.10		0.09	0.14		0.01	0.26		0.06	0.32	
Uniform Delay, d1	17.2	16.8		16.7	16.9		3.3	3.9		3.4	4.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.1		0.1	0.2		0.0	0.1		0.1	0.2	
Delay (s)	17.6	16.9		16.9	17.1		3.3	4.0		3.5	4.3	
Level of Service	B	B		B	B		A	A		A	A	
Approach Delay (s)		17.3			17.1			4.0			4.2	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay			6.8			HCM Level of Service				A		
HCM Volume to Capacity ratio			0.29									
Actuated Cycle Length (s)			51.6			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			45.0%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
17: Harbor Dr & Cesar E. Chavez Pkwy

Existing Conditions
Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱			↱	↰
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99			1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Frt	1.00	1.00		1.00	0.97		1.00	0.95			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	1.00
Satd. Flow (prot)	1641	3272		1641	3163		1365	1354			1595	1373
Flt Permitted	0.95	1.00		0.95	1.00		0.71	1.00			0.82	1.00
Satd. Flow (perm)	1641	3272		1641	3163		1025	1354			1345	1373
Volume (vph)	375	713	12	19	166	43	11	63	35	33	30	247
Peak-hour factor, PHF	0.96	0.96	0.96	0.91	0.91	0.91	0.85	0.85	0.85	0.93	0.93	0.93
Adj. Flow (vph)	391	743	12	21	182	47	13	74	41	35	32	266
RTOR Reduction (vph)	0	1	0	0	28	0	0	29	0	0	0	211
Lane Group Flow (vph)	391	754	0	21	201	0	13	86	0	0	67	55
Confl. Peds. (#/hr)			13			1	4		3	3		4
Confl. Bikes (#/hr)			9			14			3			
Heavy Vehicles (%)	10%	10%	10%	10%	10%	10%	32%	32%	32%	16%	16%	16%
Turn Type	Prot			Prot			Perm			Perm		Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		6
Actuated Green, G (s)	19.2	30.0		0.6	11.4		11.1	11.1			11.1	11.1
Effective Green, g (s)	19.2	30.0		0.6	11.4		11.1	11.1			11.1	11.1
Actuated g/C Ratio	0.36	0.56		0.01	0.21		0.21	0.21			0.21	0.21
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	587	1828		18	671		212	280			278	284
v/s Ratio Prot	c0.24	c0.23		0.01	0.06			c0.06				
v/s Ratio Perm							0.01				0.05	0.04
v/c Ratio	0.67	0.41		1.17	0.30		0.06	0.31			0.24	0.19
Uniform Delay, d1	14.5	6.8		26.6	17.8		17.1	18.0			17.8	17.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	2.9	0.2		269.7	0.3		0.1	0.6			0.5	0.3
Delay (s)	17.4	6.9		296.2	18.0		17.2	18.7			18.2	17.9
Level of Service	B	A		F	B		B	B			B	B
Approach Delay (s)		10.5			41.4			18.5			18.0	
Approach LOS		B			D			B			B	

Intersection Summary

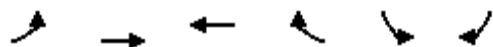
HCM Average Control Delay	16.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	53.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	49.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection Sign configuration not allowed in HCM analysis.

Barrio Logan CPU
19: National Ave & SR-75 Off-ramp

Existing Conditions
Timing Plan: PM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↗
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	0	160	134	0	72	133
Peak Hour Factor	0.87	0.87	0.86	0.86	0.83	0.83
Hourly flow rate (vph)	0	184	156	0	87	160
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					TWLT	
Median storage veh)					1	
Upstream signal (ft)			875			
pX, platoon unblocked						
vC, conflicting volume	156				340	156
vC1, stage 1 conf vol					156	
vC2, stage 2 conf vol					184	
vCu, unblocked vol	156				340	156
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)					5.4	
tF (s)	2.2				3.5	3.3
p0 queue free %	100				87	82
cM capacity (veh/h)	1424				692	890
Direction, Lane #	EB 1	WB 1	SB 1	SB 2		
Volume Total	184	156	87	160		
Volume Left	0	0	87	0		
Volume Right	0	0	0	160		
cSH	1700	1700	692	890		
Volume to Capacity	0.11	0.09	0.13	0.18		
Queue Length 95th (ft)	0	0	11	16		
Control Delay (s)	0.0	0.0	11.0	9.9		
Lane LOS			B	A		
Approach Delay (s)	0.0	0.0	10.3			
Approach LOS			B			
Intersection Summary						
Average Delay			4.3			
Intersection Capacity Utilization		22.0%		ICU Level of Service		A
Analysis Period (min)			15			

Barrio Logan CPU
20: National Ave & Evans St

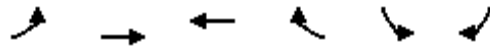
Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Free		Free		Stop		Stop					
Grade	0%		0%		0%		0%					
Volume (veh/h)	18	212	14	17	103	15	5	8	29	27	10	37
Peak Hour Factor	0.86	0.86	0.86	0.84	0.84	0.84	0.81	0.81	0.81	0.93	0.93	0.93
Hourly flow rate (vph)	21	247	16	20	123	18	6	10	36	29	11	40
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None						None					
Median storage veh												
Upstream signal (ft)	661											
pX, platoon unblocked												
vC, conflicting volume	140			263			505	477	255	501	477	132
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	140			263			505	477	255	501	477	132
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			99	98	95	93	98	96
cM capacity (veh/h)	1443			1301			439	472	784	441	473	918
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	21	263	20	140	52	80						
Volume Left	21	0	20	0	6	29						
Volume Right	0	16	0	18	36	40						
cSH	1443	1700	1301	1700	643	603						
Volume to Capacity	0.01	0.15	0.02	0.08	0.08	0.13						
Queue Length 95th (ft)	1	0	1	0	7	11						
Control Delay (s)	7.5	0.0	7.8	0.0	11.1	11.9						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.6		1.0		11.1	11.9						
Approach LOS					B	B						
Intersection Summary												
Average Delay			3.2									
Intersection Capacity Utilization			30.7%		ICU Level of Service				A			
Analysis Period (min)			15									

Barrio Logan CPU
21: Newton Ave & Evans St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	13	46	16	5	27	7	3	15	6	8	8	11
Peak Hour Factor	0.78	0.78	0.78	0.89	0.89	0.89	0.68	0.68	0.68	0.75	0.75	0.75
Hourly flow rate (vph)	17	59	21	6	30	8	4	22	9	11	11	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None								None			
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	38			79			168	152	69	168	158	34
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	38			79			168	152	69	168	158	34
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			99	97	99	99	99	99
cM capacity (veh/h)	1572			1519			767	729	994	762	723	1039
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	96	44	35	36								
Volume Left	17	6	4	11								
Volume Right	21	8	9	15								
cSH	1572	1519	786	840								
Volume to Capacity	0.01	0.00	0.04	0.04								
Queue Length 95th (ft)	1	0	4	3								
Control Delay (s)	1.3	1.0	9.8	9.5								
Lane LOS	A	A	A	A								
Approach Delay (s)	1.3	1.0	9.8	9.5								
Approach LOS			A	A								
Intersection Summary												
Average Delay			4.1									
Intersection Capacity Utilization			16.1%	ICU Level of Service					A			
Analysis Period (min)			15									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰	↱		↰	↱
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	5	97	82	10	13	3
Peak Hour Factor	0.80	0.80	0.77	0.77	0.44	0.44
Hourly flow rate (vph)	6	121	106	13	30	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	119				247	113
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	119				247	113
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	99
cM capacity (veh/h)	1468				739	940
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	128	119	36			
Volume Left	6	0	30			
Volume Right	0	13	7			
cSH	1468	1700	769			
Volume to Capacity	0.00	0.07	0.05			
Queue Length 95th (ft)	0	0	4			
Control Delay (s)	0.4	0.0	9.9			
Lane LOS	A		A			
Approach Delay (s)	0.4	0.0	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization		19.2%		ICU Level of Service		A
Analysis Period (min)		15				

Barrio Logan CPU
23: Logan Ave & Sampson St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop				Stop			Stop	
Volume (vph)	101	135	36	29	75	54	63	134	18	66	100	13
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	111	148	40	32	82	59	69	147	20	73	110	14
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total (vph)	111	188	32	140	236	197						
Volume Left (vph)	111	0	32	0	69	73						
Volume Right (vph)	0	40	0	59	20	14						
Hadj (s)	0.53	-0.11	0.53	-0.26	0.04	0.06						
Departure Headway (s)	6.6	5.9	6.8	6.0	5.6	5.7						
Degree Utilization, x	0.20	0.31	0.06	0.23	0.37	0.31						
Capacity (veh/h)	513	571	487	553	595	587						
Control Delay (s)	10.1	10.4	9.0	9.6	11.8	11.2						
Approach Delay (s)	10.2		9.5		11.8	11.2						
Approach LOS	B		A		B	B						
Intersection Summary												
Delay			10.7									
HCM Level of Service			B									
Intersection Capacity Utilization			36.9%		ICU Level of Service		A					
Analysis Period (min)			15									

Barrio Logan CPU
24: National Ave & Sampson St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			0.99			0.99	
Flpb, ped/bikes	0.99	1.00		0.99	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.96			0.97			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1758	1830		1752	1766			1776			1756	
Flt Permitted	0.68	1.00		0.67	1.00			0.98			0.89	
Satd. Flow (perm)	1264	1830		1235	1766			1748			1592	
Volume (vph)	25	111	12	21	70	28	13	77	30	36	33	18
Peak-hour factor, PHF	0.90	0.90	0.90	0.85	0.85	0.85	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	28	123	13	25	82	33	14	85	33	40	36	20
RTOR Reduction (vph)	0	9	0	0	26	0	0	13	0	0	8	0
Lane Group Flow (vph)	28	127	0	25	89	0	0	119	0	0	88	0
Confl. Peds. (#/hr)	7		11	11		7	25		21	21		25
Confl. Bikes (#/hr)			3			3			6			2
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	9.8	9.8		9.8	9.8			27.1			27.1	
Effective Green, g (s)	9.8	9.8		9.8	9.8			27.1			27.1	
Actuated g/C Ratio	0.22	0.22		0.22	0.22			0.60			0.60	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	276	399		270	385			1055			961	
v/s Ratio Prot		c0.07			0.05							
v/s Ratio Perm	0.02			0.02				c0.07			0.06	
v/c Ratio	0.10	0.32		0.09	0.23			0.11			0.09	
Uniform Delay, d1	14.0	14.7		14.0	14.5			3.8			3.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.2	0.5		0.1	0.3			0.0			0.0	
Delay (s)	14.2	15.2		14.2	14.8			3.8			3.8	
Level of Service	B	B		B	B			A			A	
Approach Delay (s)		15.0			14.7			3.8			3.8	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay			10.1			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.17									
Actuated Cycle Length (s)			44.9			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			39.1%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
25: Newton Ave & Sampson St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	23	25	12	0	16	6	6	63	3	5	42	15
Peak Hour Factor	0.88	0.88	0.88	0.79	0.79	0.79	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	26	28	14	0	20	8	7	73	3	6	49	17
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	68	28	84	72								
Volume Left (vph)	26	0	7	6								
Volume Right (vph)	14	8	3	17								
Hadj (s)	-0.01	-0.13	0.03	-0.10								
Departure Headway (s)	4.3	4.2	4.2	4.1								
Degree Utilization, x	0.08	0.03	0.10	0.08								
Capacity (veh/h)	811	822	825	851								
Control Delay (s)	7.6	7.3	7.7	7.5								
Approach Delay (s)	7.6	7.3	7.7	7.5								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.6									
HCM Level of Service			A									
Intersection Capacity Utilization			23.7%		ICU Level of Service					A		
Analysis Period (min)			15									

Barrio Logan CPU
26: Main St & Sampson St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	13	82	8	27	44	8	5	46	49	8	27	10
Peak Hour Factor	0.74	0.74	0.74	0.73	0.73	0.73	0.81	0.81	0.81	0.80	0.80	0.80
Hourly flow rate (vph)	18	111	11	37	60	11	6	57	60	10	34	12
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	139	108	123	56								
Volume Left (vph)	18	37	6	10								
Volume Right (vph)	11	11	60	13								
Hadj (s)	0.01	0.04	-0.25	-0.06								
Departure Headway (s)	4.5	4.5	4.3	4.6								
Degree Utilization, x	0.17	0.14	0.15	0.07								
Capacity (veh/h)	773	752	788	732								
Control Delay (s)	8.4	8.2	8.0	7.9								
Approach Delay (s)	8.4	8.2	8.0	7.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.2									
HCM Level of Service			A									
Intersection Capacity Utilization			28.0%		ICU Level of Service				A			
Analysis Period (min)			15									

Barrio Logan CPU
27: Harbor Dr & Sampson St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	0.99			0.97			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1770	3534		1770	3514			1783			1780	
Flt Permitted	0.95	1.00		0.95	1.00			0.95			0.95	
Satd. Flow (perm)	1770	3534		1770	3514			1709			1696	
Volume (vph)	56	748	5	19	198	8	23	111	41	14	66	26
Peak-hour factor, PHF	0.87	0.87	0.87	0.81	0.81	0.81	0.71	0.71	0.71	0.85	0.85	0.85
Adj. Flow (vph)	64	860	6	23	244	10	32	156	58	16	78	31
RTOR Reduction (vph)	0	1	0	0	4	0	0	20	0	0	22	0
Lane Group Flow (vph)	64	865	0	23	250	0	0	226	0	0	103	0
Confl. Peds. (#/hr)			42			8	5		8	8		5
Confl. Bikes (#/hr)			12						7			7
Turn Type	Prot			Prot			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Actuated Green, G (s)	1.8	15.4		0.4	14.0			12.0			12.0	
Effective Green, g (s)	1.8	15.4		0.4	14.0			12.0			12.0	
Actuated g/C Ratio	0.05	0.39		0.01	0.35			0.30			0.30	
Clearance Time (s)	4.0	4.0		4.0	4.0			4.0			4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)	80	1367		18	1236			515			511	
v/s Ratio Prot	c0.04	c0.24		0.01	0.07							
v/s Ratio Perm								c0.13			0.06	
v/c Ratio	0.80	0.63		1.28	0.20			0.44			0.20	
Uniform Delay, d1	18.8	9.9		19.7	9.0			11.2			10.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	41.8	1.0		310.3	0.1			0.6			0.2	
Delay (s)	60.6	10.9		330.0	9.1			11.8			10.5	
Level of Service	E	B		F	A			B			B	
Approach Delay (s)		14.3			35.7			11.8			10.5	
Approach LOS		B			D			B			B	
Intersection Summary												
HCM Average Control Delay			17.4			HCM Level of Service				B		
HCM Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			39.8			Sum of lost time (s)			8.0			
Intersection Capacity Utilization			50.4%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
28: National Ave & Sicard St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Free				Free			Stop			Stop	
Grade	0%				0%			0%			0%	
Volume (veh/h)	10	162	8	8	124	1	3	25	17	4	14	9
Peak Hour Factor	0.90	0.90	0.90	0.81	0.81	0.81	0.66	0.66	0.66	0.68	0.68	0.68
Hourly flow rate (vph)	11	180	9	10	153	1	5	38	26	6	21	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							None			None		
Median storage veh)												
Upstream signal (ft)	641											
pX, platoon unblocked												
vC, conflicting volume	154			189			404	381	184	420	385	154
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	154			189			404	381	184	420	385	154
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			99	93	97	99	96	99
cM capacity (veh/h)	1426			1385			527	544	858	493	541	892
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	11	189	164	68	40							
Volume Left	11	0	10	5	6							
Volume Right	0	9	1	26	13							
cSH	1426	1700	1385	629	613							
Volume to Capacity	0.01	0.11	0.01	0.11	0.06							
Queue Length 95th (ft)	1	0	1	9	5							
Control Delay (s)	7.5	0.0	0.5	11.4	11.3							
Lane LOS	A		A	B	B							
Approach Delay (s)	0.4		0.5	11.4	11.3							
Approach LOS				B	B							
Intersection Summary												
Average Delay				3.0								
Intersection Capacity Utilization				23.2%	ICU Level of Service				A			
Analysis Period (min)				15								

Barrio Logan CPU
29: National Ave & 26th St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop				Stop			Stop	
Volume (vph)	5	155	23	35	117	54	14	19	34	77	21	2
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.73	0.73	0.73	0.89	0.89	0.89
Hourly flow rate (vph)	5	167	25	38	127	59	19	26	47	87	24	2
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total (vph)	5	191	38	186	92	112						
Volume Left (vph)	5	0	38	0	19	87						
Volume Right (vph)	0	25	0	59	47	2						
Hadj (s)	0.53	-0.06	0.53	-0.19	-0.23	0.18						
Departure Headway (s)	5.8	5.2	5.8	5.1	4.9	5.2						
Degree Utilization, x	0.01	0.28	0.06	0.26	0.12	0.16						
Capacity (veh/h)	584	659	592	680	672	630						
Control Delay (s)	7.7	9.0	8.0	8.6	8.6	9.3						
Approach Delay (s)	9.0		8.5		8.6	9.3						
Approach LOS	A		A		A	A						
Intersection Summary												
Delay			8.8									
HCM Level of Service			A									
Intersection Capacity Utilization			36.8%		ICU Level of Service		A					
Analysis Period (min)			15									

Barrio Logan CPU
30: National Ave & I-5 SB Off-ramp

Existing Conditions
Timing Plan: PM Peak

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↶↶	↶	↶
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	275	10	31	194	32	296
Peak Hour Factor	0.95	0.95	0.88	0.88	0.80	0.80
Hourly flow rate (vph)	289	11	35	220	40	370
Pedestrians					36	
Lane Width (ft)					12.0	
Walking Speed (ft/s)					4.0	
Percent Blockage					3	
Right turn flare (veh)						
Median type					None	
Median storage veh						
Upstream signal (ft)				670		
pX, platoon unblocked						
vC, conflicting volume			336		511	331
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			336		511	331
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		91	43
cM capacity (veh/h)			1183		463	645
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	
Volume Total	300	109	147	40	370	
Volume Left	0	35	0	40	0	
Volume Right	11	0	0	0	370	
cSH	1700	1183	1700	463	645	
Volume to Capacity	0.18	0.03	0.09	0.09	0.57	
Queue Length 95th (ft)	0	2	0	7	91	
Control Delay (s)	0.0	2.8	0.0	13.5	17.8	
Lane LOS		A		B	C	
Approach Delay (s)	0.0	1.2		17.4		
Approach LOS				C		
Intersection Summary						
Average Delay			7.7			
Intersection Capacity Utilization			40.2%		ICU Level of Service	A
Analysis Period (min)			15			

Barrio Logan CPU
31: Main St & 26th St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	14	167	7	19	45	28	2	38	80	26	6	8
Peak Hour Factor	0.82	0.82	0.82	0.72	0.72	0.72	0.88	0.88	0.88	0.67	0.67	0.67
Hourly flow rate (vph)	17	204	9	26	62	39	2	43	91	39	9	12
Direction, Lane #	EB 1	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1					
Volume Total (vph)	229	26	63	39	45	91	60					
Volume Left (vph)	17	26	0	0	2	0	39					
Volume Right (vph)	9	0	0	39	0	91	12					
Hadj (s)	0.03	0.53	0.03	-0.67	0.04	-0.57	0.04					
Departure Headway (s)	4.4	5.5	5.0	3.2	4.8	3.2	4.7					
Degree Utilization, x	0.28	0.04	0.09	0.03	0.06	0.08	0.08					
Capacity (veh/h)	799	631	696	1121	702	1121	706					
Control Delay (s)	9.1	7.5	7.2	5.1	8.1	6.5	8.1					
Approach Delay (s)	9.1	6.7			7.0		8.1					
Approach LOS	A	A			A		A					
Intersection Summary												
Delay			7.9									
HCM Level of Service			A									
Intersection Capacity Utilization			32.9%		ICU Level of Service					A		
Analysis Period (min)			15									

Barrio Logan CPU
32: Harbor Dr & Schley St

Existing Conditions
Timing Plan: PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↰			↱↰						↱↰	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0						4.0	
Lane Util. Factor	1.00	0.95			0.95						1.00	
Frpb, ped/bikes	1.00	1.00			1.00						0.99	
Flpb, ped/bikes	1.00	1.00			1.00						1.00	
Frt	1.00	1.00			0.97						0.92	
Flt Protected	0.95	1.00			1.00						0.98	
Satd. Flow (prot)	1770	3539			3437						1669	
Flt Permitted	0.95	1.00			1.00						0.98	
Satd. Flow (perm)	1770	3539			3437						1669	
Volume (vph)	75	712	0	0	182	39	0	0	0	16	4	27
Peak-hour factor, PHF	0.95	0.95	0.95	0.81	0.81	0.81	0.25	0.25	0.25	0.69	0.69	0.69
Adj. Flow (vph)	79	749	0	0	225	48	0	0	0	23	6	39
RTOR Reduction (vph)	0	0	0	0	23	0	0	0	0	0	31	0
Lane Group Flow (vph)	79	749	0	0	250	0	0	0	0	0	37	0
Confl. Peds. (#/hr)				8		6						
Confl. Bikes (#/hr)									4			9
Turn Type	Prot					Perm						
Protected Phases	7	4			8						6	
Permitted Phases										6		
Actuated Green, G (s)	2.7	18.3			11.6						6.9	
Effective Green, g (s)	2.7	18.3			11.6						6.9	
Actuated g/C Ratio	0.08	0.55			0.35						0.21	
Clearance Time (s)	4.0	4.0			4.0						4.0	
Vehicle Extension (s)	3.0	3.0			3.0						3.0	
Lane Grp Cap (vph)	144	1951			1201						347	
v/s Ratio Prot	0.04	0.21			0.07							
v/s Ratio Perm											0.02	
v/c Ratio	0.55	0.38			0.21						0.11	
Uniform Delay, d1	14.7	4.2			7.6						10.7	
Progression Factor	1.00	1.00			1.00						1.00	
Incremental Delay, d2	4.2	0.1			0.1						0.1	
Delay (s)	18.9	4.4			7.7						10.8	
Level of Service	B	A			A						B	
Approach Delay (s)		5.8			7.7		0.0				10.8	
Approach LOS		A			A		A				B	
Intersection Summary												
HCM Average Control Delay			6.5		HCM Level of Service				A			
HCM Volume to Capacity ratio			0.31									
Actuated Cycle Length (s)			33.2		Sum of lost time (s)				8.0			
Intersection Capacity Utilization			29.7%		ICU Level of Service				A			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
33: National Ave & 28th St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00			1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	0.94			1.00	0.85		0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.99	1.00		0.99	
Satd. Flow (prot)	1770	3539	1583	1770	1760			1765	1509		1689	
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.85	1.00		0.61	
Satd. Flow (perm)	1770	3539	1583	1770	1760			1508	1509		1040	
Volume (vph)	102	170	86	26	110	64	75	544	69	127	319	183
Peak-hour factor, PHF	0.87	0.87	0.87	0.71	0.71	0.71	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	117	195	99	37	155	90	82	591	75	138	347	199
RTOR Reduction (vph)	0	0	80	0	15	0	0	0	24	0	9	0
Lane Group Flow (vph)	117	195	19	37	230	0	0	673	51	0	675	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	7%	7%	7%	7%	7%	7%
Turn Type	Prot		Perm	Prot			Perm		Perm		Perm	
Protected Phases	7	4		3	8			2				6
Permitted Phases			4				2		2	6		
Actuated Green, G (s)	9.0	26.9	26.9	6.1	24.0			98.2	98.2		98.2	
Effective Green, g (s)	9.0	26.9	26.9	6.1	24.0			98.2	98.2		98.2	
Actuated g/C Ratio	0.06	0.19	0.19	0.04	0.17			0.69	0.69		0.69	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	111	665	297	75	295			1034	1035		713	
v/s Ratio Prot	c0.07	c0.06		0.02	c0.13							
v/s Ratio Perm			0.01					0.45	0.03		c0.65	
v/c Ratio	1.05	0.29	0.06	0.49	0.78			0.65	0.05		0.95	
Uniform Delay, d1	67.1	50.0	47.8	67.0	57.1			12.8	7.3		20.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	100.7	0.2	0.1	5.0	12.3			1.5	0.0		21.5	
Delay (s)	167.8	50.2	47.9	72.1	69.3			14.2	7.3		41.6	
Level of Service	F	D	D	E	E			B	A		D	
Approach Delay (s)		83.1			69.7			13.6			41.6	
Approach LOS		F			E			B			D	
Intersection Summary												
HCM Average Control Delay			43.5			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			143.2			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			96.4%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
34: Boston Ave & 28th St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.99		1.00	0.88		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1687	1762		1687	1560		1770	3539	1583	1770	3524	
Flt Permitted	0.70	1.00		0.44	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1242	1762		787	1560		1770	3539	1583	1770	3524	
Volume (vph)	43	194	11	10	12	50	1	759	189	207	877	26
Peak-hour factor, PHF	0.84	0.84	0.84	0.69	0.69	0.69	0.89	0.89	0.89	0.93	0.93	0.93
Adj. Flow (vph)	51	231	13	14	17	72	1	853	212	223	943	28
RTOR Reduction (vph)	0	4	0	0	57	0	0	0	119	0	2	0
Lane Group Flow (vph)	51	240	0	14	32	0	1	853	93	223	969	0
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	2%	2%	2%	2%	2%	2%
Turn Type	Perm			Perm			Prot			Perm		Prot
Protected Phases		4			8		5	2			1	6
Permitted Phases	4			8					2			
Actuated Green, G (s)	12.8	12.8		12.8	12.8		0.7	26.6	26.6	9.0	34.9	
Effective Green, g (s)	12.8	12.8		12.8	12.8		0.7	26.6	26.6	9.0	34.9	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.01	0.44	0.44	0.15	0.58	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	263	373		167	331		21	1559	697	264	2036	
v/s Ratio Prot		c0.14			0.02		0.00	c0.24		c0.13	0.28	
v/s Ratio Perm	0.04			0.02					0.06			
v/c Ratio	0.19	0.64		0.08	0.10		0.05	0.55	0.13	0.84	0.48	
Uniform Delay, d1	19.6	21.7		19.1	19.2		29.5	12.5	10.1	25.0	7.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.4	3.8		0.2	0.1		0.9	1.4	0.4	21.2	0.8	
Delay (s)	19.9	25.5		19.3	19.3		30.5	13.8	10.4	46.2	8.2	
Level of Service	B	C		B	B		C	B	B	D	A	
Approach Delay (s)		24.5			19.3			13.2			15.3	
Approach LOS		C			B			B			B	
Intersection Summary												
HCM Average Control Delay			15.6			HCM Level of Service			B			
HCM Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			60.4			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			53.3%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
35: Main St & 28th St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.98		1.00	0.98		1.00	0.97	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.90		1.00	0.97		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1750	3508		1762	3113		1736	3307		1736	3292	
Flt Permitted	0.41	1.00		0.38	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	764	3508		707	3113		1736	3307		1736	3292	
Volume (vph)	174	360	19	78	121	238	23	607	140	294	487	79
Peak-hour factor, PHF	0.80	0.80	0.80	0.83	0.83	0.83	0.84	0.84	0.84	0.86	0.86	0.86
Adj. Flow (vph)	218	450	24	94	146	287	27	723	167	342	566	92
RTOR Reduction (vph)	0	5	0	0	199	0	0	22	0	0	13	0
Lane Group Flow (vph)	218	469	0	94	234	0	27	868	0	342	645	0
Confl. Peds. (#/hr)	27		12	12		27			88			200
Confl. Bikes (#/hr)			8			3						6
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	4%	4%	4%
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	25.1	25.1		25.1	25.1		1.8	26.8		18.3	43.3	
Effective Green, g (s)	25.1	25.1		25.1	25.1		1.8	26.8		18.3	43.3	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.02	0.33		0.22	0.53	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	233	1071		216	951		38	1078		386	1734	
v/s Ratio Prot		0.13			0.08		0.02	c0.26		c0.20	0.20	
v/s Ratio Perm	c0.29			0.13								
v/c Ratio	0.94	0.44		0.44	0.25		0.71	0.81		0.89	0.37	
Uniform Delay, d1	27.8	22.9		22.9	21.4		39.9	25.3		30.9	11.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	41.2	0.3		1.4	0.1		47.3	4.5		20.8	0.1	
Delay (s)	68.9	23.2		24.3	21.6		87.2	29.8		51.8	11.6	
Level of Service	E	C		C	C		F	C		D	B	
Approach Delay (s)		37.6			22.1			31.5			25.3	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM Average Control Delay			29.3			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			82.2			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			82.0%			ICU Level of Service			E			
Analysis Period (min)			15									
c	Critical Lane Group											

Barrio Logan CPU
36: Harbor Dr & 28th St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.47	1.00	1.00	0.92		1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		1.00		0.95	0.95	1.00
Satd. Flow (prot)	1703	3406	711	1719	3438	1409		1826		1649	1657	1530
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		1.00		0.95	0.95	1.00
Satd. Flow (perm)	1703	3406	711	1719	3438	1409		1826		1649	1657	1530
Volume (vph)	156	543	1	8	202	221	1	133	0	480	12	13
Peak-hour factor, PHF	0.96	0.96	0.96	0.81	0.81	0.81	0.64	0.64	0.64	0.85	0.85	0.85
Adj. Flow (vph)	162	566	1	10	249	273	2	208	0	565	14	15
RTOR Reduction (vph)	0	0	1	0	0	114	0	0	0	0	0	12
Lane Group Flow (vph)	162	566	0	10	249	159	0	210	0	283	296	3
Confl. Peds. (#/hr)			535			129			3			
Confl. Bikes (#/hr)			2						4			2
Heavy Vehicles (%)	6%	6%	6%	5%	5%	5%	4%	4%	4%	4%	4%	4%
Turn Type	Prot		Perm	Prot		pm+ov	Split			Split		custom
Protected Phases	7	4		3	8	2	6	6		2	2	
Permitted Phases			4			8						6
Actuated Green, G (s)	8.2	42.6	42.6	0.7	35.1	56.9		16.7		21.8	21.8	16.7
Effective Green, g (s)	8.2	42.6	42.6	0.7	35.1	56.9		16.7		21.8	21.8	16.7
Actuated g/C Ratio	0.08	0.44	0.44	0.01	0.36	0.58		0.17		0.22	0.22	0.17
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0		4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	143	1484	310	12	1234	877		312		368	369	261
v/s Ratio Prot	c0.10	c0.17		0.01	0.07	0.04		c0.12		0.17	c0.18	
v/s Ratio Perm			0.00			0.07						0.00
v/c Ratio	1.13	0.38	0.00	0.83	0.20	0.18		0.67		0.77	0.80	0.01
Uniform Delay, d1	44.8	18.7	15.6	48.5	21.7	9.6		38.0		35.6	36.0	33.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00		1.00	1.00	1.00
Incremental Delay, d2	115.4	0.2	0.0	168.3	0.1	0.1		5.6		9.3	11.9	0.0
Delay (s)	160.2	18.8	15.6	216.8	21.7	9.7		43.6		45.0	47.8	33.7
Level of Service	F	B	B	F	C	A		D		D	D	C
Approach Delay (s)		50.3			19.2			43.6			46.1	
Approach LOS		D			B			D			D	
Intersection Summary												
HCM Average Control Delay			40.4				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.61									
Actuated Cycle Length (s)			97.8				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			69.9%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
37: Boston Ave & I-5 SB On-ramp

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	554	54	10	10	49	65	6	27	12	0	0	0
Peak Hour Factor	0.83	0.83	0.83	0.61	0.61	0.61	0.66	0.66	0.66	0.25	0.25	0.25
Hourly flow rate (vph)	667	65	12	16	80	107	9	41	18	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (ft)		657										
pX, platoon unblocked				0.94			0.94	0.94	0.94	0.94	0.94	
vC, conflicting volume	187			77			1572	1626	71	1611	1578	134
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	187			14			1611	1668	8	1653	1618	134
tC, single (s)	4.2			4.2			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	51			99			81	10	98	100	100	100
cM capacity (veh/h)	1358			1472			48	45	1006	11	49	915
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	745	203	68									
Volume Left	667	16	9									
Volume Right	12	107	18									
cSH	1358	1472	61									
Volume to Capacity	0.49	0.01	1.11									
Queue Length 95th (ft)	70	1	138									
Control Delay (s)	9.7	0.7	261.7									
Lane LOS	A	A	F									
Approach Delay (s)	9.7	0.7	261.7									
Approach LOS			F									
Intersection Summary												
Average Delay			24.8									
Intersection Capacity Utilization		50.8%		ICU Level of Service					A			
Analysis Period (min)			15									

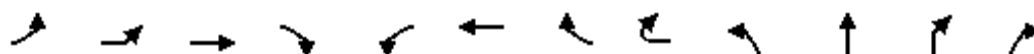
Barrio Logan CPU
38: Main St & 32nd St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.96		1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1703	3277		1703	3235		1770	1863	1552	1770	1759	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1703	3277		1703	3235		1770	1863	1552	1770	1759	
Volume (vph)	24	462	136	207	241	98	183	112	307	123	61	27
Peak-hour factor, PHF	0.85	0.85	0.85	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	28	544	160	233	271	110	206	126	345	138	69	30
RTOR Reduction (vph)	0	29	0	0	42	0	0	0	268	0	20	0
Lane Group Flow (vph)	28	675	0	233	339	0	206	126	77	138	79	0
Confl. Peds. (#/hr)			1			2			1			17
Confl. Bikes (#/hr)			4			1			7			5
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	2%	2%	2%	2%	2%	2%
Turn Type	Prot			Prot			Prot		Perm		Prot	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			
Actuated Green, G (s)	1.7	21.5		13.4	33.2		11.9	17.0	17.0	8.4	13.5	
Effective Green, g (s)	1.7	21.5		13.4	33.2		11.9	17.0	17.0	8.4	13.5	
Actuated g/C Ratio	0.02	0.28		0.18	0.44		0.16	0.22	0.22	0.11	0.18	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	38	923		299	1408		276	415	346	195	311	
v/s Ratio Prot	0.02	c0.21		c0.14	0.10		c0.12	c0.07		0.08	0.05	
v/s Ratio Perm									0.05			
v/c Ratio	0.74	0.73		0.78	0.24		0.75	0.30	0.22	0.71	0.25	
Uniform Delay, d1	37.1	24.8		30.0	13.6		30.8	24.7	24.2	32.8	27.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	53.2	3.0		12.1	0.1		10.5	0.4	0.3	11.1	0.4	
Delay (s)	90.3	27.8		42.1	13.7		41.2	25.1	24.6	43.9	27.5	
Level of Service	F	C		D	B		D	C	C	D	C	
Approach Delay (s)		30.2			24.5			29.7			37.0	
Approach LOS		C			C			C			D	
Intersection Summary												
HCM Average Control Delay			29.2			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			76.3			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			55.5%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
39: 32nd St & Wabash St

Existing Conditions
Timing Plan: PM Peak



Movement	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0			4.0	4.0		4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00			1.00	1.00		1.00	1.00	0.88	
Frt		1.00	0.91			1.00	0.85		1.00	1.00	0.85	
Flt Protected		0.95	1.00			0.96	1.00		0.95	1.00	1.00	
Satd. Flow (prot)		1752	1689			1797	1568		1719	1810	2707	
Flt Permitted		0.57	1.00			0.59	1.00		0.95	1.00	1.00	
Satd. Flow (perm)		1051	1689			1107	1568		1719	1810	2707	
Volume (vph)	76	78	52	85	93	34	140	137	116	290	624	169
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.82	0.82	0.82	0.82	0.93	0.93	0.93	0.93
Adj. Flow (vph)	87	90	60	98	113	41	171	167	125	312	671	182
RTOR Reduction (vph)	0	0	50	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	177	108	0	0	154	338	0	125	312	853	0
Heavy Vehicles (%)	2%	4%	2%	2%	2%	2%	2%	4%	5%	5%	5%	5%
Turn Type	Perm	Perm			Perm		Perm		Prot		custom	
Protected Phases			4			4			5	2		
Permitted Phases	4	4			4		4				2 3	
Actuated Green, G (s)		27.0	27.0			27.0	27.0		12.5	23.3	46.5	
Effective Green, g (s)		27.0	27.0			27.0	27.0		12.5	23.3	46.5	
Actuated g/C Ratio		0.25	0.25			0.25	0.25		0.11	0.21	0.43	
Clearance Time (s)		4.0	4.0			4.0	4.0		4.0	4.0		
Vehicle Extension (s)		3.0	3.0			3.0	3.0		3.0	3.0		
Lane Grp Cap (vph)		261	419			275	389		197	388	1157	
v/s Ratio Prot			0.06						0.07	c0.17		
v/s Ratio Perm		0.17				0.14	c0.22				c0.32	
v/c Ratio		0.68	0.26			0.56	0.87		0.63	0.80	0.74	
Uniform Delay, d1		37.0	32.8			35.7	39.2		46.0	40.6	26.0	
Progression Factor		1.00	1.00			1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2		6.8	0.3			2.6	18.2		6.5	11.5	2.5	
Delay (s)		43.8	33.2			38.3	57.4		52.5	52.0	28.5	
Level of Service		D	C			D	E		D	D	C	
Approach Delay (s)			38.8			51.4				36.5		
Approach LOS			D			D				D		
Intersection Summary												
HCM Average Control Delay			41.9			HCM Level of Service				D		
HCM Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			108.8			Sum of lost time (s)			12.0			
Intersection Capacity Utilization			72.4%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
39: 32nd St & Wabash St

Existing Conditions
Timing Plan: PM Peak



Movement	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0		
Lane Util. Factor	1.00	0.95		0.97		
Frt	1.00	0.99		0.98		
Flt Protected	0.95	1.00		0.96		
Satd. Flow (prot)	1770	3415		3330		
Flt Permitted	0.95	1.00		0.96		
Satd. Flow (perm)	1770	3415		3330		
Volume (vph)	275	319	19	294	37	7
Peak-hour factor, PHF	0.81	0.81	0.81	0.91	0.91	0.91
Adj. Flow (vph)	340	394	23	323	41	8
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	340	417	0	372	0	0
Heavy Vehicles (%)	2%	5%	2%	4%	4%	4%
Turn Type	Prot					
Protected Phases	1	6		3		
Permitted Phases						
Actuated Green, G (s)	23.3	34.1		19.2		
Effective Green, g (s)	23.3	34.1		19.2		
Actuated g/C Ratio	0.21	0.31		0.18		
Clearance Time (s)	4.0	4.0		4.0		
Vehicle Extension (s)	3.0	3.0		3.0		
Lane Grp Cap (vph)	379	1070		588		
v/s Ratio Prot	0.19	0.12		0.11		
v/s Ratio Perm						
v/c Ratio	0.90	0.39		0.63		
Uniform Delay, d1	41.6	29.2		41.5		
Progression Factor	1.00	1.00		1.00		
Incremental Delay, d2	22.8	0.2		2.2		
Delay (s)	64.4	29.4		43.8		
Level of Service	E	C		D		
Approach Delay (s)		45.2		43.8		
Approach LOS		D		D		
Intersection Summary						

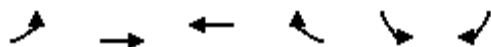
Barrio Logan CPU
40: Harbor Dr & 32nd St

Existing Conditions
Timing Plan: PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1719	3438	1538	1687	3374	1480	1719	3438	1501	1719	3438	1522
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1719	3438	1538	1687	3374	1480	1719	3438	1501	1719	3438	1522
Volume (vph)	239	796	64	26	267	321	48	487	97	219	200	180
Peak-hour factor, PHF	0.80	0.80	0.80	0.70	0.70	0.70	0.80	0.80	0.80	0.81	0.81	0.81
Adj. Flow (vph)	299	995	80	37	381	459	60	609	121	270	247	222
RTOR Reduction (vph)	0	0	45	0	0	265	0	0	94	0	0	94
Lane Group Flow (vph)	299	995	35	37	381	194	60	609	27	270	247	128
Confl. Bikes (#/hr)						7			12			10
Heavy Vehicles (%)	5%	5%	5%	7%	7%	7%	5%	5%	5%	5%	5%	5%
Turn Type	Prot	pm+ov		Prot	Perm		Prot	Perm		Prot	pm+ov	
Protected Phases	7	4	5	3	8		5	2		1	6	7
Permitted Phases			4			8			2			6
Actuated Green, G (s)	15.1	28.4	33.7	2.3	15.6	15.6	5.3	17.4	17.4	13.6	25.7	40.8
Effective Green, g (s)	15.1	28.4	33.7	2.3	15.6	15.6	5.3	17.4	17.4	13.6	25.7	40.8
Actuated g/C Ratio	0.19	0.37	0.43	0.03	0.20	0.20	0.07	0.22	0.22	0.18	0.33	0.53
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	334	1257	746	50	677	297	117	770	336	301	1137	878
v/s Ratio Prot	c0.17	c0.29	0.00	0.02	0.11		0.03	c0.18		c0.16	0.07	0.03
v/s Ratio Perm			0.02			0.13			0.02			0.06
v/c Ratio	0.90	0.79	0.05	0.74	0.56	0.65	0.51	0.79	0.08	0.90	0.22	0.15
Uniform Delay, d1	30.5	22.0	12.7	37.4	28.0	28.6	35.0	28.4	23.8	31.4	18.7	9.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	24.8	3.5	0.0	43.5	1.1	5.1	3.8	5.6	0.1	27.1	0.1	0.1
Delay (s)	55.4	25.5	12.7	80.9	29.1	33.7	38.7	34.0	23.9	58.5	18.8	9.6
Level of Service	E	C	B	F	C	C	D	C	C	E	B	A
Approach Delay (s)		31.3			33.7			32.8			30.5	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM Average Control Delay			32.0				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			77.7				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			64.3%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

Barrio Logan CPU
41: Main St & I-15 Ramps

Existing Conditions
Timing Plan: PM Peak



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.93	
Flt Protected	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (prot)	1770	3539	3539	1583	1680	
Flt Permitted	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (perm)	1770	3539	3539	1583	1680	
Volume (vph)	254	579	275	154	120	126
Peak-hour factor, PHF	0.91	0.91	0.89	0.89	0.94	0.94
Adj. Flow (vph)	279	636	309	173	128	134
RTOR Reduction (vph)	0	0	0	134	68	0
Lane Group Flow (vph)	279	636	309	39	194	0
Confl. Peds. (#/hr)					10	4
Confl. Bikes (#/hr)						1
Turn Type	Prot			Perm		
Protected Phases	5	2	6		4	
Permitted Phases				6		
Actuated Green, G (s)	9.4	22.9	9.5	9.5	10.8	
Effective Green, g (s)	9.4	22.9	9.5	9.5	10.8	
Actuated g/C Ratio	0.23	0.55	0.23	0.23	0.26	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	399	1943	806	361	435	
v/s Ratio Prot	c0.16	c0.18	0.09		c0.12	
v/s Ratio Perm				0.02		
v/c Ratio	0.70	0.33	0.38	0.11	0.45	
Uniform Delay, d1	14.9	5.2	13.6	12.7	12.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.3	0.1	0.3	0.1	0.7	
Delay (s)	20.1	5.3	13.9	12.9	13.7	
Level of Service	C	A	B	B	B	
Approach Delay (s)		9.8	13.6		13.7	
Approach LOS		A	B		B	
Intersection Summary						
HCM Average Control Delay			11.5		HCM Level of Service	B
HCM Volume to Capacity ratio			0.45			
Actuated Cycle Length (s)			41.7		Sum of lost time (s)	8.0
Intersection Capacity Utilization			46.9%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

APPENDIX G

- Parking Occupancy Data

Zone 1

Segment	From	To	Side	Available Curb Length (ft)	Total Parking Spaces	Notes	Parking Demand		
							9:00 AM	12:00 PM	7:00 PM
Sigsbee	Logan	National	East		3	Construction	3	3	2
Sigsbee	Logan	National	West		11	(2) 15 min Loading	10	9	7
Sigsbee	National	Newton	East		9		8	6	2
Sigsbee	National	Newton	West		8		8	8	1
Sigsbee	Newton	Main	East		0		0	0	0
Sigsbee	Newton	Main	West		10		3	10	3
Beardsley	Newton	National	East	166	13		13	11	0
Beardsley	Newton	National	West	201	10	15 min. (1)	9	9	3
Beardsley	National	Logan	East	174	10		10	10	10
Beardsley	National	Logan	West	174	4	Construction	4	3	3
Beardsley	Harbor	Main	East		7		5	7	0
Beardsley	Harbor	Main	West		6		6	6	0
Beardsley	Main	Newton	East		12		8	5	1
Beardsley	Main	Newton	West						
Cesar Chavez	Main	Newton	East	267	8	2 hr. (All) 15 min. (3)	5	4	0
Cesar Chavez	Main	Newton	West	255	10		9	2	1
Cesar Chavez	Newton	National	East	270	0		0	0	0
Cesar Chavez	Newton	National	West	217	8		6	8	4
Harbor	Sigsbee	Beardsley	North	599	0		0	0	0
Harbor	Sigsbee	Beardsley	South	610	0		0	0	0
Harbor	Beardsley	Cesar Chavez	North	576	0		0	0	0
Harbor	Beardsley	Cesar Chavez	South	579	0		0	0	0
Harbor	Cesar Chavez	Dewey	North	539	0		0	0	0
Harbor	Cesar Chavez	Dewey	South	518	0		0	0	0
Main	Sigsbee	Beardsley	North	562	29	Commercial (2) / Diagonal	13	29	4
Main	Sigsbee	Beardsley	South	530	23	Diagonal	7	23	4
Main	Beardsley	Cesar Chavez	North	452	18	15 min. (2) Commercial (3) Handicap (1)	17	16	4
Main	Beardsley	Cesar Chavez	South	438	14	Commercial (2)	12	13	6
Main	Cesar Chavez	Dewey	North	506	31	Diagonal	29	29	2
Main	Cesar Chavez	Dewey	South	312	18		12	16	2
Newton	16th	Sigsbee	North	440	25	20 min. loading (3)/ Diagonal	23	23	24
Newton	16th	Sigsbee	South	482	20	Handicap (1)	19	19	19
Newton	Sigsbee	Beardsley	North	541	42	(3) 30 min. /diagonal	32	26	11
Newton	Sigsbee	Beardsley	South	553	40	Diagonal	20	27	10
Newton	Beardsley	Cesar Chavez	North	520	22	Handicap (1) Some Diagonal	20	22	10
Newton	Beardsley	Cesar Chavez	South	544	29	Commercial (1)	28	26	19
Newton	Cesar Chavez	Dewey	North	416	30	Diagonal	25	17	0
Newton	Cesar Chavez	Dewey	South	406	31	Diagonal	16	17	2
National	16th	Sigsbee	North	431	17	30 min. (3)	12	23	7
National	16th	Sigsbee	South	483	12	Commercial (5)	7	28	7
National	Sigsbee	Beardsley	North	531	16	(1) 15 min./construction	15	16	14
National	Sigsbee	Beardsley	South	427	18	Handicap (1)	12	14	14
National	Beardsley	Cesar Chavez	North	426	15		15	12	5
National	Beardsley	Cesar Chavez	South	494	25	30 min. (1) Commercial (3) Diagonal	24	23	14
National	Cesar Chavez	Dewey	North	381	31		21	9	12
National	Cesar Chavez	Dewey	South	428	18	Diagonal	16	14	18
Logan	17th	18th	North		4		0	2	4
Logan	17th	18th	South		10		5	5	7
Logan	Sigsbee	Beardsley	North		15		6	10	9

Logan	Sigsbee	Beardsley	South		4	Construction on South side	3	3	2
Logan	Beardsley	Cesar Chavez	North		23	Handicapped (2)	13	16	22
Logan	Beardsley	Cesar Chavez	South		16		10	13	16
Logan	Cesar Chavez	Dewey	North		19		1	1	6
Logan	Cesar Chavez	Dewey	South		18		3	3	9
Commercial	16th	17th	North	188	9		8	6	9
Commercial	16th	17th	South	144	9		1	8	7
Commercial	17th	18th	North	213	0	Red Curb	0	0	0
Commercial	17th	18th	South	214	3	Lots of Red Curb	2	1	1
Logan	16th	17th	North	207	5		4	5	2
Logan	16th	17th	South	178	12		5	12	9
					800		563	628	348
							70.4%	78.5%	43.5%

Handicap 6
 Loading 21
 15 min. 7
 30 min 7
 2 hr. 5

Diagonal Newton between Cesar Chavez and Dewey
 Newton between Beardsley and Cesar Chavez (partial)
 Newton between Sigsbee and Beardsley
 Newton between 16th and Sigsbee (North)
 Main between Dewey and Cesar Chavez (North)
 Main between Sigsbee and Beardsley
 National between Cesar Chavez and Dewey (South)
 National between Beardsley and Cesar Chavez (South)
 320

Construction The block between Logan and National and between Sigsbee and Beardsley is under construction and most of the parking surrounding this block was not available during the study

Zone 2

Segment	From	To	Side	Available Curb Length (ft)	Total Parking Spaces	Notes	Parking Demand		
							9:00 AM	12:00 PM	7:00 PM
Evans	Main	Newton	East	246	12	D Permit (1/2)	10	12	4
Evans	Main	Newton	West	263	13		13	10	4
Evans	Newton	National	East	286	10	D Permit Handicap (1)	2	2	3
Evans	Newton	National	West	289	12	D Permit Loading (1)	3	4	6
Evans	National	Logan	East	288	9	30 min. (1)	6	9	8
Evans	National	Logan	West	282	14		9	11	6
Sampson	E. Harbor	Main	East	316	0		0	0	0
Sampson	E. Harbor	Main	West	285	3	Loading (3)	0	1	0
Sampson	Main	Newton	East	266	11		11	11	0
Sampson	Main	Newton	West	288	11		11	9	3
Sampson	Newton	National	East	262	10	Handicap (1)	10	8	5
Sampson	Newton	National	West	267	12		12	11	1
Sampson	National	Logan	East	262	12		12	11	10
Sampson	National	Logan	West	267	13		10	12	13
Logan	Dewey	Evans	North		12	30 min. prkg. Northside (2)	10	7	8
Logan	Dewey	Evans	South		20	D Permit (2)	4	7	7
Logan	Evans	Sampson	North		19	15 min. (2) 20 min. loading (1) Handicap (1)	10	8	19
Logan	Evans	Sampson	South		25	(1) 30 min (1) 20 min loading (most) 2 hr	18	13	24
Logan	Sampson	Sicard	North		20	15 min. (2)	6	20	17
Logan	Sampson	Sicard	South		16	30 min. (2) Handicap (1)	10	16	15
National	Dewey	Evans	North	384	20	D Permit (All)	11	11	8
National	Dewey	Evans	South	530	21	D Permit (Most) 15 min. (2)	10	8	12
National	Evans	Sampson	North	489	22	15 min. (3) D Permit (Rest)	15	10	13
National	Evans	Sampson	South	468	19	30 min. (1) D Permit (Rest)	14	10	11
National	Sampson	Sicard	North	452	22	30 min. (1)	22	17	18
National	Sampson	Sicard	South	444	16	2 hour (2)	14	16	11
National	Sicard	26th	North	32	2		2	2	2
National	Sicard	26th	South	79	3	2 hour (1)	2	2	2
Newton	Dewey	Evans	North	489	28	Diagnal (1) handicap	10	14	21
Newton	Dewey	Evans	South	555	25		21	21	25
Newton	Evans	Sampson	North	485	33	Diagnol/ D Permit	9	14	16
Newton	Evans	Sampson	South	528	16	D Permit (rest) (4) loading (2) 15 min	14	13	6
Newton	Sampson	Sicard	North	480	21	30 min. (2) Handicap (1)	16	12	13
Newton	Sampson	Sicard	South	458	22	Commercial (2)	18	17	10

Newton	Sicard	26th	North	305	13		11	13	6
Newton	Sicard	26th	South	358	15		14	14	4
Harbor	Dewey	Sampson	North	1213	0		0	0	0
Harbor	Dewey	Sampson	South	1150	0		0	0	0
Harbor	Sampson	Shley	North	1114	36		34	36	7
Harbor	Sampson	Shley	South	1110	39		36	39	13
Main	Dewey	Evans	North	592	42	Diagnal (All)	42	42	27
Main	Dewey	Evans	South	382	12	(5) loading	9	11	3
Main	Evans	Sampson	North	305	13	(4) commercial (1) handicap	11	8	2
Main	Evans	Sampson	South	592	25		25	21	5
Main	Sampson	Sicard	North	498	16	Commercial (5) 2 hr. (Rest)	12	12	3
Main	Sampson	Sicard	South	596	21		21	18	9
Main	Sicard	26th	North	496	17		17	16	1
Main	Sicard	26th	South	569	24		23	24	6

797

600

603

407

75.3%

75.7%

51.1%

Meter	0
Handicap	7
Loading	26
15 min.	11
30 min	10
2 hr.	37
"D" Permit	146

Diagnol Main between Dewey and Evans (North)

Newton between Dewey and Sampson (North)

103

Zone 3

Segment	From	To	Side	Available Curb Length (ft)	Total Parking Spaces	Notes	Parking Demand		
							9:00 AM	12:00 PM	7:00 PM
26th	Boston	Newton	East	264	8		6	5	0
26th	Boston	Newton	West	176	5		5	4	0
26th	Newton	National	East	212	5	D Permit (8-6)	4	3	1
26th	Newton	National	West	230	12	D Permit (8-6)	6	7	7
26th	National	Logan	East	274	13		10	5	7
26th	National	Logan	West	268	11		8	11	6
27th	Main	Boston	East	176	9	(2) loading (2) 15 min	5	6	3
27th	Main	Boston	West	211	9	(1) handicap (3) 2 hr	8	9	0
27th	Boston	Newton	East	234	9	Loading (2) 15 min (3)	4	9	4
27th	Boston	Newton	West	195	9	(1) handicap	8	7	8
Main	26th	27th	North	397	7	Commercial (2)	5	6	2
Main	26th	27th	South	577	0	Red Curb	0	0	0
Main	27th	28th	North	467	13	30 min. (1)	12	11	9
Main	27th	28th	South	232	11	Commercial (1)	11	11	5
Newton	26th	27th	North	483	20	D Permit (All)	3	4	10
Newton	26th	27th	South	356	18	D Permit (All) Handicap (1)	2	6	13
Newton	26th	27th	Mid		17	D Permit (All)	10	8	7
Newton	27th	28th	North	479	17	(13) 2 hr	15	14	5
Newton	27th	28th	South	458	16		16	15	8
Boston	26th	27th	North	417	24		23	23	7
Boston	26th	27th	South	489	21	(3) commercial (1) 30 min	17	17	2
Boston	27th	28th	North	487	17	(10) commercial	14	9	4
Boston	27th	28th	South	443	14		12	13	5
Harbor	Shley	28th	North	1507	20		20	19	9
Harbor	Shley	28th	South	1723	17	Metered 2 hr.	16	17	14
National	26th	27th	North	420	13	30 min. (2) Commercial (2)	8	13	5
National	26th	27th	South	482	21	30 min. (3)	17	20	8

356

265

272

149

74.4%

76.4%

41.9%

Meter (2hr)	17
Handicap	3
Loading	22
15 min.	5
30 min	7
2 hr.	16
"D" Permit	71

Diagnol

Zone 4

Segment	From	To	Side	Available Curb Length (ft)	Total Parking Spaces	Notes	Parking Demand		
							9:00 AM	12:00 PM	7:00 PM
28th	Main	Boston	East		0		0	0	0
28th	Main	Boston	West		0		0	0	0
29th	Main	Boston	East	257	13	(1) handicap	11	13	11
29th	Main	Boston	West	257	14		14	14	11
30th	Main	Boston	East	260	7		4	4	2
30th	Main	Boston	West	262	13	"D" permit	0	0	0
31st	Main	Boston	East	248	13	(2) commercial	7	8	7
31st	Main	Boston	West	254	10	(2) handicap (2) 30 min	7	6	7
32nd	Main	Boston	East	365	14		13	12	4
32nd	Main	Boston	West	283	8	(1) handicap	7	5	7
Boston	28th	29th	North	454	18	D Permit (10)	12	7	5
Boston	28th	29th	South	434	18	D Permit (All)	5	6	8
Boston	29th	30th	North	696	29		23	28	19
Boston	29th	30th	South	314	20		10	8	18
Boston	30th	31st	North	595	28		22	23	8
Boston	30th	31st	South	496	24		17	17	18
Boston	31st	32nd	North	564	27		12	14	10
Boston	31st	32nd	South	365	18	Handicap (1)	14	13	12
Main	28th	29th	North	425	10	Metered	4	7	1
Main	28th	29th	South	581	0		0	0	0
Main	29th	30th	North	316	11	Commercial (2)	9	8	5
Main	29th	30th	South	604	9		9	9	3
Main	30th	31st	North	471	17	30 min. (2)	15	16	14
Main	30th	31st	South	554	15		14	15	5
Main	31st	32nd	North	323	13	Loading (6)	5	9	3
Main	31st	32nd	South	542	0		0	0	0

349

234

242

178

67.0%

69.3%

51.0%

Meter 10
 Handicap 5
 Loading 10
 15 min.
 30 min 4
 2 hr.
 "D" Permit 41

Diagnol

Zone 5

Segment	From	To	Side	Available Curb Length (ft)	Total Parking Spaces	Notes	Parking Demand		
							9:00 AM	12:00 PM	7:00 PM
Main	32nd	Rigel	North	958	6		6	5	2
Main	32nd	Rigel	South	1153	46		0	0	0
Main	Rigel	Siva	North	389	18		1	2	0
Main	Rigel	Siva	South	604	16		7	5	0
Main	Siva	Thor	North	362	18	Loading (1)	15	15	0
Main	Siva	Thor	South	624	19		14	12	2
Main	Thor	Una	North	460	16	Loading (2) Handicap (1)	4	12	6
Main	Thor	Una	South	565	20		11	13	6
Main	Una	Vesta	North	347	15	(2) 15 min (3) commercial	8	10	9
Main	Una	Vesta	South	598	23		16	17	11
Main	Vesta	Woden	North	390	9	30 min. (3)	9	9	4
Main	Vesta	Yama	South	595	35		33	27	7
Dalbergia	Thor	Woden	North		120	Loading (3)	110	83	21
Dalbergia	Thor	Woden	South		83	(1) 15 min. (2) 30min (2) Loading	73	79	23
Rigel	Main	I-5	East		8		5	5	1
Rigel	Main	I-5	West		8		6	7	1
Una	Main	Dalbergia	East		15	Handicap (1)	13	15	6
Una	Main	Dalbergia	West		16	Loading (3)	15	16	4
Vesta	Main	Dalbergia	East		16		7	10	4
Vesta	Main	Dalbergia	West		11		9	7	4
Woden	Main	Dalbergia	East		10		10	9	0
Woden	Main	Dalbergia	West		12		12	9	0

540

384

367

111

71.1%

68.0%

20.6%

Handicap	2
Loading	14
15 min.	3
30 min	5
2 hr.	0

Diagnol Both sides, the length of Dalbergia

203

APPENDIX H

- Collision Data

BARRIO LOGAN COMMUNITY PLAN UPDATE

**COLLISION ANALYSIS
FOR THE PERIOD**

2005

2006

2007

STREET SEGMENT COLLISIONS
2005-2006-2007

SEGMENT	COLLISION TYPE	COLLISION FACTOR	DAY/NITE	PED/AGE	BIKE/AGE	COMMENT	YEAR
16TH STREET	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	DUI	2005
	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2006
	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N	HIT&RUN	2007
	OVERTURNED	AVOID VEHICLE	DAY	N	Y/ADULT		2007
	HIT PARKED VEH	IMPROPER START	NITE	N	N		2005
	HIT PARKED VEH	UNSAFE SPEED	NITE	N	N	HIT&RUN	2005
	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2005
	SIDE SWIPE	UNSAFE LN CHANGE	NITE	N	N	HIT&RUN	2006
TOTAL							8
17TH STREET	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N	DUI	2007
	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N	POLICE PURSUIT	2007
	REAR END	UNSAFE BACKING	NITE	N	N		
	REAR END	MEDICAL COND	DAY	Y/35	N	PED ON SIDEWALK	2005
	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N	DUI	2006
TOTAL							5
26TH STREET	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N		2007
	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2005
	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2005
	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2007
	RIGHT ANGLE	BIKE @ FAULT	NITE	N	Y/8	BIKE EXITING ALLEY	2006
TOTAL							5
27TH STREET	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N	HIT&RUN	2006
	REAR END	IMPROPER START	DAY	N	N		2007
	REAR END	UNSAFE SPEED	DAY	N	N	HIT&RUN	2006
	REAR END	UNSAFE SPEED	NITE	N	N	HIT&RUN	2005
	RIGHT ANGLE	IMPROPER START	DAY	N	N	HIT&RUN	2005
	RIGHT ANGLE	UNSAFE SPEED	NITE	N	N	HIT&RUN	2005
	SIDE SWIPE	IMPROPER START	DAY	N	N	HIT&RUN	2007
TOTAL							7
28TH STREET	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N	HIT&RUN	2006
	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N		2006

STREET SEGMENT COLLISIONS
2005-2006-2007

SEGMENT	COLLISION TYPE	COLLISION FACTOR	DAY/NITE	PED/AGE	BIKE/AGE	COMMENT	YEAR
30TH STREET	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N		2006
	HIT PARKED VEH	UNSECURED LOAD	NITE	N	N	TRUCK LOST LOAD	2007
	REAR END	UNSAFE BACKING	NITE	N	N	HIT&RUN	2007
	REAR END	UNSAFE SPEED	DAY	N	N	TROLLY TRACKS	2006
	REAR END	UNSAFE MOVE	DAY	N	N		2007
	REAR END	UNSAFE SPEED	DAY	N	N		2005
	REAR END	FOLLOWING 2 CLOSE	DAY	N	N		2005
	REAR END	UNSAFE SPEED	NITE	N	N	HIT&RUN	2007
	REAR END	UNSAFE SPEED	NITE	N	N		2006
	REAR END	FOLLOWING 2 CLOSE	DAY	N	N	HIT&RUN	2005
	REAR END	UNSAFE SPEED	DAY	N	N		2005
	RIGHT ANGLE	UNSAFE LN CHANGE	DAY	N	N	EMERG VEH	2005
	RIGHT ANGLE	WRONG SIDE OF RD	DAY	N	N	MTS GOLF CART	2007
	RIGHT ANGLE	UNSAFE BACKING	DAY	N	N	HIT&RUN	2007
	RIGHT ANGLE	UNSAFE START	DAY	N	N		2007
	HIT OBJECT	UNSAFE SPEED	NITE	N	N	HIT FENCE	2007
	SIDE SWIPE	UNSAFE PASSING	DAY	N	N		2007
	SIDE SWIPE	UNSAFE PASSING	DAY	N	N	HIT&RUN	2005
	SIDE SWIPE	UNSAFE LN CHANGE	NITE	N	N		2006
	SIDE SWIPE	UNSAFE LN CHANGE	DAY	N	N	HIT&RUN	2007
	TOTAL						22
31ST STREET	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2005
	PEDESTRIAN	PED @ FAULT	DAY	Y/2	N	RAN INTO STREET	2006
	SIDE SWIPE	IMPROPER START	DAY	N	N		2007
31ST STREET	TOTAL						3
	RIGHT ANGLE	VIO VEH R/W	DAY	N	N		2007
32ND STREET	HIT OBJECT	UNSAFE BACKING	DAY	N	N	HIT&RUN	2006
	TOTAL						2
32ND STREET	HIT PARKED VEH	OPEN VEH DOOR	NITE	N	N	DUI	2007
	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2006
	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N	HIT&RUN	2006

SEGMENT	COLLISION TYPE	COLLISION FACTOR	DAY/NITE	PED/AGE	BIKE/AGE	COMMENT	YEAR	
TOTAL	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2005	
	REAR END	UNSAFE BACKING	DAY	N	N		2007	
	REAR END	FOLLOWING 2 CLOSE	DAY	N	N		2005	
	REAR END	UNSAFE LN CHANGE	DAY	N	N		2007	
	REAR END	FOLLOWING 2 CLOSE	DAY	N	N		2006	
	REAR END	FOLLOWING 2 CLOSE	DAY	N	N		2006	
	REAR END	UNSAFE SPEED	DAY	N	N	HIT&RUN	2005	
	REAR END	UNSAFE SPEED	DAY	N	N		2006	
	HIT OBJECT	UNSAFE MOVE	DAY	N	N		2007	
	HIT OBJECT	RAN RED LIGHT	DAY	N	N		2007	
	HIT OBJECT	UNSAFE SPEED	NITE	N	N	DUI	2007	
	SIDE SWIPE	IMPROPER PASSING	DAY	N	N	HIT&RUN	2005	
	SCHLEY STREET	REAR END	UNSAFE MOVE	DAY	N	N	HIT&RUN	2005
		REAR END	UNSAFE SPEED	DAY	N	N		2005
	TOTAL							
SICARD STREET		HIT PARKED VEH	NITE	N	N	HIT&RUN	2005	
TOTAL	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2006	
	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2006	
	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2006	
	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2005	
	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2005	
	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2006	
	PEDESTRIAN	PED @ FAULT	NITE	Y/3	N	RAN INTO STREET	2005	
	REAR END	UNSAFE BACKING	DAY	N	N	HIT&RUN	2006	
	REAR END	UNSAFE SPEED	DAY	N	N	HIT&RUN	2006	
	REAR END	UNSAFE SPEED	DAY	N	N	HIT&RUN	2006	
	RIGHT ANGLE	BIKE @ FAULT	DAY	N	Y/11	WRONG SIDE RD	2005	
	RIGHT ANGLE	IMPROPER PASSING	DAY	N	N		2007	
	TOTAL							

STREET SEGMENT COLLISIONS
2005-2006-2007

SEGMENT	COLLISION TYPE	COLLISION FACTOR	DAY/NITE	PED/AGE	BIKE/AGE	COMMENT	YEAR
EVANS STREET	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N	HIT&RUN	2007
	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N	HIT&RUN	2007
	RIGHT ANGLE	BIKE @ FAULT	DAY	N	Y/12	BIKE AT FAULT	2005
	RIGHT ANGLE	IMPROPER START	NITE	N	N	HIT&RUN	2007
TOTAL	4						
DEWEY STREET	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N		2005
TOTAL	1						
CESAR CHAVEZ PKY	REAR END	IMPROPER START	DAY	N	N		2007
	REAR END	UNSAFE SPEED	DAY	N	N		2007
	REAR END	UNSAFE SPEED	DAY	N	N		2006
	REAR END	FOLLOWING 2 CLOSE	DAY	N	N	HIT&RUN	2005
TOTAL	4						
BEARDSLEY STREET	HIT PARKED VEH	UNSAFE SPEED	DAY	N	N	HIT&RUN	2006
	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N	HIT&RUN	2007
TOTAL	2						
SIGSBEE STREET	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N	HIT&RUN	2006
	PEDESTRIAN	UNSAFE BACKING	NITE	Y/31	N	PED LAYING IN RD	2007
	HIT OBJECT	UNSAFE MOVE	NITE	N	N		2006
TOTAL	3						
LOGAN STREET	HEAD ON	IMPROPER START	DAY	N	N	HIT&RUN	2007
	HEAD ON	WRONG SIDE OF RD	NITE	N	N		2005
	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2005
	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N	HIT&RUN	2007
	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N	HIT&RUN	2007
	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N	HIT&RUN	2006
	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N		2006
	PEDESTRIAN	PED @ FAULT	NITE	Y/42	N	XING MIDBLOCK	2005
	REAR END	UNSAFE SPEED	DAY	N	N		2006
	HIT OBJECT	UNSAFE SPEED	NITE	N	N	HIT&RUN	2007
	HIT OBJECT	UNSAFE BACKING	DAY	N	N	HIT&RUN	2007
	SIDE SWIPE	UNSAFE SPEED	DAY	N	N		2006

STREET SEGMENT COLLISIONS
2005-2006-2007

SEGMENT	COLLISION TYPE	COLLISION FACTOR	DAY/NITE	PED/AGE	BIKE/AGE	COMMENT	YEAR
TOTAL NATIONAL AVENUE	PEDESTRIAN	PED @ FAULT	NITE	Y/42	N		2005
	HIT OBJECT	UNSAFE SPEED	NITE	N	N		2007
	HIT OBJECT	UNSAFE BACKING	DAY	N	N		2007
	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2006
	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N		2005
	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2005
	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N		2005
	HIT PARKED VEH	IMPROPER TURN	DAY	N	N		2007
	PEDESTRIAN	PED @ FAULT	NITE	Y/3	N	RAN INTO RD	2005
	REAR END	FOLLOWING 2 CLOSE	NITE	N	N	HIT&RUN	2006
	REAR END	UNSAFE SPEED	NITE	N	N	HIT&RUN	2005
	REAR END	UNSAFE SPEED	NITE	N	N		2005
	REAR END	FOLLOWING 2 CLOSE	NITE	N	N	HIT&RUN	2006
	REAR END	UNSAFE SPEED	DAY	N	N		2006
TOTAL NEWTON AVENUE	RIGHT ANGLE	BIKE @ FAULT	DAY	N	Y/8	ALLEY ENT	2006
	SIDE SWIPE	IMPROPER START	DAY	N	N	HIT&RUN	2007
	HEAD ON	WRONG SIDE RD	DAY	N	N	DUI	2007
	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2006
	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N	HIT&RUN	2006
	HIT PARKED VEH	IMPROPER TURN	DAY	N	N	HIT&RUN	2006
	PEDESTRIAN	UNSAFE BACKING	DAY	Y/60	N	BACKED INTO PED	2006
	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N	HIT&RUN	2005
	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	DUI	2007
	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2005
	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	HIT&RUN	2005
TOTAL MAIN STREET	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N	DUI	2007
	HIT PARKED VEH	UNSAFE BACKING	DAY	N	N	HIT&RUN	2007
	HIT PARKED VEH	UNSAFE BACKING	DAY	N	N	HIT&RUN	2007

STREET SEGMENT COLLISIONS
2005-2006-2007

SEGMENT	COLLISION TYPE	COLLISION FACTOR	DAY/NITE	PED/AGE	BIKE/AGE	COMMENT	YEAR
TOTAL	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N	HIT&RUN	2006
	HIT PARKED VEH	UNSAFE SPEED	DAY	N	N	HIT&RUN	2006
	HIT PARKED VEH	IMPROPER PASS	DAY	N	N		2006
	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N	HIT&RUN	2006
	PEDESTRIAN	PED @ FAULT	DAY	Y/2	N	RAN INTO STREET	2006
	REAR END	UNSAFE SPEED	DAY	N	N		2006
	REAR END	UNSAFE SPEED	NITE	N	N	DUI	2006
	REAR END	FOLLOWING 2 CLOSE	NITE	N	N	HIT&RUN	2006
	REAR END	UNSAFE SPEED	DAY	N	N		2006
	RIGHT ANGLE	IMPROPER START	DAY	N	N		2007
	RIGHT ANGLE	IMPROPER START	NITE	N	N		2005
	HIT OBJECT	UNSAFE MOVE	NITE	N	N	DUI	2005
	HIT OBJECT	UNSAFE MOVE	NITE	N	N	DUI	2007
	HIT OBJECT	IMPROPER TURN	NITE	N	N	DUI	2007
	SIDE SWIPE	IMPROPER PASSING	DAY	N	N	POLICE PURSUIT	2005
	SIDE SWIPE	UNSAFE BACKING	DAY	N	N		2007
	SIDE SWIPE	IMPROPER START	DAY	N	N		2007
	REAR END	UNSAFE SPEED	NITE	N	N	DUI	2006
	SIDE SWIPE	UNSAFE LN CHANGE	DAY	N	N	POLICE PURSUIT	2005
	HIT PARKED VEH	UNSAFE LOAD	NITE	N	N	TOW TRUCK	2007
	HIT PARKED VEH	UNSAFE MOVE	NITE	N	N		2006
	OVERTURNED	UNSAFE MOVE	DAY	N	N	MOTORCYCLE	2007
	OVERTURNED	UNSAFE SPEED	DAY	N	N	MOTORCYCLE	2006
	REAR END	FOLLOWING 2 CLOSE	DAY	N	N		2006
	REAR END	UNSAFE MOVE	DAY	N	N		2005
	REAR END	UNSAFE SPEED	DAY	N	N		2006
	REAR END	UNSAFE SPEED	DAY	N	N		2007
	REAR END	UNSAFE SPEED	DAY	N	N		2007
	REAR END	UNSAFE START	DAY	N	N		2007
	REAR END	FOLLOWING 2 CLOSE	NITE	N	N	HIT&RUN	2006

26

TOTAL
HARBOR DRIVE

STREET SEGMENT COLLISIONS
2005-2006-2007

SEGMENT	COLLISION TYPE	COLLISION FACTOR	DAY/NITE	PED/AGE	BIKE/AGE	COMMENT	YEAR
TOTAL	REAR END	UNSAFE SPEED	NITE	N	N	HIT&RUN	2007
	REAR END	UNSAFE SPEED	DAY	N	N	HIT&RUN	2005
	REAR END	UNSAFE SPEED	DAY	N	N	HIT&RUN	2005
	REAR END	IMPROPER START	DAY	N	N		2005
	RIGHT ANGLE	WRONG SIDE RD	DAY	N	N	HIT&RUN	2007
	RIGHT ANGLE	BIKE @ FAULT	DAY	N	Y/ADULT	OUTSIDE BIKE LN	2007
	RIGHT ANGLE	VIO VEH R/W	DAY	N	N		2005
	HIT OBJECT	UNSAFE SPEED	NITE	N	N	DUI	2005
	REAR END	UNSAFE SPEED	DAY	N	N	HIT&RUN	2005
	SIDE SWIPE	RAN RED LIGHT	DAY	N	N	MOTORCYCLE	2007
	REAR END	UNSAFE SPEED	DAY	N	N		2006
	REAR END	UNSAFE SPEED	DAY	N	N		2007
	REAR END	UNSAFE SPEED	DAY	N	N		2005
	HIT OBJECT	UNSAFE SPEED	NITE	N	N		2005
	SIDE SWIPE	RAN RED LIGHT	DAY	N	N		2007
	RIGHT ANGLE	VIO VEH R/W	DAY	N	N		2005
	RIGHT ANGLE	UNSAFE BACKING	DAY	N	N	HIT&RUN	2005
	HIT OBJECT	UNSAFE BACKING	DAY	N	N	HIT&RUN	2006
	SIDE SWIPE	UNSAFE SPEED	NITE	N	N	HIT&RUN	2007
	SIDE SWIPE	IMPROPER PASSING	DAY	N	N	HIT&RUN	2007
	TOTAL						4
WABASH BLVD	RIGHT ANGLE	VIO VEH R/W	DAY	N	N		2006
	OVERTURNED	LOST CONTROL	NITE	N	N	MOTORCYCLE	2006
TOTAL							2
							188

INTERSECTION COLLISIONS
2005-2006-2007

LOCATION	COLLISION TYPE	COLLISION FACTOR	DAY/NITE	PED/AGE	BIKE	COMMENT	YEAR
I-5 SB OFF RAMP							
28TH STREET	RIGHT ANGLE	RAN RED LIGHT	DAY	N	N		2006
	RIGHT ANGLE	RAN RED LIGHT	DAY	N	N		2005
2							
CALLAGEN DWY							
32ND STREET	RIGHT ANGLE	RAN RED LIGHT	NITE	N	N		2005
1							
COLTON AVENUE							
28TH STREET	RIGHT ANGLE	BIKE @ FAULT	DAY	N	Y/13	WRONG SIDE OF RD	2007
	PEDESTRIAN	PED @ FAULT	DAY	Y/42	N		2005
2							
COMMERCIAL STREET							
16TH STREET	HIT OBJECT	UNSAFE MOVE	DAY	N	N	HIT&RUN	2006
1							
17TH STREET	SIDE SWIPE	UNSAFE MOVE	DAY	N	N		2007
1							
IMPERIAL STREET							
16TH STREET	RIGHT ANGLE	VIO VEH R/W	NITE	N	N		2007
	RIGHT ANGLE	VIO VEH R/W	DAY	N	Y/ADULT		2005
	RIGHT ANGLE	VIO VEH R/W	DAY	N	N		2005
	RIGHT ANGLE	VIO VEH R/W	DAY	N	N		2005
4							
17TH STREET	SIDE SWIPE	IMPROPER TURN	DAY	N	N	HIT&RUN	2005
1							
NATIONAL AVENUE							
26TH STREET	SIDE SWIPE	IMPROPER PASSING	DAY	N	N	HIT&RUN	2006
	SIDE SWIPE	VIO VEH R/W	DAY	N	N	HIT&RUN	2006
2							
27TH STREET	REAR END	IMPROPER START	DAY	N	N		2007

INTERSECTION COLLISIONS
2005-2006-2007

LOCATION	COLLISION TYPE	COLLISION FACTOR	DAY/NITE	PED/AGE	BIKE	COMMENT	YEAR
CESAR CHAVEZ PKWY	1						
		RIGHT ANGLE	RAN RED LIGHT	NITE	N		2005
		RIGHT ANGLE	VIO VEH R/W	NITE	N		2007
		RIGHT ANGLE	VIO VEH R/W	NITE	N		2007
	4						
		RIGHT ANGLE	RAN RED LIGHT	NITE	N		2005
		RIGHT ANGLE	VIO VEH R/W	DAY	N		2007
		HIT OBJECT	IMPROPER TURN	DAY	N		2006
SAMPSON STREET		RIGHT ANGLE	VIO VEH R/W	DAY	N		2007
		HIT OBJECT	IMPROPER TURN	DAY	N		2006
		RIGHT ANGLE	VIO VEH R/W	DAY	N		2007
		HIT OBJECT	IMPROPER TURN	DAY	N		2006
BOSTON AVENUE							
27TH STREET		RIGHT ANGLE	IMPROPER START	DAY	N		2005
28TH STREET	1						
		PEDESTRIAN	PED @ FAULT	DAY	Y/12	PED RAN SIGNAL	2006
		RIGHT ANGLE	RAN RED LIGHT	DAY	N		2006
		RIGHT ANGLE	RAN RED LIGHT	NITE	N		2005
		RIGHT ANGLE	UNSAFE TURN	NITE	N	HIT&RUN	2006
		HIT OBJECT	IMPROPER TURN	DAY	N		2005
		SIDE SWIPE	UNSAFE LN CHANGE	DAY	N	HIT&RUN	2007
I-5 SB ON RAMP	7						
		SIDE SWIPE	UNSAFE LN CHANGE	DAY	N		2005
HARBOR DRIVE	1						
		RIGHT ANGLE	VIO VEH R/W	DAY	N		2007
CESAR CHAVEZ PKWY							
		RIGHT ANGLE	RAN RED LIGHT	DAY	N		2006
		RIGHT ANGLE	RAN RED LIGHT	DAY	N		2006
		RIGHT ANGLE	RAN RED LIGHT	DAY	N		2006
28TH STREET	3						
		RIGHT ANGLE	RAN RED LIGHT	DAY	N		2005

INTERSECTION COLLISIONS
2005-2006-2007

LOCATION	COLLISION TYPE	COLLISION FACTOR	DAY/NITE	PED/AGE	BIKE	COMMENT	YEAR
32ND STREET	RIGHT ANGLE	VIO VEH R/W	DAY	N	N		2007
	2						
	RIGHT ANGLE	IMPROPER START	DAY	N	N		2007
	RIGHT ANGLE	RAN RED LIGHT	NITE	N	N		2005
	RIGHT ANGLE	RAN RED LIGHT	NITE	N	N		2006
	RIGHT ANGLE	VIO VEH R/W	NITE	N	N		2007
	RIGHT ANGLE	RAN RED LIGHT	DAY	N	N		2006
	RIGHT ANGLE	VIO VEH R/W	DAY	N	N	EMERG VEH	2006
SAMPSON STREET	HIT OBJECT	RAN RED LIGHT	DAY	N	N	HIT&RUN	2007
	SIDE SWIPE	UNSAFE MOVE	DAY	N	N	HIT&RUN	2005
	8						
	RIGHT ANGLE	RAN RED LIGHT	DAY	N	N		2006
	RIGHT ANGLE	RAN RED LIGHT	NITE	N	N		2007
	2						
	PEDESTRIAN	VIO PED R/W	NITE	Y/18	N		2005
	RIGHT ANGLE	IMPROPER PASSING	DAY	N	N		2006
BELT STREET	2						
LOGAN AVENUE							
SIGSBEE ST	RIGHT ANGLE	VIO VEH R/W	DAY	N	N		2006
	RIGHT ANGLE	IMPROPER START	NITE	N	N		2005
	2						
CESAR CHAVEZ PKWY	PEDESTRIAN	VIO PEDS R/W	DAY	Y/75	N		2006
	PEDESTRIAN	VIO PEDS R/W	DAY	Y/51	N		2005
	PEDESTRIAN	VIO PEDS R/W	DAY	Y/54	N		2005
	REAR END	FOLLOWING 2 CLOSE	DAY	N	N		2005
	RIGHT ANGLE	RAN RED LIGHT	DAY	Y/41	N		2006
	SIDE SWIPE	IMPROPER TURN	DAY	N	N		2007
	SIDE SWIPE	IMPROPER TURN	DAY	N	N		2007
	SIDE SWIPE	IMPROPER TURN	DAY	N	N		2007
LOGAN AVENUE	SIDE SWIPE	IMPROPER TURN	DAY	N	N		2007

INTERSECTION COLLISIONS
2005-2006-2007

LOCATION	COLLISION TYPE	COLLISION FACTOR	DAY/NITE	PED/AGE	BIKE	COMMENT	YEAR
EVANS STREET	RIGHT ANGLE	RAN RED LIGHT	DAY	N	N		2006
	RIGHT ANGLE	UNSAFE MOVE	NITE	N	N		2007
	RIGHT ANGLE	VIO VEH R/W	NITE	N	N		2007
	RIGHT ANGLE	VIO VEH R/W	DAY	N	N		2007
	PEDESTRIAN	VIO PEDS R/W	DAY	Y/52	N		2006
	RIGHT ANGLE	IMPROPER START	NITE	N	N		2007
	RIGHT ANGLE	IMPROPER START	NITE	N	N		2007
	RIGHT ANGLE	RAN STOP SIGN	NITE	N	N	HIT&RUN	2007
	RIGHT ANGLE	RAN STOP SIGN	NITE	N	N		2007
SAMPSON STREET	PEDESTRIAN	VIO PED R/W	DAY	Y/19	N		2005
	HIT PARKED VEH	UNSAFE MOVE	DAY	N	N	DUI	2006
	SIDE SWIPE	IMPROPER PASSING	DAY	N	N	HIT&RUN	2007
SAMPSON STREET	RIGHT ANGLE	VIO VEH R/W	DAY	N	N		2007
SCHLEY STREET	RIGHT ANGLE	RAN STOP SIGN	DAY	N	N	HIT&RUN	2007
28TH STREET	PEDESTRIAN	VIO PED R/W	DAY	Y/26	N		2007
	RIGHT ANGLE	VIO VEH R/W	DAY	N	N		2007
	RIGHT ANGLE	VIO VEH R/W	DAY	N	N		2005
	RIGHT ANGLE	VIO VEH R/W	DAY	N	N		2005
	RIGHT ANGLE	RAN RED LIGHT	DAY	N	N		2006
	RIGHT ANGLE	RAN RED LIGHT	DAY	N	N		2006
	RIGHT ANGLE	RAN RED LIGHT	DAY	N	N		2006
	RIGHT ANGLE	VIO VEH R/W	NITE	N	N		2005
	RIGHT ANGLE	RAN RED LIGHT	NITE	N	N		2006

INTERSECTION COLLISIONS
2005-2006-2007

LOCATION	COLLISION TYPE	COLLISION FACTOR	DAY/NITE	PED/AGE	BIKE	COMMENT	YEAR
31ST STREET	RIGHT ANGLE	VIO VEH R/W	DAY	N	N		2005
	RIGHT ANGLE	RAN RED LIGHT	NITE	N	N		2006
	HIT OBJECT	UNSAFE MOVE	DAY	N	N		2007
12							
31ST STREET	RIGHT ANGLE	VIO VEH R/W	DAY	N	N		2005
1							
NORMAN SCOTT ROAD							
32ND STREET	PEDESTRIAN	VIO PED R/W	NITE	Y/63	N		2006
	PEDESTRIAN	VIO PED R/W	NITE	Y/19	N		2005
	PEDESTRIAN	VIO PED R/W	NITE	Y/31	N		2007
	PEDESTRIAN	VIO PED R/W	DAY	Y/18	N		2006
	RIGHT ANGLE	RAN RED LIGHT	NITE	N	N		2005
	RIGHT ANGLE	RAN RED LIGHT	NITE	N	N		2007
	RIGHT ANGLE	IMPROPER START	NITE	N	N		2007
	RIGHT ANGLE	RAN RED LIGHT	NITE	N	N		2005
	RIGHT ANGLE	RAN RED LIGHT	DAY	N	N		2005
	RIGHT ANGLE	RAN RED LIGHT	DAY	N	N		2006
10							
WASBASH BLVE							
32ND STREET	RIGHT ANGLE	IMPROPER TURN	NITE	N	N		2005
	RIGHT ANGLE	IMPROPER TURN	DAY	N	N		2007
	RIGHT ANGLE	IMPROPER TURN	NITE	N	N		2005
3							
NEWTON AVENUE							
CESAR CHAVEZ PKWY	RIGHT ANGLE	VIO VEH R/W	DAY	N	N		2006
1							
101							

SUMMARY

The data provided by the City of San Diego's Traffic Collision Reporting System (TCRS). The TCRS output reports covered traffic collisions reported to the San Diego Police for the calendar years of 2005, 2006, and 2007. A total of 464 traffic collisions were reviewed for that time period. A total of 86 collisions were found to be duplicates, 2 were invalid (not complete data), and 83 were identified as occurring outside the boundary of the Barrio Logan Community.

There were a total of 188 midblock segment traffic collisions and 101 intersection related traffic collisions for the 3 year time period for a total of 289 reported traffic collisions.

2005-2006-2007	
Total Reported Traffic Collisions	289
Reported Collisions With Injuries	132
Pedestrians Injured	9
Bicyclists Injured	8
Pedestrian Fatalities	1
Bicycle Fatalities	0
Vehicle Fatalities	0

Note: The analysis was based on traffic collisions reported to the San Diego Police Department for the three year reporting period. The collision data was provided by the City's Traffic Collision Reporting System data base.

City of San Diego

City-Wide Traffic Collision Rates

		<u>TRAFFIC COLLISION RATE</u> COLLISIONS PER MILLION VEHICLE MILES		
Functional Classification	ADT	2005	2006	2007
Federal Aid	< 3000	1.25	1.21	1.29
Collector Minor	3,000 – 13,000	.97	1.0	.95
Collector Major	13,000 – 25,000	.65	.64	.65
Major	25,000 – 45,000	.46	.44	.45
Prime Arterial	45,000+	.22	.29	.28