

APPENDIX S
Mobility



City of San Diego Project Information Form

Project Information

Project Name:		Mission Bay Park Improvements Program				
Project Applicant						
Name:		City of San Diego				
Address:		202 C St. San Diego, CA 92101				
Contact Information		Phone Number:	619-236-5555	Email:	TSherer@san Diego.gov	
Project Location and Context						
Project Address:		Mission Bay Park, City of San Diego, 92109				
APN:		N/A				
Driveway Cross Streets:		W Mission Bay Drive & Sea World Drive, Friars Road & Sea World Drive, E Mission Bay Drive & Clairemont Drive				
Please attach a Project Location Map that clearly identifies project driveways and access points.						
Community Plan Area:		Mission Bay Park	Land Use Designation:	Park	Zoning Designation:	Park
Is any portion of the project located in an RTIP Transit Priority Area?: <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No						
Project Description (with Proposed Land Uses and Intensities): The Project include a comprehensive plan to revitalize and protect the 4,235-acre Mission Bay Park area through a series of cohesive improvements. These include Wetland and Water Quality Improvements (expanding tidal marshes, restoring creek outlets, and enhancing circulation to boost overall water health), Shoreline Restoration (stabilizing eroded beaches and repairing riprap revetments to safeguard infrastructure and habitat), Upland Habitat and Preserve Expansion (establishing and bolstering native plant and wildlife areas, with special attention to endangered species), and Bicycle and Pedestrian Enhancements (closing pathway gaps, upgrading signage, and improving connectivity for safer access around the bay).						
Number of Parking Spaces:		Vehicle Spaces	Accessible Spaces	Bicycle Spaces <i>(racks and secure Storage)</i>	Motorcycle Spaces	
		N/A	N/A	N/A	N/A	
Identify any project features related to TDM and Identify any transportation amenities or travel demand management measures that are required based on the San Diego Municipal Code Section 142.0528 (transportation amenities) or the Climate Action Plan Consistency Checklist. For example: transit pass subsidies, unbundled parking, shuttle services, car share, bicycle supportive features (bike repair station, bike lockers, etc.).						
Please attach a project site plan that clearly identifies the following: <ul style="list-style-type: none"> • Land use types and quantities, and number of parking spaces provided (vehicle and bicycle) clearly identified. • Driveway locations and type (full access, partial access, right in/out only) identified. • Pedestrian access, bicycle access and on-site pedestrian circulation clearly identified. • Location/distance of closest existing transit stop and proposed transit stops identified in RTIP (measured as walking distance to project entrance/or middle of parcel). 						



City of San Diego Project Information Form

Trip Generation Estimates (calculated using the process described in the TSM):	Unadjusted Driveway Trips		Total Net New Trips	
	Daily:	0	Daily:	0
	AM Peak Hour:	0	AM Peak Hour:	0
	PM Peak Hour:	0	PM Peak Hour:	0

Preliminary Screening Criteria

CEQA Transportation Analysis Screening		Screened Out	Not Screened Out
1) Select the Land Uses that apply to your project 2) Answer the questions for each Land Use that applies to your project <i>(if "Yes" in any land use category below then that land use (or a portion of the land use) is screened from CEQA Transportation Analysis)</i>		Yes	No
<input type="checkbox"/>	1. Redevelopment Project: a. Does the project result in a net decrease in total Project VMT? b. Answer if yes to 1a. If the project replaces affordable housing with market rate housing, are there more market rate units planned than existing affordable units being replaced.	<input type="radio"/> <input type="radio"/>	<input checked="" type="radio"/> <input checked="" type="radio"/>
<input type="checkbox"/>	2. Residential Project: a. Is the project in a VMT/Capita Efficient Area (per SANDAG screening maps)? b. Does the project include Affordable Housing? $\frac{\text{Affordable Units}}{\text{Total Units}} + \frac{\text{Market Rate Units}}{\text{Total Units}} = \frac{\text{Total Units}}{\text{Total Units}}$ All affordable units are screened out.	<input type="radio"/> <input type="radio"/>	<input checked="" type="radio"/> <input checked="" type="radio"/>
<input type="checkbox"/>	3. Commercial Employment Project: • Is the project in a VMT/Employee Efficient Area? (per SANDAG screening maps?)	<input type="radio"/>	<input checked="" type="radio"/>
<input type="checkbox"/>	4. Industrial Employment Project • Is the project in a VMT/Industrial Employee Efficient Area?	<input type="radio"/>	<input checked="" type="radio"/>
<input type="checkbox"/>	5. Retail/Public Facility/Recreational • Is the project locally serving: - Retail OR Public Facility OR Recreational	<input type="radio"/>	<input checked="" type="radio"/>
<input checked="" type="checkbox"/>	6. Small Project • For all components of a project that are not screened out above (all 'Yes' in a land use category), what is the daily unadjusted driveway trip generation? <u>0 daily trips</u> Is it less than 300 daily trips?	<input checked="" type="radio"/>	<input type="radio"/>

Local Mobility Analysis			
Is your project consistent with the community plan and zoning?	<input checked="" type="radio"/> Consistent <input checked="" type="checkbox"/> Generates less than 1,000 daily trips (unadjusted driveway trips)	<input type="radio"/> Inconsistent <input type="checkbox"/> Generates less than 500 daily trips (unadjusted driveway trips)	
Will project development be phased?	Yes	In what month are traffic counts planned to be conducted?	N/A



City of San Diego Project Information Form

If a project generates 1,000 or more daily trips (consistent with community plan and zoning) or 500 or more daily trips (inconsistent with community plan or zoning), attach an exhibit showing the project's trip distribution percentages and project trip assignment using the process described in the TSM.

Attached to this Project Information Form are the following documents:

1. Vehicle Miles Traveled (VMT)-Based Transportation Impact Analysis, and
2. Existing Traffic Operations Analysis (provided for informational purposes).



TO: Emily Seklecki, Environmental Planner; Dudek
 FROM: Phuong Nguyen, PE; CR Associates
 Jesus Martinez; CR Associates
 DATE: May 30, 2025
 RE: Mission Bay Park Improvements Program – Transportation Impact Analysis Technical Memorandum

The purpose of this memo is to document the transportation impact analysis conducted for the Mission Bay Park Improvements Program project (the "Project"). This study was performed in accordance with the City of San Diego Transportation Study Manual (2022). Analysis methodologies, standards, and thresholds are provided in **Appendix A**.

Project Description

The Project include a comprehensive plan to revitalize and protect the 4,235-acre Mission Bay Park area through a series of cohesive improvements. These include Wetland and Water Quality Improvements (expanding tidal marshes, restoring creek outlets, and enhancing circulation to boost overall water health), Shoreline Restoration (stabilizing eroded beaches and repairing riprap revetments to safeguard infrastructure and habitat), Upland Habitat and Preserve Expansion (establishing and bolstering native plant and wildlife areas, with special attention to endangered species), and Bicycle and Pedestrian Enhancements (closing pathway gaps, upgrading signage, and improving connectivity for safer access around the bay). Collectively, these four initiatives aim to improve water quality, strengthen ecological resilience, expand recreational opportunities, and preserve the unique natural and cultural resources of Mission Bay Park.

Table 1 displays the programmatic elements for the Project.

Table 1 - Program Elements

Element	Location
Wetland and Water Quality Improvements	
	North Fiesta Island
	Tecolote Creek and Fiesta Island Causeway
	Cudahy Creek
Restoration of Shoreline	
	Vacation Island NW
	Vacation Island NE
	Vacation Island SW
	Ventura Cove
	Crown Point
	West Sail Bay
	Bonita Cove
	Bahia Point
Upland Habitat and Preserve Expansion	
	Fiesta Island Site No.1 South
	Fiesta Island Site No. 2 Central
	Fiesta Island Site No.3 Near Youth Camping

Element	Location
Upland Habitat and Preserve Expansion	
	Fiesta Island Site No.4 North
	Fiesta Island Site No.5 Least Tern Preserve
	Sea World Drive / San Diego River Site No.1a Cloverleaf
	Sea World Drive/San Diego River Site No.3c Triangle
	Sea World Drive/San Diego River Site No.4d South Shores
Bicycle and Pedestrian Improvements	
	Rose Creek Bike Path.
	Fiesta Island Causeway
	Ocean Beach Bike Path
Restoration of Seawall Bulkhead	Mission Beach – Pacific Beach
Deferred Maintenance	Bay-wide
Signage Update	Bay-wide

As illustrated, the Project comprises various components that will be built gradually over many years in different phases.

Transportation Impact Analysis

A transportation impact analysis was conducted for the proposed Project. While the City of San Diego’s Transportation Study Manual (TSM) classifies regional parks like Mission Bay Park as regional public facilities, Mission Bay Park is an existing destination that already attracts regional trips. As such, the VMT associated with the existing usage is already reflected in baseline conditions, and therefore the analysis presented herein focused only on the elements listed in Table 1. Each individual project element was evaluated to determine whether it would result in additional VMT or warrant further detailed analysis. A qualitative evaluation of each element is provided below:

Wetland and Water Quality Improvements, Shoreline Restoration, Upland Habitat and Preserve Expansion, and Restoration of Seawall/Bulkhead: These components represent passive land uses located within the Mission Bay Park area, focused on restoring and enhancing wetland ecosystems and open space. While construction activities may result in temporary vehicle trips, no ongoing trip generation would occur once improvements are complete. These project elements do not introduce new land uses that generate daily trips and therefore would not result in additional VMT. As such, they are presumed to have a less than significant impact on transportation under CEQA.

Bicycle and Pedestrian Improvements: As outlined in the TSM (p. 22), bicycle and pedestrian facility enhancements are recognized as VMT-reducing transportation projects. These improvements are explicitly presumed to result in a less than significant VMT impact.

Deferred Maintenance: Routine repairs to existing facilities that do not involve expanding capacity are excluded from VMT analysis per the TSM’s screening criteria for maintenance activities.

Signage Update: Modifications to signage do not influence travel behavior or increase vehicle travel demand. These types of improvements are non-trip-generating and do not trigger VMT analysis requirements.

Based on this evaluation, none of the proposed project elements would generate additional VMT, and all are presumed to result in less than significant transportation impacts under CEQA.

Multimodal Access

This section provides a discussion of the active transportation facilities along and near the Project's frontage, including transit, pedestrians, and bicycle access.

Transit Access

Mission Bay Park benefits from multiple existing and planned transit services provided by the San Diego Metropolitan Transit System (MTS). Currently, access is available through bus Routes 8, 9, and 30, as well as connections to the newly completed MTS Blue Line Trolley extension. Route 8 travels between the Old Town Transit Center and Pacific Beach/Mission Beach via West Mission Bay Drive, serving key points such as SeaWorld and Belmont Park. Route 9 provides a similar connection between Old Town and Pacific Beach but follows SeaWorld Drive and Mission Boulevard en route to Belmont Park before continuing north through Pacific Beach. Meanwhile, Route 30 operates between downtown San Diego (via Old Town), Pacific Beach, La Jolla, and University City, effectively skirting the eastern and northern edges of Mission Bay. Most of these routes run at intervals of about 15–30 minutes, depending on the day and time.

Future transit improvements in the area include enhancements to MTS Route 30, which will be upgraded to Rapid branding under the 2021 Regional Plan. This upgrade will feature improved amenities at stops and greater frequency, with service every 10 minutes during both on- and off-peak hours. Other potential future projects could include light rail transit or an aerial skyway along Grand Avenue—currently under evaluation in the Pacific Beach Corridor Study (2017)—with possible stations near Mission Bay Drive and Grand Avenue, providing another high-quality service option for accessing Mission Bay Park.

In addition, the Mid-Coast Trolley extension of the Blue Line to the University community places two stations—Balboa Avenue (approximately 0.25-mile northeast of the project area) and Clairemont Drive (approximately 0.75 mile southeast) within reasonable proximity to Mission Bay. These stations enhance the region-serving transit network, helping fulfill the City of San Diego's General Plan Mobility Element goals (specifically Goal ME B.9.d) by locating large-scale public facilities, including recreational amenities, near existing or planned transit.

Pedestrians and Bicycle Access

Pedestrian and bicycle connectivity within Mission Bay remains crucial for promoting a multimodal transportation system. Building on the area's extensive non-motorized network, the Project identifies several priority zones for bicycle and pedestrian enhancements, including the Fiesta Island Causeway, and the Ocean Beach Bike Path. Improvements across these locations will fill critical path gaps, upgrade signage, add sustainable lighting, and address parking lot repairs or enhancements. By linking these missing segments and providing better amenities, the Project aims to create safer, more convenient routes for all non-motorized users while helping to reduce congestion at popular waterfront destinations.

Beyond these targeted improvements, additional regional active transportation projects will further strengthen access to Mission Bay. For instance, the SANDAG AT034 Coastal Rail Trail San Diego – Mission Bay (Clairemont to Tecolote), AT055 Pacific Beach to East Mission Bay, and the Pacific Beach Mobility Hub will expand pedestrian and bicycle corridors, tying regional transit stations, such as Balboa Avenue and Clairemont Drive on the Blue Line Trolley extension directly to the Project.



Because the current proposal does not substantially alter the overall transportation network nor restrict or reduce planned bicycle and pedestrian enhancements it remains consistent with the City's General Plan Mobility Element goals. By integrating existing and forthcoming multimodal facilities, the project would promote alternative transportation modes, reduce reliance on private vehicles, and preserve a cohesive, accessible network throughout Mission Bay Park.

Conclusion

Based on the analysis results documented above, the proposed Project would not conflict with an adopted program, plan, ordinance, or policy addressing the transportation system, including transit, roadways, bicycle and pedestrian facilities. The Project is presumed to have a less than significant VMT impact and would not substantially increase hazards due to a design feature. Therefore, the Project would not cause any additional impacts, and no additional analysis would be required.



TO: Emily Seklecki, Environmental Planner; Dudek
 FROM: Phuong Nguyen, PE; CR Associates
 Jesus Martinez; CR Associates
 DATE: May 28, 2025
 RE: Mission Bay Park Improvements Program – Existing Condition Analysis Technical Memorandum

The purpose of this memo is to document the existing traffic conditions in the vicinity of the Mission Bay Park Improvements Program project (the “Project”). Although the proposed land uses are not expected to generate new traffic and, consistent with the City of San Diego Transportation Study Manual (TSM), would not trigger the need for a Local Mobility Analysis, an existing conditions analysis was conducted for informational purposes. This analysis was performed to support potential construction phasing efforts and to provide the City with current traffic operations data that may inform construction traffic management strategies, if needed.

Project Description

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	Vacation Island SW
	Ventura Cove
	Crown Point
	West Sail Bay
	Bonita Cove
	Bahia Point

Element	Location
Upland Habitat and Preserve Expansion	
	Fiesta Island Site No.1 South
	Fiesta Island Site No. 2 Central
	Fiesta Island Site No.3 Near Youth Camping
Upland Habitat and Preserve Expansion	
	Fiesta Island Site No.4 North
	Fiesta Island Site No.5 Least Tern Preserve
	Sea World Drive / San Diego River Site No.1a Cloverleaf
	Sea World Drive/San Diego River Site No.3c Triangle
	Sea World Drive/San Diego River Site No.4d South Shores
Bicycle and Pedestrian Improvements	
	Rose Creek Bike Path.
	Fiesta Island Causeway
	Ocean Beach Bike Path
Restoration of Seawall Bulkhead	Mission Beach – Pacific Beach
Deferred Maintenance	Bay-wide
Signage Update	Bay-wide

As illustrated, the Project comprises various components that will be built gradually over many years. Because its passive nature would not generate additional trips once completed, a Local Mobility Analysis is not required. Nonetheless, construction activities would create trips throughout each project phase. Given the program-level scope of this report, the precise details of construction logistics remain unclear, making it impossible to fully evaluate construction impacts at this time. To support the City in planning for these phased activities, an existing-conditions analysis was conducted to identify any roadways or intersections that may require traffic management strategies during construction.

Project Study Area

Given the uncertainties surrounding the Project’s phasing, the analysis centered on the roadways and intersections in proximity to the Project sites, specifically:

Roadway Segments

1. Mission Bay Drive, from I-5 Northbound Off-Ramp to I-5 Southbound On-Ramp
2. Mission Bay Drive, from De Anza Road to I-5 Southbound On-Ramp
3. Mission Bay Drive, from I-5 Southbound On-Ramp to Parking Lot North Entrance
4. Mission Bay Drive, from Parking Lot North Entrance to Parking Lot South Entrance
5. Mission Bay Drive, from Parking Lot South Entrance to Clairemont Drive
6. Mission Bay Drive, from Clairemont Drive to San Diego Mission Bay Resort
7. Mission Bay Drive, from San Diego Mission Bay Resort to Fiesta Island Road
8. Mission Bay Drive, from Fiesta Island Road to Sea World Drive
9. Pacific Highway, from Sea World Drive to I-8 Underpass
10. Clairemont Drive, from Mission Bay Drive to I-5 Southbound Ramps
11. Fiesta Island Road, West of Mission Bay Drive
12. Sea World Drive, from I-5 Southbound Ramps to Mission Bay Drive
13. Sea World Drive, from Mission Bay Drive to Friars Road

Intersections

1. Mission Bay Drive & I-5 Southbound On-Ramp (Signal)
2. Mission Bay Drive & De Anza Cove Parking Lot Driveway (AWSC)
3. Mission Bay Drive & Clairemont Drive (AWSC)
4. Mission Bay Drive & Fiesta Island Road (AWSC)
5. Sea World Drive & Pacific Highway (Signal)
6. Sea World Drive & Oceangate Way (Unsignalized)
7. Ingraham Street & Riviera Drive/Crown Point Drive (Signal)

Note:

AWSC = All-Way Stop-Controlled

Traffic Volumes

Traffic counts for study roadway segments and intersections were conducted on Wednesday, February 19, 2025, by Counts Unlimited Inc., when schools were in session. **Figure 1** displays the daily traffic volumes along study roadway segments and **Figure 2** displays the AM/PM peak hour turning movements at study intersections under Existing conditions. Traffic count worksheets are provided in **Appendix B**.

Roadway Analysis

Roadway analysis under Existing conditions was conducted using the City of San Diego TSM (2022) methodologies. **Table 2** displays the daily roadway LOS for study roadway segments under Existing conditions.

Table 2 - Roadway Segment LOS Results – Existing Conditions.

Roadway	Segment	Functional Classification	Capacity (LOS E)	ADT	V/C	LOS
Mission Bay Drive	I-5 NB Off-Ramp to I-5 SB On-Ramp	4-Lane Major Arterial	40,000	24,682	0.617	C
Mission Bay Drive	De Anza Road to I-5 SB On-Ramp	2-Lane Collector - no fronting property (NFP)	10,000	4,006	0.401	B
Mission Bay Drive	I-5 SB On-Ramp to Parking Lot N Entrance	2-Lane Collector - no fronting property (NFP)	10,000	9,134	0.913	E
Mission Bay Drive	Parking Lot N Entrance to Parking Lot S Entrance	2-Lane Collector - no fronting property (NFP)	10,000	4,479	0.448	B
Mission Bay Drive	Parking Lot S Entrance to Clairemont Drive	2-Lane Collector - no fronting property (NFP)	10,000	5,595	0.560	C
Mission Bay Drive	Clairemont Drive to San Diego Mission Bay Resort	2-Lane Collector - no fronting property (NFP)	10,000	6,651	0.665	C
Mission Bay Drive	San Diego Mission Bay Resort to Fiesta Island Drive	2-Lane Collector - no fronting property (NFP)	10,000	6,651	0.665	C
Mission Bay Drive	Fiesta Island Drive to Sea World Drive	2-Lane Collector - no fronting property (NFP)	10,000	8,868	0.887	D
Pacific Highway	Sea World Drive to I-8 Underpass	2-Lane Collector - no fronting property (NFP)	10,000	6,052	0.605	C
Clairemont Drive	Mission Bay Drive to I-5 SB Ramps	4-Lane Major Arterial	40,000	11,527	0.288	A
Fiesta Island Road	West of Mission Bay Drive	2-Lane Collector - no fronting property (NFP)	10,000	3,893	0.389	A



Roadway	Segment	Functional Classification	Capacity (LOS E)	ADT	V/C	LOS
Sea World Drive	I-5 SB Ramps to Mission Bay Drive	4-Lane Major Arterial	40,000	33,662	0.842	D
Sea World Drive	Mission Bay Drive to Friars Road	4-Lane Major Arterial	40,000	29,811	0.745	C

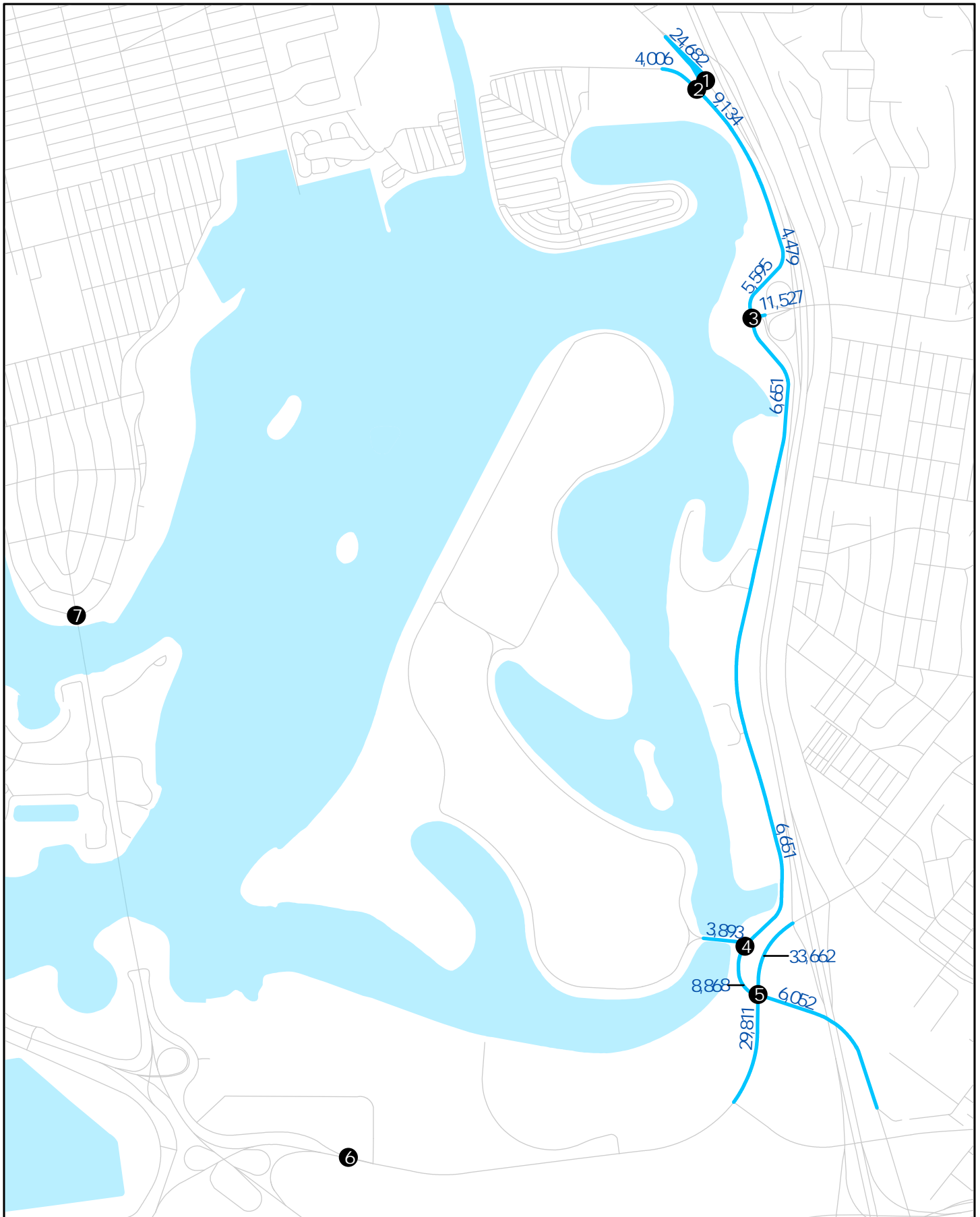
Source: CR Associates (2025)

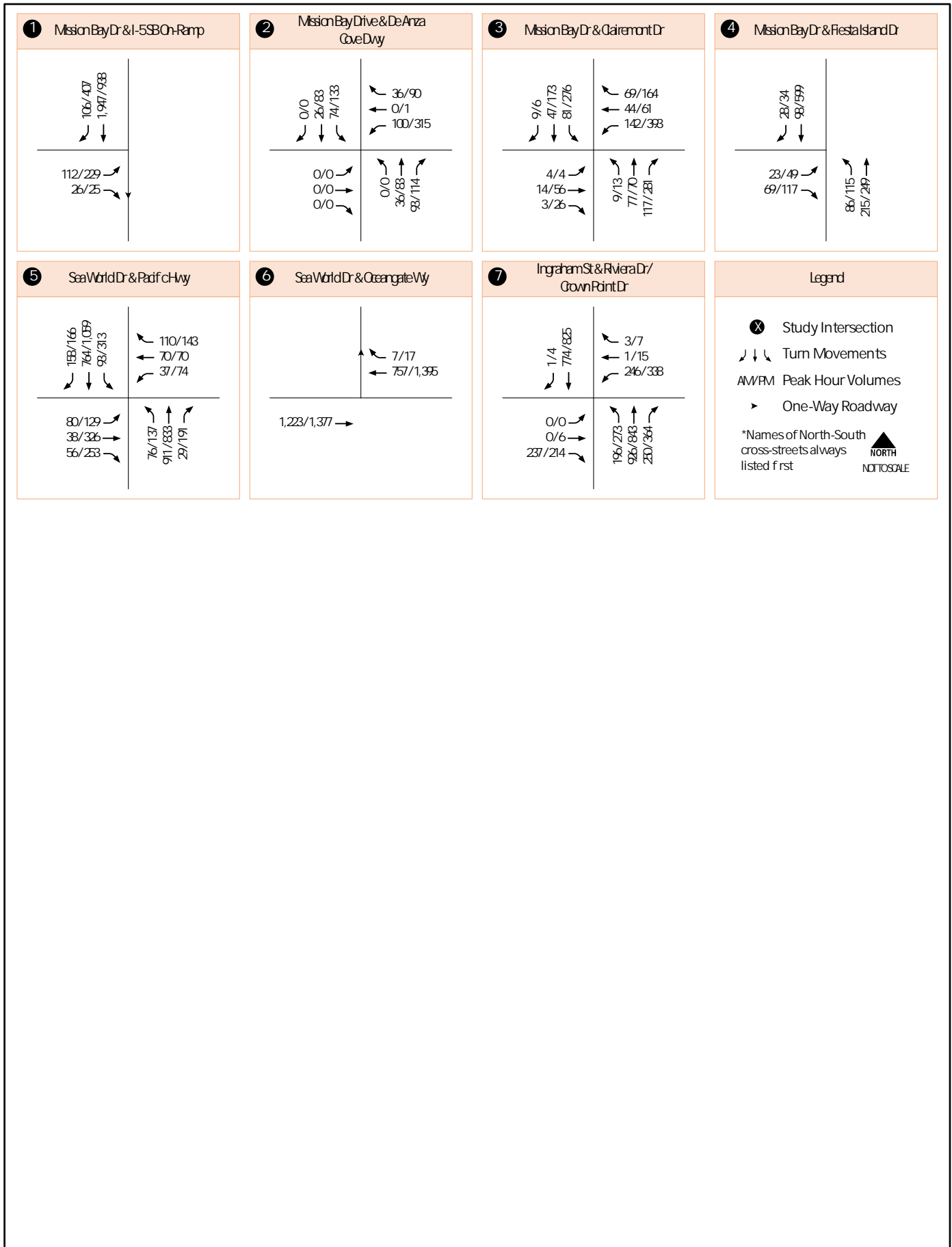
Note:

ADT = Average Daily Traffic, V/C = Volume to Capacity Ratio, **Bold** = LOS E or F

As shown in Table 2, all study roadway segments currently operate at LOS D or better under Existing Conditions, with the exception to the following roadway segment:

- Mission Bay Drive, I-5 SB On-Ramp to Parking Lot N Entrance - LOS E.





Intersection Analysis

Intersection analysis under Existing conditions was conducted using the City of San Diego TSM (2022) methodologies. **Table 3** displays intersection LOS and average vehicle delay results for the study intersections under Existing conditions. LOS calculation worksheets for Existing conditions are provided in **Appendix C**.

Table 3 - Peak Hour Intersection LOS Results – Existing Conditions

ID	Intersection	Control Type	Peak Hour	Avg. Delay (sec.)	LOS
1	Mission Bay Dr & I-5 SB On-Ramp	Signal	AM	13.6	B
			PM	20.4	C
2	Mission Bay Drive & De Anza Cove Parking Lot Dwy	AWSC	AM	8.8	A
			PM	19.8	C
3	Mission Bay Dr & Clairemont Dr	AWSC	AM	11.0	B
			PM	69.6	F
4	Mission Bay Dr & Fiesta Island Rd	AWSC	AM	9.7	A
			PM	36.4	E
5	Sea World Dr & Pacific Hwy	Signal	AM	21.0	C
			PM	53.0	D
6	Sea World Dr & Oceangate Wy	Unsignalized	AM	No Delay	
			PM		
7	Ingraham St & Riviera Dr/Crown Point Dr	Signal	AM	31.6	C
			PM	48.4	D

Source: CR Associates (2025)

Notes:

AWSC = Side-Street Stop-Controlled. For SSSC intersections, the delay shown is the delay for the entire intersection.

Bold = LOS E or F

As shown in Table 3, all study intersections currently operate at acceptable LOS D or better during both the AM and PM peak hours under Existing conditions, with the exception to the following intersections:

- Mission Bay Dr & Clairemont Dr – LOS F (PM Peak Hour)
- Mission Bay Drive & Fiesta Island Rd – LOS F (PM Peak Hour)

Conclusion

Based on the existing-conditions analysis, nearly all roadway segments and intersections in the Project study area currently operate at acceptable levels of service (LOS). However, Mission Bay Drive from the I-5 southbound on-ramp to the Parking Lot North entrance operates at LOS E, and two intersections, Mission Bay Drive at Clairemont Drive and Mission Bay Drive at Fiesta Island Road, operate at LOS F during the PM peak hour.

Because exact construction schedules and methods remain undetermined at this program-level stage, the following construction management strategies could be employed to minimize disruptions and maintain safe, efficient travel:

1. Designated Worker Parking - Establish specific areas or off-site lots for construction personnel to keep high-demand visitor parking available. Use shuttles or encourage carpooling to reduce vehicle trips.
2. Flexible Scheduling of Work Hours - Schedule construction during off-peak or overnight periods—especially in the summer and on weekends—to mitigate impacts on peak visitor demand.

3. Detailed Wayfinding and Signage - Install clear and prominent signage around construction zones to provide alternate travel routes for drivers, cyclists, and pedestrians.
4. Advance Publication of Closures and Detours - Issue timely notices via the City's website, social media, and news outlets for any road or trail closures, including maps of detour routes and schedules for reopening.
5. Coordination with Local Agencies and Stakeholders - Work closely with transit providers, Caltrans, local law enforcement, and area businesses to synchronize schedules, share data, and develop contingency plans.
6. Staggered Deliveries and Materials Handling - Manage deliveries and hauling activities to avoid peak hours and consider consolidating deliveries to reduce the number of truck trips through sensitive or congested areas.
7. Active Traffic Control Measures - Deploy flaggers, portable message boards, or temporary signals at critical points to maintain safety and mitigate congestion.
8. Pedestrian and Bicycle Safety Enhancements - Offer clearly signed alternative paths and protective barriers where existing trails or sidewalks are impacted, ensuring continuity of non-motorized travel.
9. Robust Public Outreach and Communication - Engage regularly with community groups, user organizations, and local stakeholders to keep them informed and set realistic expectations about the construction timeline.
10. Monitoring and Responsive Adjustments - Track real-time traffic conditions, adjusting plans or schedules as needed to reduce delays and maintain safe circulation.

Implementing these strategies will help the City proactively address potential congestion hot spots, particularly in locations already operating at LOS E or F. By strategically managing construction activities, visitor safety and convenience can be maintained, ensuring that the Mission Bay Park Improvements Program proceeds smoothly and benefits the public with minimal disruption.



Attachment A - City of San Diego TSM (2022)
Methodologies

Analysis Methodology

This study was performed in accordance with the City of San Diego Transportation Study Manual (TSM). Analysis methodologies, standards, and thresholds are discussed in the following sections.

Analysis Guidelines

The City of San Diego TSM provides standards to determine the effects a land development project will have on the surrounding transportation network within a project’s study area. This analysis is conducted through a Local Mobility Analysis (LMA). Although an LMA is not required through CEQA, it is required to provide both the project applicant and the City of San Diego an understanding of how the local transportation network will operate with the implementation of the Project and serves to identify improvements that may be triggered by the project to address issues related to operations and safety for all transportation modes (vehicle, pedestrian, bicycle, and transit).

LMA Screening Criteria

The City of San Diego TSM provides the following thresholds to determine whether a land use project should conduct an LMA. **Table 1** displays the unadjusted ADT thresholds for land use development projects.

Table 1 – LMA Screening Criteria and Analysis Threshold

Criteria	Daily Trips	Level of Analysis
Consistent	0 - 1,000	LMA Not Required
	> 1,000	LMA Required
Inconsistent	0 - 500	LMA Not Required
	> 500	LMA Required

Source: City of San Diego TSM (2022)

Determination of Study Area

Table 2 displays fulfillment criteria to determine the project study area as defined in the City of San Diego TSM.

Table 2 – Determination of Project Study Area

Facility	Project Trips Generated ¹	Community Plan Consistency?	Trips Added by Proposed Project
Roadway Segments ²	-	Yes	1,000+ ADT
	-	No	500+ ADT
Signalized Intersections ³		-	50 or more trips to any turning movement
Unsignalized Intersections ³	<2,400	-	50 or more trips in either direction
Freeway Interchange (Signalized or Unsignalized)		-	50 or more trips in either direction
Signalized Intersections		-	50 or more trips to any turning movement
Unsignalized Intersections	>2,400	-	50 or more trips on any approach
Freeway Interchange (Signalized or Unsignalized)		-	50 or more trips on any approach
Bicycle Facilities	½ mile biking from Proposed Project driveway		
Transit Facilities	½ mile walking distance from pedestrian access point		
Pedestrian Facilities	½ mile walking distance from pedestrian access point		

Source: City of San Diego TSM (2022)

Notes:

ADT = Average Daily Traffic.

¹ Final Driveway Trips.

² AND have improvements identified in the community plan or not built to the community plan ultimate classification.

³ Located within ½ mile driving distance from Proposed Project Driveway for project.

LOS Definition

LOS is a quantitative measure describing operational conditions within a traffic stream, and the motorist's and/or passengers' perception of operations. A LOS definition generally describes these conditions in terms of such factors as delay, speed, travel time, freedom to maneuver, interruptions in traffic flow, queuing, comfort, and convenience. **Table 3** describes generalized definitions of the various LOS categories (A through F) as applied to roadway operations.

Table 3 – LOS Definitions

LOS Category	Definition of Operation
A	This LOS represents a completely free-flow condition, where the operation of vehicles is virtually unaffected by the presence of other vehicles and only constrained by the geometric features of the highway and by driver preferences.
B	This LOS represents a relatively free-flow condition, although the presence of other vehicles becomes noticeable. Average travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver.
C	At this LOS, the influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream is clearly affected by other vehicles.
D	At this LOS, the ability to maneuver is notably restricted due to traffic congestion, and only minor disruptions can be absorbed without extensive queues forming and the service deteriorating.
E	This LOS represents operations at or near capacity. LOS E is an unstable level, with vehicles operating with minimum spacing for maintaining uniform flow. At LOS E, disruptions cannot be dissipated readily thus causing deterioration down to LOS F.
F	At this LOS, forced or breakdown of traffic flow occurs, although operations appear to be at capacity, queues form behind these breakdowns. Operations within queues are highly unstable, with vehicles experiencing brief periods of movement followed by stoppages.

Source: Highway Capacity Manual 7th Edition

Peak Hour Intersection LOS Standards and Thresholds

This section presents the methodologies used to perform peak hour intersection capacity analyses at the signalized and unsignalized intersections within the study area. The following assumptions were utilized in conducting all intersection LOS analyses:

- Peak Hour Factor (PHF) – Measured by intersection approach and obtained from peak hour intersection count data.
- Conflicting Pedestrians/Bicycles and Pedestrian Calls – Used pedestrian and bike counts from existing peak hour intersection count data.
- Signal Timings – Traffic signal/phasing plans from the City of San Diego.
- Heavy Truck Percentage – No truck routes are present within the study area. Therefore, a heavy truck percentage of 3% was utilized on all intersection movements for all scenarios.

Signalized Intersections

The analysis of signalized intersections utilized the operational analysis procedure as outlined in the Highway Capacity Manual (HCM) 7th Edition signalized (Chapter 19) intersection analysis methodology. This method defines LOS in terms of delay, or more specifically, average stopped delay per vehicle. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption and lost travel time. This technique uses 1,900 vehicles per hour per lane (VPHPL) as the maximum saturation volume of an intersection. This saturation volume is adjusted to account for lane width, on-street parking, pedestrians, traffic composition (i.e., percentage trucks) and shared lane movements (i.e., through and right-turn movements originating from the same lane). The LOS criteria used for the analysis of signalized intersections are described in **Table 4**, identifying the thresholds of control delays and the associated LOS. The computerized analysis of intersection operations was performed utilizing the Synchro Version 12 traffic analysis software by Trafficware Ltd.

Table 4 – Signalized Intersection LOS Operation Analysis Method

Average Stopped Delay Per Vehicle (Seconds)	LOS Characteristics
< 10	LOS A describes operations with very low delay. This occurs when progression is extremely favorable, and most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
> 10 - 20	LOS B describes operations with generally good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
> 20 - 35	LOS C describes operations with higher delays, which may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
> 35 - 55	LOS D describes operations with high delay, resulting from some combination of unfavorable progression, long cycle lengths, or high volumes. The influence of congestion becomes more noticeable, and individual cycle failures are noticeable.
> 55 - 80	LOS E is considered the limit of acceptable delay. Individual cycle failures are frequent occurrences.
> 80	LOS F describes a condition of excessively high delay, considered unacceptable to most drivers. This condition often occurs when arrival flow rates exceed the LOS D capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay.

Source: Highway Capacity Manual 7th Edition

Unsignalized Intersections

Unsignalized intersections were analyzed utilizing the HCM 7th Edition side-street stop (Chapter 20) intersection analysis methodology. The computerized analysis of intersection operations was performed utilizing the Synchro Version 12 traffic analysis software by Trafficware Ltd. The LOS is determined as follows:

- *All-way stop-controlled intersections* – Reported for the entire intersection delay as an averaged value.
- *Side-street stop-controlled intersections* – Reported for the movement with the worst delay.

The LOS criteria used for the analysis of unsignalized intersections are described in **Table 5**.

Table 5 – LOS Criteria for Stop-Controlled Unsignalized Intersections

Average Stopped Delay Per Vehicle (Seconds)	LOS
0 - 10	A
> 10 - 15	B
> 15 - 25	C
> 25 - 35	D
> 35 - 50	E
> 50	F

Source: Highway Capacity Manual 7th Edition

Determination of Improvements

In general, a project should consider all feasible improvements to accommodate the addition of the vehicular project traffic, increase in pedestrian usage, and increase in bicycle usage, both around the Project's frontage and within the project study area. The City of San Diego TSM provides recommended improvements to accommodate the addition of project traffic. **Table 6** displays the recommended improvements based on projected traffic conditions and the location of facilities with respect to the project site.

Table 6 – Recommended Improvements to Accommodate Project Traffic

Facility Type	Facility Feature	Conditions	Recommendation
Signal	No Existing Left-Turn Lane	Peak hour left-turns exceed 100 vph	Add left-turn lane
	Existing Single Left-Turn Lane	Peak hour left-turns exceed 300 vph	Add second left-turn lane
	No Existing Right-Turn Lane	Peak hour right-turns exceed 500 vph	Add right-turn lane
	Existing Single Right-Turn Lane	Peak hour right-turns exceed 800 vph	Add second right-turn lane
	Existing Turn Pocket	95 th percentile queue exceeds turn pocket capacity	Extend turn pocket
	Signal Timing	<p>Within ½ mile path of a Major Transit Stop¹, degrades to LOS F, or adds traffic to a signal already operating at LOS F</p> <p>Outside ½ mile path of a Major Transit Stop¹, degrades to LOS E or F, or adds traffic to a signal already operating at LOS E or F</p>	<ul style="list-style-type: none"> ▪ Updating split times ▪ Transit signal priority improvements ▪ Right-turn overlap phasing ▪ Signal phasing changes ▪ Intelligent Transportation System (ITS) improvements
Unsignalized Intersection	AWSC	<p>Within ½ mile path of a Major Transit Stop¹, degrades to LOS F, or adds traffic to an AWSC already operating at LOS F</p> <p>Outside ½ mile path of a Major Transit Stop¹, degrades to LOS E or F, or adds traffic to an AWSC already operating at LOS E or F</p>	Construct Roundabout or Traffic Signal
		<p>Within ½ mile path of a Major Transit Stop¹, degrades worst movement to LOS F, or adds traffic to worst movement already operating at LOS F</p>	
	SSSC	<p>Outside ½ mile path of a Major Transit Stop¹, degrades worst movement to LOS E or F, or adds traffic to worst movement already operating at LOS E or F</p>	

Table 6 – Recommended Improvements to Accommodate Project Traffic

Facility Type	Facility Feature	Conditions	Recommendation
Pedestrian Facility	Sidewalks	Adjacent to project site	Construct sidewalks to close sidewalk gaps
		Obstructions that constrain to pedestrian access route to less than four feet	Remove obstructions adjacent to the project site
	Curb Ramps	Missing or substandard curb ramps	Construct or upgrade adjacent to the project site
	Facilities along Roadway and at Intersections	Adjacent to project site; high pedestrian demand	Traffic calming, timing changes (pedestrian hybrid beacons, lead pedestrian interval, etc.)
Bicycle Facilities	Planned bikeway	Planned not constructed per Community Plan or Bicycle Master Plan	Construct or reserve space for planned bicycle facility
	Existing bikeway	Substandard bikeway	Upgrade treatments for facilities adjacent to the project site (green bike lane paint, buffers, etc.)
Transit Facilities	Planned or existing transit stops	Planned not constructed or existing per Community Plan, RTIP and/or RTP within the study area	Consider accommodating proposed transit services
	Existing transit stops	Operational analysis determines a transit movement would experience LOS E or worse	Consider transit priority treatments identified within the Community Plan for the study area
	Existing transit stop amenities	Sub-standard or missing amenities based on existing demand and coordination with MTS and/or the NCTD	Provide additional or upgraded transit stop amenities based on existing demand
Roadway Segments	Improvements identified in the community plan (including upgrading to ultimate classification) or planned new circulation element roadways	Project adds greater than 50% of total ADT for the segment	Consider implementing improvement
		Project adds less than or equal to 50% of total ADT for the segment	Evaluate project's fair-share toward improvement

Source: City of San Diego TSM (2022)

Notes:

¹ Major transit stop means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

ADT = Average Daily Trips.

vph = Vehicles per Hour.

AWSC = All-Way Stop Control.

SSSC = Side-Street Stop Control.

Attachment B - Traffic Counts

Counts Unlimited, Inc.

City of San Diego
 Clairemont Drive
 Just E/ Mission Bay Drive
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG007
 Site Code: 229-25150

Start Time	2/19/25 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		11	125			7	74				
12:15		9	111			7	87				
12:30		7	97			6	94				
12:45		6	112	33	445	0	73	20	328	53	773
01:00		1	115			1	81				
01:15		4	90			7	66				
01:30		4	97			1	78				
01:45		2	112	11	414	3	73	12	298	23	712
02:00		1	97			5	69				
02:15		3	75			3	72				
02:30		5	86			3	93				
02:45		4	93	13	351	1	96	12	330	25	681
03:00		2	125			4	90				
03:15		0	89			2	131				
03:30		6	127			2	196				
03:45		0	91	8	432	3	198	11	615	19	1047
04:00		1	112			3	195				
04:15		6	130			7	238				
04:30		8	133			8	199				
04:45		4	131	19	506	8	202	26	834	45	1340
05:00		5	171			6	194				
05:15		9	189			14	182				
05:30		12	213			9	166				
05:45		11	178	37	751	27	187	56	729	93	1480
06:00		17	152			30	206				
06:15		23	204			35	110				
06:30		35	131			43	93				
06:45		27	87	102	574	37	88	145	497	247	1071
07:00		42	82			41	72				
07:15		43	54			51	34				
07:30		42	43			53	33				
07:45		61	41	188	220	65	35	210	174	398	394
08:00		60	29			55	27				
08:15		56	42			61	23				
08:30		76	29			80	16				
08:45		69	29	261	129	96	28	292	94	553	223
09:00		75	27			82	15				
09:15		72	26			75	27				
09:30		83	24			67	20				
09:45		71	26	301	103	84	18	308	80	609	183
10:00		67	21			89	11				
10:15		85	6			86	16				
10:30		112	9			83	17				
10:45		92	16	356	52	80	8	338	52	694	104
11:00		86	15			79	10				
11:15		104	19			72	9				
11:30		114	12			80	6				
11:45		67	6	371	52	78	3	309	28	680	80
Total		1700	4029	1700	4029	1739	4059	1739	4059	3439	8088
Combined Total		5729		5729		5798		5798		11527	
AM Peak	-	10:45	-	-	-	09:45	-	-	-	-	-
Vol.	-	396	-	-	-	342	-	-	-	-	-
P.H.F.	-	0.868	-	-	-	0.891	-	-	-	-	-
PM Peak	-	-	05:00	-	-	-	04:00	-	-	-	-
Vol.	-	-	751	-	-	-	834	-	-	-	-
P.H.F.	-	-	0.881	-	-	-	0.876	-	-	-	-
Percentage		29.7%	70.3%			30.0%	70.0%				
ADT/AADT		ADT 11,527		AADT 11,527							

Counts Unlimited, Inc.

City of San Diego
 Fiesta Island Drive
 Just W/ Mission Bay Drive
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG010
 Site Code: 229-25150

Start Time	2/19/25 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	32			1	32				
12:15		0	28			1	42				
12:30		0	36			1	34				
12:45		1	35	3	131	0	42	3	150	6	281
01:00		1	43			0	45				
01:15		1	46			0	50				
01:30		1	32			0	33				
01:45		3	47	6	168	3	35	3	163	9	331
02:00		3	44			1	31				
02:15		1	40			2	31				
02:30		1	29			1	50				
02:45		2	45	7	158	1	42	5	154	12	312
03:00		0	39			0	51				
03:15		0	30			0	39				
03:30		0	42			1	33				
03:45		2	30	2	141	3	33	4	156	6	297
04:00		1	42			11	29				
04:15		1	35			8	41				
04:30		0	29			3	50				
04:45		1	30	3	136	3	44	25	164	28	300
05:00		2	42			4	35				
05:15		2	38			7	34				
05:30		2	56			10	36				
05:45		3	47	9	183	17	35	38	140	47	323
06:00		6	67			26	16				
06:15		2	35			31	24				
06:30		9	27			17	16				
06:45		37	23	54	152	17	19	91	75	145	227
07:00		22	13			23	15				
07:15		19	16			27	9				
07:30		16	15			22	9				
07:45		21	10	78	54	21	7	93	40	171	94
08:00		22	15			22	8				
08:15		25	20			23	7				
08:30		21	12			29	7				
08:45		24	18	92	65	40	7	114	29	206	94
09:00		21	18			49	5				
09:15		29	13			38	7				
09:30		32	11			28	3				
09:45		37	25	119	67	44	1	159	16	278	83
10:00		29	4			42	0				
10:15		42	0			41	1				
10:30		36	0			44	2				
10:45		45	1	152	5	36	4	163	7	315	12
11:00		28	2			45	2				
11:15		53	2			36	0				
11:30		47	0			33	0				
11:45		37	0	165	4	30	1	144	3	309	7
Total		690	1264	690	1264	842	1097	842	1097	1532	2361
Combined Total		1954		1954		1939		1939		3893	
AM Peak	-	10:45	-	-	-	09:45	-	-	-	-	-
Vol.	-	173	-	-	-	171	-	-	-	-	-
P.H.F.	-	0.816	-	-	-	0.972	-	-	-	-	-
PM Peak	-	-	05:15	-	-	-	02:30	-	-	-	-
Vol.	-	-	208	-	-	-	182	-	-	-	-
P.H.F.	-	-	0.776	-	-	-	0.892	-	-	-	-
Percentage		35.3%	64.7%			43.4%	56.6%				
ADT/AADT		ADT 3,893		AADT 3,893							

Counts Unlimited, Inc.

City of San Diego
 Mission Bay Drive
 B/ De Anza Road - I-5 Southbound On Ramp
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG003
 Site Code: 229-25150

Start Time	2/19/25 Wed	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	37			5	27				
12:15		3	31			2	38				
12:30		1	31			3	40				
12:45		0	38	7	137	0	38	10	143	17	280
01:00		1	31			1	32				
01:15		0	31			1	44				
01:30		1	38			0	38				
01:45		1	41	3	141	2	31	4	145	7	286
02:00		1	36			1	47				
02:15		0	38			1	35				
02:30		0	43			1	41				
02:45		1	28	2	145	1	45	4	168	6	313
03:00		0	43			2	49				
03:15		1	38			2	47				
03:30		0	35			1	46				
03:45		0	29	1	145	0	54	5	196	6	341
04:00		2	55			1	63				
04:15		2	37			1	31				
04:30		3	38			4	39				
04:45		3	33	10	163	5	39	11	172	21	335
05:00		4	62			4	41				
05:15		5	54			1	39				
05:30		3	55			3	37				
05:45		4	42	16	213	4	53	12	170	28	383
06:00		18	57			12	41				
06:15		14	47			11	41				
06:30		5	26			18	41				
06:45		7	30	44	160	21	26	62	149	106	309
07:00		9	24			21	28				
07:15		13	23			28	23				
07:30		19	23			23	16				
07:45		17	38	58	108	16	27	88	94	146	202
08:00		18	20			12	13				
08:15		19	25			18	14				
08:30		29	22			16	10				
08:45		37	15	103	82	30	15	76	52	179	134
09:00		18	24			28	8				
09:15		14	20			20	14				
09:30		31	11			29	6				
09:45		25	15	88	70	34	8	111	36	199	106
10:00		37	3			37	11				
10:15		21	6			24	9				
10:30		27	6			32	11				
10:45		22	3	107	18	26	6	119	37	226	55
11:00		34	6			31	9				
11:15		26	11			30	5				
11:30		32	4			24	4				
11:45		58	1	150	22	43	3	128	21	278	43
Total		589	1404	589	1404	630	1383	630	1383	1219	2787
Combined Total		1993		1993		2013		2013		4006	
AM Peak	-	11:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	150	-	-	-	128	-	-	-	-	-
P.H.F.	-	0.647				0.744					
PM Peak	-	-	05:00	-	-	-	03:15	-	-	-	-
Vol.	-	-	213	-	-	-	210	-	-	-	-
P.H.F.	-	-	0.859				0.833				
Percentage		29.6%	70.4%			31.3%	68.7%				
ADT/AADT		ADT 4,006		AADT 4,006							

Counts Unlimited, Inc.

City of San Diego
Mission Bay Drive

PO Box 1178
Corona, CA 92878

B/ I-5 Northbound Off Ramp - I-5 Southbound On Ramp
24 Hour Directional Volume Count

Phone: (951) 268-6268
email: counts@countsunlimited.com

SDG002
Site Code: 229-25150

Start Time	2/19/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	39			47	341				
12:15		1	33			54	393				
12:30		2	20			41	418				
12:45		2	44	7	136	44	359	186	1511	193	1647
01:00		4	34			26	349				
01:15		0	26			20	364				
01:30		1	35			15	414				
01:45		1	26	6	121	17	336	78	1463	84	1584
02:00		1	20			18	365				
02:15		0	45			12	441				
02:30		0	29			17	395				
02:45		2	36	3	130	14	338	61	1539	64	1669
03:00		1	30			15	356				
03:15		0	32			14	339				
03:30		0	30			29	393				
03:45		0	40	1	132	19	361	77	1449	78	1581
04:00		4	37			20	351				
04:15		1	34			21	340				
04:30		1	53			43	319				
04:45		2	34	8	158	57	328	141	1338	149	1496
05:00		2	61			67	322				
05:15		7	53			86	359				
05:30		3	64			124	320				
05:45		2	51	14	229	121	321	398	1322	412	1551
06:00		7	49			152	420				
06:15		4	45			182	343				
06:30		8	38			229	329				
06:45		9	35	28	167	261	296	824	1388	852	1555
07:00		13	36			300	286				
07:15		14	18			378	273				
07:30		27	18			471	251				
07:45		31	30	85	102	507	227	1656	1037	1741	1139
08:00		24	16			512	234				
08:15		29	17			504	236				
08:30		36	14			448	206				
08:45		41	9	130	56	455	206	1919	882	2049	938
09:00		26	13			384	209				
09:15		31	17			287	228				
09:30		22	8			343	165				
09:45		30	5	109	43	315	156	1329	758	1438	801
10:00		32	7			304	155				
10:15		20	4			312	126				
10:30		30	1			346	142				
10:45		25	4	107	16	294	112	1256	535	1363	551
11:00		34	1			332	93				
11:15		34	7			315	77				
11:30		21	1			328	57				
11:45		38	1	127	10	355	53	1330	280	1457	290
Total		625	1300	625	1300	9255	13502	9255	13502	9880	14802
Combined Total			1925		1925		22757		22757		24682
AM Peak	-	08:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	134	-	-	-	1994	-	-	-	-	-
P.H.F.	-	0.817	-	-	-	0.974	-	-	-	-	-
PM Peak	-	-	05:00	-	-	-	01:30	-	-	-	-
Vol.	-	-	229	-	-	-	1556	-	-	-	-
P.H.F.	-	-	0.895	-	-	-	0.882	-	-	-	-
Percentage			32.5%	67.5%		40.7%	59.3%				
ADT/AADT		ADT 24,682		AADT 24,682							

Counts Unlimited, Inc.

City of San Diego
 Mission Bay Drive
 B/ Parking Lot N Entrance - Parking Lot S Entrance
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG005
 Site Code: 229-25150

Start Time	2/19/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	26			0	36				
12:15		2	42			3	37				
12:30		2	28			2	30				
12:45		1	24	8	120	2	39	7	142	15	262
01:00		1	35			2	31				
01:15		1	24			1	31				
01:30		2	28			1	37				
01:45		3	25	7	112	2	39	6	138	13	250
02:00		4	36			3	36				
02:15		0	31			1	30				
02:30		0	30			1	38				
02:45		1	38	5	135	0	35	5	139	10	274
03:00		2	44			2	49				
03:15		2	41			0	59				
03:30		0	42			1	113				
03:45		0	44	4	171	0	78	3	299	7	470
04:00		1	47			2	101				
04:15		1	33			0	96				
04:30		2	47			3	76				
04:45		6	41	10	168	1	93	6	366	16	534
05:00		3	47			0	94				
05:15		5	37			3	121				
05:30		3	42			2	78				
05:45		3	56	14	182	2	82	7	375	21	557
06:00		9	39			6	114				
06:15		9	25			2	76				
06:30		14	39			9	56				
06:45		13	34	45	137	2	48	19	294	64	431
07:00		25	36			10	24				
07:15		26	14			10	15				
07:30		36	20			14	14				
07:45		28	18	115	88	16	16	50	69	165	157
08:00		18	14			23	13				
08:15		35	13			31	13				
08:30		36	4			34	8				
08:45		38	12	127	43	33	8	121	42	248	85
09:00		37	8			20	9				
09:15		35	16			17	8				
09:30		26	10			36	10				
09:45		35	9	133	43	22	10	95	37	228	80
10:00		28	11			30	3				
10:15		26	12			37	4				
10:30		36	8			27	12				
10:45		28	3	118	34	27	8	121	27	239	61
11:00		37	3			29	4				
11:15		33	4			39	3				
11:30		21	2			37	4				
11:45		35	2	126	11	38	1	143	12	269	23
Total		712	1244	712	1244	583	1940	583	1940	1295	3184
Combined Total		1956		1956		2523		2523		4479	
AM Peak	-	08:15	-	-	-	11:00	-	-	-	-	-
Vol.	-	146	-	-	-	143	-	-	-	-	-
P.H.F.	-	0.961	-	-	-	0.917	-	-	-	-	-
PM Peak	-	-	05:00	-	-	-	05:15	-	-	-	-
Vol.	-	-	182	-	-	-	395	-	-	-	-
P.H.F.	-	-	0.813	-	-	-	0.816	-	-	-	-
Percentage		36.4%	63.6%			23.1%	76.9%				
ADT/AADT		ADT 4,479		AADT 4,479							

Counts Unlimited, Inc.

City of San Diego
 Mission Bay Drive
 Just N/ Fiesta Island Drive
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG009
 Site Code: 229-25150

Start Time	2/19/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		3	51			0	36				
12:15		1	52			0	47				
12:30		4	44			3	47				
12:45		2	60	10	207	5	46	8	176	18	383
01:00		4	58			3	39				
01:15		2	39			1	45				
01:30		1	38			3	44				
01:45		6	55	13	190	7	47	14	175	27	365
02:00		2	47			1	56				
02:15		1	27			3	40				
02:30		0	43			3	59				
02:45		1	52	4	169	2	43	9	198	13	367
03:00		0	52			1	62				
03:15		0	55			1	92				
03:30		1	49			1	128				
03:45		3	55	4	211	1	157	4	439	8	650
04:00		5	52			1	139				
04:15		1	63			2	164				
04:30		4	61			2	158				
04:45		8	64	18	240	5	168	10	629	28	869
05:00		7	73			3	149				
05:15		14	79			7	170				
05:30		9	82			9	146				
05:45		6	71	36	305	12	138	31	603	67	908
06:00		10	44			12	135				
06:15		11	34			16	136				
06:30		22	43			14	136				
06:45		31	39	74	160	12	79	54	486	128	646
07:00		28	18			21	59				
07:15		25	24			25	28				
07:30		37	19			26	31				
07:45		53	15	143	76	25	21	97	139	240	215
08:00		47	16			25	17				
08:15		49	12			34	12				
08:30		65	11			34	12				
08:45		77	16	238	55	33	16	126	57	364	112
09:00		57	14			34	22				
09:15		57	10			22	9				
09:30		52	8			33	16				
09:45		56	17	222	49	43	11	132	58	354	107
10:00		48	6			46	9				
10:15		40	6			41	7				
10:30		32	8			42	7				
10:45		38	6	158	26	47	8	176	31	334	57
11:00		43	5			62	5				
11:15		45	4			42	2				
11:30		43	7			41	5				
11:45		38	4	169	20	43	2	188	14	357	34
Total		1089	1708	1089	1708	849	3005	849	3005	1938	4713
Combined Total		2797		2797		3854		3854		6651	
AM Peak	-	08:30	-	-	-	10:30	-	-	-	-	-
Vol.	-	256	-	-	-	193	-	-	-	-	-
P.H.F.	-	0.831	-	-	-	0.778	-	-	-	-	-
PM Peak	-	-	05:00	-	-	-	04:30	-	-	-	-
Vol.	-	-	305	-	-	-	645	-	-	-	-
P.H.F.	-	-	0.930	-	-	-	0.949	-	-	-	-
Percentage		38.9%	61.1%			22.0%	78.0%				
ADT/AADT		ADT 6,651		AADT 6,651							

Counts Unlimited, Inc.

City of San Diego
 Mission Bay Drive
 Just S/ Fiesta Island Drive
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG011
 Site Code: 229-25150

Start Time	2/19/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		4	64			2	49				
12:15		2	77			0	58				
12:30		5	69			3	74				
12:45		2	88	13	298	6	67	11	248	24	546
01:00		4	84			4	63				
01:15		2	73			2	75				
01:30		1	53			4	58				
01:45		7	69	14	279	8	73	18	269	32	548
02:00		2	63			3	85				
02:15		2	46			3	68				
02:30		1	75			4	70				
02:45		1	78	6	262	3	72	13	295	19	557
03:00		0	78			1	76				
03:15		0	76			1	104				
03:30		2	65			1	153				
03:45		5	69	7	288	2	168	5	501	12	789
04:00		16	70			2	170				
04:15		9	80			3	175				
04:30		6	92			1	168				
04:45		9	89	40	331	4	179	10	692	50	1023
05:00		11	93			5	176				
05:15		16	91			4	186				
05:30		17	92			9	176				
05:45		19	78	63	354	11	157	29	695	92	1049
06:00		33	39			15	181				
06:15		34	47			10	160				
06:30		31	48			15	152				
06:45		37	50	135	184	38	94	78	587	213	771
07:00		43	30			35	69				
07:15		41	26			33	37				
07:30		55	25			38	43				
07:45		62	20	201	101	34	29	140	178	341	279
08:00		60	22			38	30				
08:15		61	18			48	31				
08:30		78	15			39	21				
08:45		102	20	301	75	42	31	167	113	468	188
09:00		89	14			38	35				
09:15		89	14			45	19				
09:30		62	10			47	26				
09:45		85	16	325	54	65	34	195	114	520	168
10:00		77	6			62	13				
10:15		65	7			67	7				
10:30		65	10			67	7				
10:45		59	7	266	30	77	6	273	33	539	63
11:00		66	6			68	6				
11:15		60	5			74	5				
11:30		62	7			74	5				
11:45		60	5	248	23	72	2	288	18	536	41
Total		1619	2279	1619	2279	1227	3743	1227	3743	2846	6022
Combined Total		3898		3898		4970		4970		8868	
AM Peak	-	08:30	-	-	-	10:45	-	-	-	-	-
Vol.	-	358	-	-	-	293	-	-	-	-	-
P.H.F.	-	0.877	-	-	-	0.951	-	-	-	-	-
PM Peak	-	-	04:30	-	-	-	04:45	-	-	-	-
Vol.	-	-	365	-	-	-	717	-	-	-	-
P.H.F.	-	-	0.981	-	-	-	0.964	-	-	-	-
Percentage		41.5%	58.5%			24.7%	75.3%				
ADT/AADT		ADT 8,868		AADT 8,868							

Counts Unlimited, Inc.

City of San Diego
 Mission Bay Drive
 S/ Interstate 5 Southbound On Ramp
 24 Hour Directional Volume Count

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG004
 Site Code: 229-25150

Start Time	2/19/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		2	71			2	72				
12:15		6	53			6	54				
12:30		7	66			7	66				
12:45		2	61	17	251	2	62	17	254	34	505
01:00		4	64			5	68				
01:15		0	66			0	71				
01:30		1	66			1	72				
01:45		6	53	11	249	6	56	12	267	23	516
02:00		3	76			3	80				
02:15		2	61			2	62				
02:30		1	69			1	73				
02:45		0	60	6	266	0	61	6	276	12	542
03:00		4	89			4	93				
03:15		5	87			5	90				
03:30		1	126			1	126				
03:45		0	130	10	432	0	136	10	445	20	877
04:00		2	148			2	149				
04:15		2	139			2	140				
04:30		6	112			6	113				
04:45		5	129	15	528	5	129	15	531	30	1059
05:00		6	132			6	132				
05:15		8	164			8	164				
05:30		4	174			4	173				
05:45		5	122	23	592	5	120	23	589	46	1181
06:00		8	158			8	156				
06:15		12	184			12	182				
06:30		19	111			19	112				
06:45		21	84	60	537	21	84	60	534	120	1071
07:00		26	76			26	74				
07:15		27	32			27	32				
07:30		40	33			39	34				
07:45		56	30	149	171	56	30	148	170	297	341
08:00		52	27			52	27				
08:15		61	26			60	26				
08:30		68	16			68	16				
08:45		78	19	259	88	78	19	258	88	517	176
09:00		59	16			59	16				
09:15		62	28			64	27				
09:30		54	16			56	15				
09:45		48	18	223	78	52	18	231	76	454	154
10:00		61	18			68	19				
10:15		58	14			61	14				
10:30		52	15			56	15				
10:45		58	10	229	57	64	10	249	58	478	115
11:00		60	11			64	11				
11:15		60	3			62	3				
11:30		62	7			62	7				
11:45		68	6	250	27	74	6	262	27	512	54
Total		1252	3276	1252	3276	1291	3315	1291	3315	2543	6591
Combined Total		4528		4528		4606		4606		9134	
AM Peak	-	08:30	-	-	-	08:30	-	-	-	-	-
Vol.	-	267	-	-	-	269	-	-	-	-	-
P.H.F.	-	0.856	-	-	-	0.862	-	-	-	-	-
PM Peak	-	-	05:30	-	-	-	05:30	-	-	-	-
Vol.	-	-	638	-	-	-	631	-	-	-	-
P.H.F.	-	-	0.867	-	-	-	0.867	-	-	-	-
Percentage		27.7%	72.3%			28.0%	72.0%				
ADT/AADT		ADT 9,134		AADT 9,134							

Counts Unlimited, Inc.

City of San Diego
 Pacific Highway
 1300' E/ Sea World Drive
 24 Hour Directional Speed Survey

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG001S
 Site Code: 229-25150

Eastbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
02/19/25	0	0	1	0	3	5	7	2	1	0	0	0	0	0	19
01:00	0	0	0	0	0	5	2	0	0	1	0	0	0	0	8
02:00	0	0	0	0	3	1	2	2	0	0	0	0	0	0	8
03:00	0	0	0	0	2	1	2	0	0	0	0	0	0	0	5
04:00	0	1	0	1	1	5	0	0	0	0	0	0	0	0	8
05:00	0	0	1	1	2	17	17	2	0	0	0	1	0	0	41
06:00	0	0	0	1	11	18	18	7	2	0	1	0	0	0	58
07:00	0	0	0	7	23	71	48	10	2	0	0	0	0	0	161
08:00	0	0	0	4	26	60	45	12	1	0	0	0	0	0	148
09:00	0	0	3	9	19	52	26	9	1	0	0	0	0	0	119
10:00	0	0	6	12	36	66	46	11	0	0	0	0	0	0	177
11:00	0	1	4	13	43	90	55	10	1	0	0	0	0	0	217
12 PM	0	0	0	6	45	92	58	14	1	0	0	0	0	0	216
13:00	0	0	2	4	35	76	66	21	0	1	0	0	0	0	205
14:00	0	1	1	19	110	238	74	25	3	1	0	0	0	0	472
15:00	0	0	0	24	282	315	131	21	4	2	0	0	0	0	779
16:00	116	44	24	48	219	292	135	25	4	0	0	0	0	0	907
17:00	224	70	40	60	96	89	19	3	0	0	0	0	0	0	601
18:00	23	40	66	287	417	185	28	8	2	0	0	0	0	0	1056
19:00	0	0	1	29	183	146	60	10	1	0	0	0	0	0	430
20:00	0	0	2	10	51	64	36	9	0	0	0	0	0	0	172
21:00	0	0	0	7	21	45	31	6	5	1	0	0	0	0	116
22:00	0	0	1	6	20	32	15	3	1	0	0	0	0	0	78
23:00	0	0	0	1	10	29	9	1	0	0	1	0	0	0	51
Total	363	157	152	549	1658	1994	930	211	29	6	2	1	0	0	6052

Daily
 15th Percentile : 27 MPH
 50th Percentile : 35 MPH
 85th Percentile : 41 MPH
 95th Percentile : 44 MPH

Statistics
 Mean Speed(Average) : 34 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 3652
 Percent in Pace : 60.3%
 Number of Vehicles > 55 MPH : 9
 Percent of Vehicles > 55 MPH : 0.1%

Counts Unlimited, Inc.

City of San Diego
 Pacific Highway
 1300' E/ Sea World Drive
 24 Hour Directional Speed Survey

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG001S
 Site Code: 229-25150

Westbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
02/19/25	1	0	0	0	6	3	5	7	4	0	0	0	0	0	26
01:00	0	0	0	0	4	3	2	2	0	0	0	0	0	0	11
02:00	0	0	0	0	3	4	2	1	0	0	0	0	0	0	10
03:00	0	0	2	0	4	3	1	0	0	0	0	0	0	0	10
04:00	0	0	0	2	1	1	4	0	1	0	0	0	0	0	9
05:00	0	0	0	0	2	3	6	3	1	0	0	0	0	0	15
06:00	0	0	1	2	3	9	13	6	4	1	0	0	0	0	39
07:00	0	2	3	3	6	11	31	29	7	2	0	0	0	0	94
08:00	0	0	0	0	12	48	73	43	23	7	1	0	0	0	207
09:00	0	0	3	1	9	25	47	29	14	1	0	0	0	0	129
10:00	0	1	5	6	13	19	39	26	7	2	0	0	0	0	118
11:00	4	2	4	3	5	32	37	25	6	1	1	0	0	0	120
12 PM	0	0	4	2	7	29	47	38	15	2	0	0	0	0	144
13:00	0	1	1	3	14	37	57	35	11	1	0	0	0	0	160
14:00	0	1	5	1	12	41	65	57	19	4	0	1	0	0	206
15:00	1	2	6	6	12	36	62	62	39	2	0	0	0	0	228
16:00	0	1	2	1	12	48	98	79	20	3	0	0	0	0	264
17:00	0	1	7	7	13	63	89	62	13	4	0	0	0	0	259
18:00	0	0	2	1	15	19	40	21	6	2	1	0	0	0	107
19:00	0	2	2	2	6	21	27	18	2	0	0	0	0	0	80
20:00	0	2	4	1	3	10	24	10	4	0	0	0	0	0	58
21:00	0	0	1	0	8	8	15	8	3	3	0	0	0	0	46
22:00	0	1	0	1	4	7	4	6	2	0	0	0	1	0	26
23:00	0	1	1	4	1	7	8	3	1	0	0	0	0	0	26
Total	6	17	53	46	175	487	796	570	202	35	3	1	1	0	2392

Daily
 15th Percentile : 35 MPH
 50th Percentile : 42 MPH
 85th Percentile : 48 MPH
 95th Percentile : 53 MPH

Statistics
 Mean Speed(Average) : 43 MPH
 10 MPH Pace Speed : 41-50 MPH
 Number in Pace : 1366
 Percent in Pace : 57.1%
 Number of Vehicles > 55 MPH : 40
 Percent of Vehicles > 55 MPH : 1.7%

Counts Unlimited, Inc.

City of San Diego
 Pacific Highway
 1300' E/ Sea World Drive
 24 Hour Directional Speed Survey

PO Box 1178
 Corona, CA 92878
 Phone: (951) 268-6268
 email: counts@countsunlimited.com

SDG001S
 Site Code: 229-25150

Eastbound, Westbound

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	76	Total
	15	20	25	30	35	40	45	50	55	60	65	70	75	999	
02/19/25	1	0	1	0	9	8	12	9	5	0	0	0	0	0	45
01:00	0	0	0	0	4	8	4	2	0	1	0	0	0	0	19
02:00	0	0	0	0	6	5	4	3	0	0	0	0	0	0	18
03:00	0	0	2	0	6	4	3	0	0	0	0	0	0	0	15
04:00	0	1	0	3	2	6	4	0	1	0	0	0	0	0	17
05:00	0	0	1	1	4	20	23	5	1	0	0	1	0	0	56
06:00	0	0	1	3	14	27	31	13	6	1	1	0	0	0	97
07:00	0	2	3	10	29	82	79	39	9	2	0	0	0	0	255
08:00	0	0	0	4	38	108	118	55	24	7	1	0	0	0	355
09:00	0	0	6	10	28	77	73	38	15	1	0	0	0	0	248
10:00	0	1	11	18	49	85	85	37	7	2	0	0	0	0	295
11:00	4	3	8	16	48	122	92	35	7	1	1	0	0	0	337
12 PM	0	0	4	8	52	121	105	52	16	2	0	0	0	0	360
13:00	0	1	3	7	49	113	123	56	11	2	0	0	0	0	365
14:00	0	2	6	20	122	279	139	82	22	5	0	1	0	0	678
15:00	1	2	6	30	294	351	193	83	43	4	0	0	0	0	1007
16:00	116	45	26	49	231	340	233	104	24	3	0	0	0	0	1171
17:00	224	71	47	67	109	152	108	65	13	4	0	0	0	0	860
18:00	23	40	68	288	432	204	68	29	8	2	1	0	0	0	1163
19:00	0	2	3	31	189	167	87	28	3	0	0	0	0	0	510
20:00	0	2	6	11	54	74	60	19	4	0	0	0	0	0	230
21:00	0	0	1	7	29	53	46	14	8	4	0	0	0	0	162
22:00	0	1	1	7	24	39	19	9	3	0	0	0	1	0	104
23:00	0	1	1	5	11	36	17	4	1	0	1	0	0	0	77
Total	369	174	205	595	1833	2481	1726	781	231	41	5	2	1	0	8444

Daily
 15th Percentile : 29 MPH
 50th Percentile : 37 MPH
 85th Percentile : 44 MPH
 95th Percentile : 49 MPH

Statistics
 Mean Speed(Average) : 37 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 4314
 Percent in Pace : 51.1%
 Number of Vehicles > 55 MPH : 49
 Percent of Vehicles > 55 MPH : 0.6%

Counts Unlimited, Inc.

City of San Diego
Sea World Drive

PO Box 1178
Corona, CA 92878

B/ Interstate 5 Southbound Ramps - Mission Bay Drive
24 Hour Directional Volume Count

Phone: (951) 268-6268
email: counts@countsunlimited.com

SDG012
Site Code: 229-25150

Start Time	2/19/25 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		15	193			26	301				
12:15		13	199			20	308				
12:30		11	225			16	279				
12:45		14	211	53	828	12	338	74	1226	127	2054
01:00		17	231			18	325				
01:15		15	265			11	288				
01:30		12	207			6	307				
01:45		9	247	53	950	11	339	46	1259	99	2209
02:00		9	256			7	352				
02:15		9	237			6	372				
02:30		7	249			13	428				
02:45		10	259	35	1001	6	424	32	1576	67	2577
03:00		9	302			6	417				
03:15		10	275			10	375				
03:30		6	286			5	422				
03:45		18	271	43	1134	7	381	28	1595	71	2729
04:00		12	297			13	345				
04:15		13	286			22	359				
04:30		20	286			18	438				
04:45		22	267	67	1136	42	376	95	1518	162	2654
05:00		30	302			44	358				
05:15		40	250			61	366				
05:30		61	248			75	409				
05:45		74	257	205	1057	107	405	287	1538	492	2595
06:00		74	229			119	271				
06:15		78	243			131	269				
06:30		154	263			116	394				
06:45		172	232	478	967	162	411	528	1345	1006	2312
07:00		180	215			165	417				
07:15		245	128			223	316				
07:30		289	117			236	240				
07:45		269	100	983	560	263	257	887	1230	1870	1790
08:00		272	110			255	210				
08:15		307	115			262	205				
08:30		286	96			232	187				
08:45		236	100	1101	421	266	157	1015	759	2116	1180
09:00		196	105			237	151				
09:15		216	90			238	138				
09:30		195	87			254	135				
09:45		224	77	831	359	313	111	1042	535	1873	894
10:00		217	72			287	110				
10:15		204	52			263	90				
10:30		222	49			301	89				
10:45		224	38	867	211	272	64	1123	353	1990	564
11:00		190	38			259	50				
11:15		227	28			293	57				
11:30		188	26			241	44				
11:45		232	19	837	111	310	29	1103	180	1940	291
Total		5553	8735	5553	8735	6260	13114	6260	13114	11813	21849
Combined Total		14288		14288		19374		19374		33662	
AM Peak	-	07:30	-	-	-	09:45	-	-	-	-	-
Vol.	-	1137	-	-	-	1164	-	-	-	-	-
P.H.F.	-	0.926	-	-	-	0.930	-	-	-	-	-
PM Peak	-	-	04:15	-	-	-	02:30	-	-	-	-
Vol.	-	-	1141	-	-	-	1644	-	-	-	-
P.H.F.	-	-	0.945	-	-	-	0.960	-	-	-	-
Percentage		38.9%	61.1%			32.3%	67.7%				
ADT/AADT		ADT 33,662		AADT 33,662							

City of San Diego
 N/S: Mission Bay Drive/I-5 SB On Ramp
 E/W: Mission Bay Drive
 Weather: Clear

File Name : 01_SDG_5S On_MB AM
 Site Code : 22925150
 Start Date : 2/19/2025
 Page No : 1

Groups Printed- Total Volume

Start Time	Mission Bay Drive Southbound			I-5 Southbound On Ramp Northbound			Mission Bay Drive Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	280	18	298	0	0	0	12	1	13	311
07:15 AM	347	23	370	0	0	0	11	6	17	387
07:30 AM	476	17	493	0	0	0	27	8	35	528
07:45 AM	499	23	522	0	0	0	32	3	35	557
Total	1602	81	1683	0	0	0	82	18	100	1783
08:00 AM	490	28	518	0	0	0	24	8	32	550
08:15 AM	482	38	520	0	0	0	29	7	36	556
08:30 AM	410	37	447	0	0	0	36	15	51	498
08:45 AM	444	35	479	0	0	0	40	12	52	531
Total	1826	138	1964	0	0	0	129	42	171	2135
Grand Total	3428	219	3647	0	0	0	211	60	271	3918
Apprch %	94	6		0	0		77.9	22.1		
Total %	87.5	5.6	93.1	0	0	0	5.4	1.5	6.9	

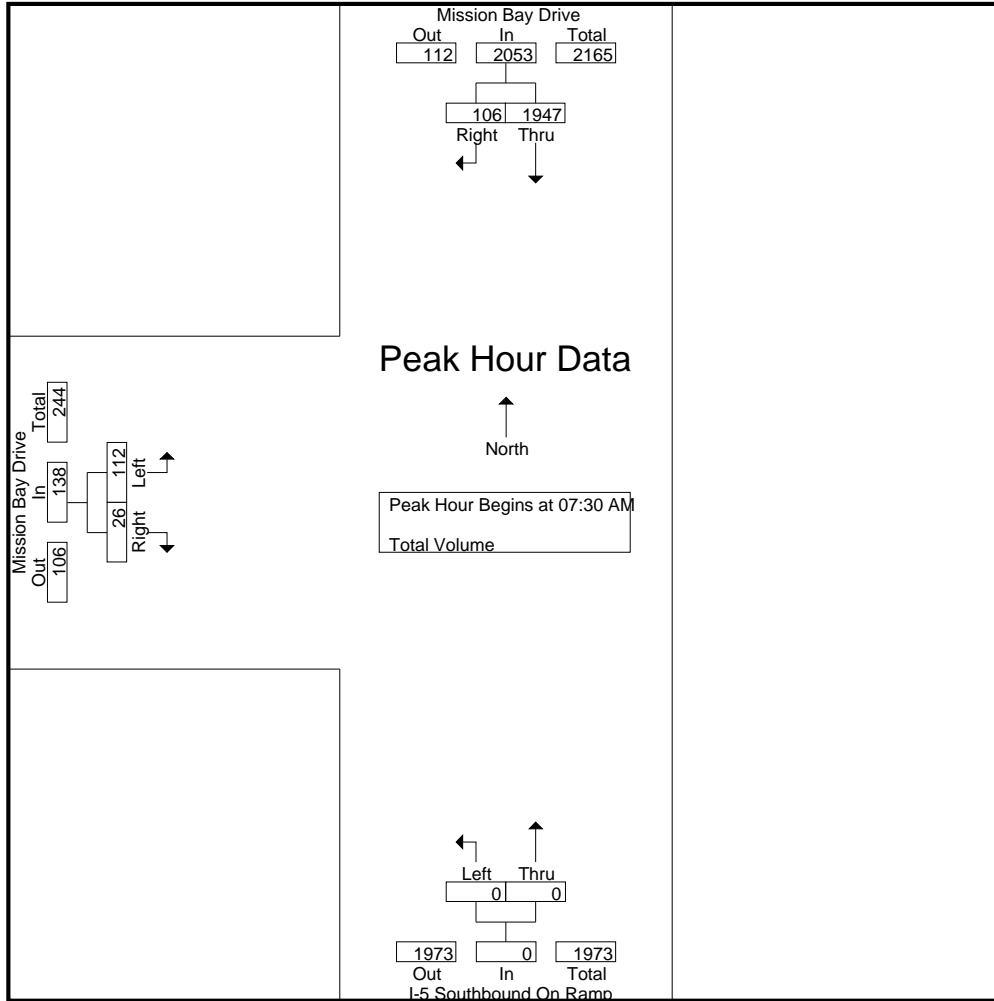
Start Time	Mission Bay Drive Southbound			I-5 Southbound On Ramp Northbound			Mission Bay Drive Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:30 AM	476	17	493	0	0	0	27	8	35	528
07:45 AM	499	23	522	0	0	0	32	3	35	557
08:00 AM	490	28	518	0	0	0	24	8	32	550
08:15 AM	482	38	520	0	0	0	29	7	36	556
Total Volume	1947	106	2053	0	0	0	112	26	138	2191
% App. Total	94.8	5.2		0	0		81.2	18.8		
PHF	.975	.697	.983	.000	.000	.000	.875	.813	.958	.983

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM

City of San Diego
 N/S: Mission Bay Drive/I-5 SB On Ramp
 E/W: Mission Bay Drive
 Weather: Clear

File Name : 01_SDG_5S On_MB AM
 Site Code : 22925150
 Start Date : 2/19/2025
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM			07:00 AM			08:00 AM		
+0 mins.	476	17	493	0	0	0	24	8	32
+15 mins.	499	23	522	0	0	0	29	7	36
+30 mins.	490	28	518	0	0	0	36	15	51
+45 mins.	482	38	520	0	0	0	40	12	52
Total Volume	1947	106	2053	0	0	0	129	42	171
% App. Total	94.8	5.2		0	0		75.4	24.6	
PHF	.975	.697	.983	.000	.000	.000	.806	.700	.822

City of San Diego
 N/S: Mission Bay Drive/I-5 SB On Ramp
 E/W: Mission Bay Drive
 Weather: Clear

File Name : 01_SDG_5S On_MB PM
 Site Code : 22925150
 Start Date : 2/19/2025
 Page No : 1

Groups Printed- Total Volume

Start Time	Mission Bay Drive Southbound			I-5 Southbound On Ramp Northbound			Mission Bay Drive Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	262	101	363	0	0	0	37	5	42	405
04:15 PM	245	96	341	0	0	0	34	2	36	377
04:30 PM	248	84	332	0	0	0	51	2	53	385
04:45 PM	234	97	331	0	0	0	37	3	40	371
Total	989	378	1367	0	0	0	159	12	171	1538
05:00 PM	225	104	329	0	0	0	60	3	63	392
05:15 PM	247	132	379	0	0	0	53	4	57	436
05:30 PM	231	81	312	0	0	0	64	7	71	383
05:45 PM	235	90	325	0	0	0	52	11	63	388
Total	938	407	1345	0	0	0	229	25	254	1599
Grand Total	1927	785	2712	0	0	0	388	37	425	3137
Apprch %	71.1	28.9		0	0		91.3	8.7		
Total %	61.4	25	86.5	0	0	0	12.4	1.2	13.5	

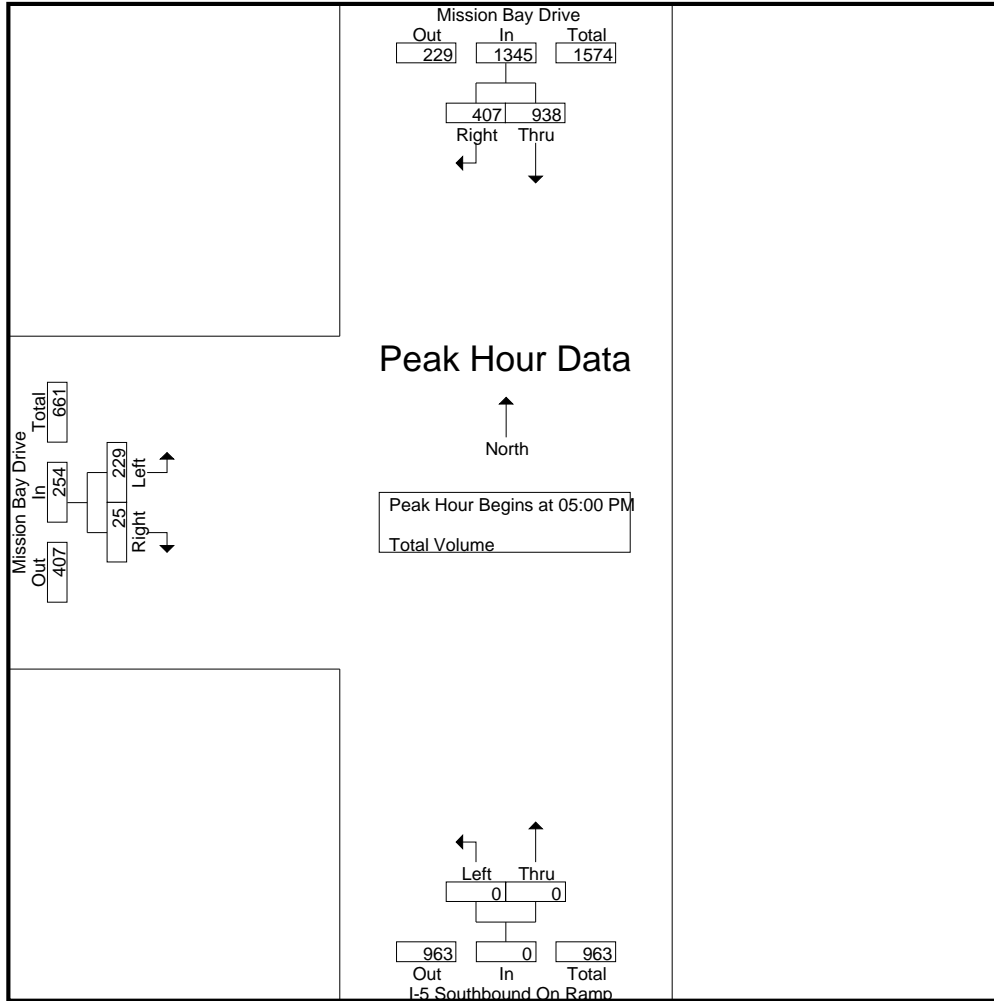
Start Time	Mission Bay Drive Southbound			I-5 Southbound On Ramp Northbound			Mission Bay Drive Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
05:00 PM	225	104	329	0	0	0	60	3	63	392
05:15 PM	247	132	379	0	0	0	53	4	57	436
05:30 PM	231	81	312	0	0	0	64	7	71	383
05:45 PM	235	90	325	0	0	0	52	11	63	388
Total Volume	938	407	1345	0	0	0	229	25	254	1599
% App. Total	69.7	30.3		0	0		90.2	9.8		
PHF	.949	.771	.887	.000	.000	.000	.895	.568	.894	.917

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

City of San Diego
 N/S: Mission Bay Drive/I-5 SB On Ramp
 E/W: Mission Bay Drive
 Weather: Clear

File Name : 01_SDG_5S On_MB PM
 Site Code : 22925150
 Start Date : 2/19/2025
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:00 PM			05:00 PM		
+0 mins.	248	84	332	0	0	0	60	3	63
+15 mins.	234	97	331	0	0	0	53	4	57
+30 mins.	225	104	329	0	0	0	64	7	71
+45 mins.	247	132	379	0	0	0	52	11	63
Total Volume	954	417	1371	0	0	0	229	25	254
% App. Total	69.6	30.4		0	0		90.2	9.8	
PHF	.962	.790	.904	.000	.000	.000	.895	.568	.894

Location: San Diego
 N/S: Mission Bay Dr/I-5 SB On Ramp
 E/W: Mission Bay Drive



Date: 2/19/2025
 Day: Wednesday

PEDESTRIANS

	North Leg Mission Bay Drive	East Leg Dead End	South Leg I-5 SB On Ramp	West Leg Mission Bay Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Mission Bay Drive	East Leg Dead End	South Leg I-5 SB On Ramp	West Leg Mission Bay Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

Location: San Diego
 N/S: Mission Bay Dr/I-5 SB On Ramp
 E/W: Mission Bay Drive



Date: 2/19/2025
 Day: Wednesday

BICYCLES

	Southbound Mission Bay Drive			Westbound Dead End			Northbound I-5 SB On Ramp			Eastbound Mission Bay Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Mission Bay Drive			Westbound Dead End			Northbound I-5 SB On Ramp			Eastbound Mission Bay Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	0	0	0	0	0	0	0	0	2

City of San Diego
 N/S: Mission Bay Drive
 E/W: Mission Bay Dr/De Anza Cove Park DW
 Weather: Clear

File Name : 02_SDG_5S On_MB AM
 Site Code : 22925150
 Start Date : 2/19/2025
 Page No : 1

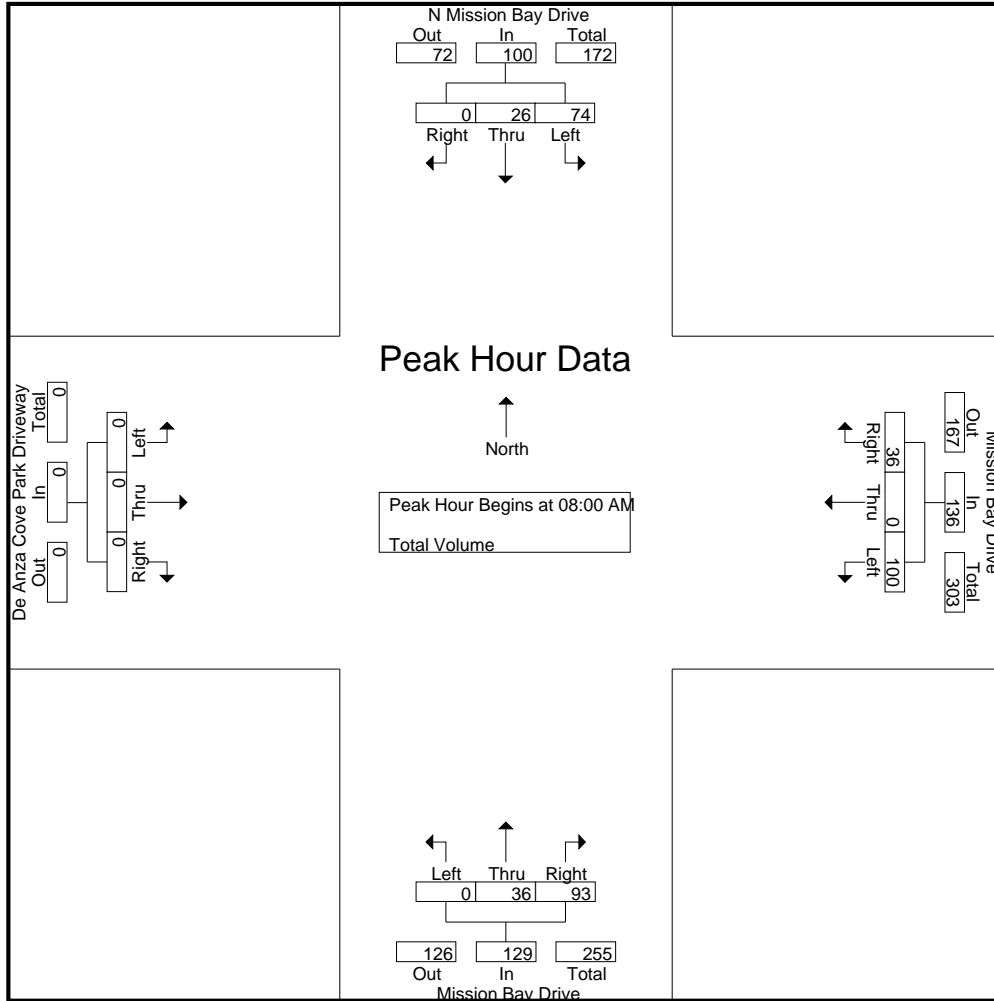
Groups Printed- Total Volume

Start Time	N Mission Bay Drive Southbound				Mission Bay Drive Westbound				Mission Bay Drive Northbound				De Anza Cove Park Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	7	2	0	9	11	0	7	18	0	12	6	18	0	0	0	0	45
07:15 AM	10	3	0	13	11	0	12	23	0	16	8	24	0	0	0	0	60
07:30 AM	15	5	0	20	7	0	10	17	0	10	20	30	0	0	0	0	67
07:45 AM	12	3	0	15	15	0	8	23	0	9	24	33	0	0	0	0	71
Total	44	13	0	57	44	0	37	81	0	47	58	105	0	0	0	0	243
08:00 AM	12	5	0	17	20	0	7	27	0	3	16	19	0	0	0	0	63
08:15 AM	14	5	0	19	31	0	7	38	0	12	23	35	0	0	0	0	92
08:30 AM	25	4	0	29	29	0	8	37	0	8	26	34	0	0	0	0	100
08:45 AM	23	12	0	35	20	0	14	34	0	13	28	41	0	0	0	0	110
Total	74	26	0	100	100	0	36	136	0	36	93	129	0	0	0	0	365
Grand Total	118	39	0	157	144	0	73	217	0	83	151	234	0	0	0	0	608
Apprch %	75.2	24.8	0		66.4	0	33.6		0	35.5	64.5		0	0	0		
Total %	19.4	6.4	0	25.8	23.7	0	12	35.7	0	13.7	24.8	38.5	0	0	0	0	

Start Time	N Mission Bay Drive Southbound				Mission Bay Drive Westbound				Mission Bay Drive Northbound				De Anza Cove Park Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	12	5	0	17	20	0	7	27	0	3	16	19	0	0	0	0	63
08:15 AM	14	5	0	19	31	0	7	38	0	12	23	35	0	0	0	0	92
08:30 AM	25	4	0	29	29	0	8	37	0	8	26	34	0	0	0	0	100
08:45 AM	23	12	0	35	20	0	14	34	0	13	28	41	0	0	0	0	110
Total Volume	74	26	0	100	100	0	36	136	0	36	93	129	0	0	0	0	365
% App. Total	74	26	0		73.5	0	26.5		0	27.9	72.1		0	0	0		
PHF	.740	.542	.000	.714	.806	.000	.643	.895	.000	.692	.830	.787	.000	.000	.000	.000	.830

City of San Diego
 N/S: Mission Bay Drive
 E/W: Mission Bay Dr/De Anza Cove Park DW
 Weather: Clear

File Name : 02_SDG_5S On_MB AM
 Site Code : 22925150
 Start Date : 2/19/2025
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				07:00 AM			
+0 mins.	12	5	0	17	20	0	7	27	0	3	16	19	0	0	0	0
+15 mins.	14	5	0	19	31	0	7	38	0	12	23	35	0	0	0	0
+30 mins.	25	4	0	29	29	0	8	37	0	8	26	34	0	0	0	0
+45 mins.	23	12	0	35	20	0	14	34	0	13	28	41	0	0	0	0
Total Volume	74	26	0	100	100	0	36	136	0	36	93	129	0	0	0	0
% App. Total	74	26	0		73.5	0	26.5		0	27.9	72.1		0	0	0	
PHF	.740	.542	.000	.714	.806	.000	.643	.895	.000	.692	.830	.787	.000	.000	.000	.000

City of San Diego
 N/S: Mission Bay Drive
 E/W: Mission Bay Dr/De Anza Cove Park DW
 Weather: Clear

File Name : 02_SDG_5S On_MB PM
 Site Code : 22925150
 Start Date : 2/19/2025
 Page No : 1

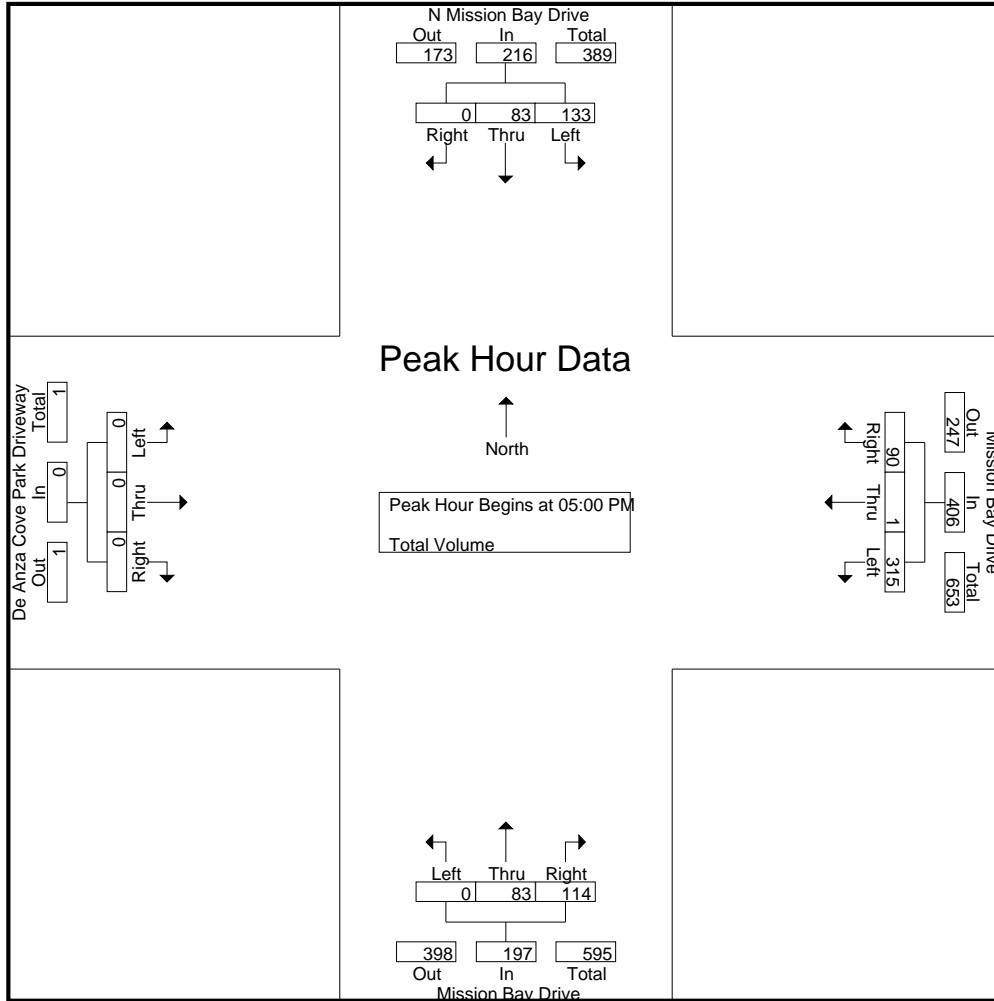
Groups Printed- Total Volume

Start Time	N Mission Bay Drive Southbound				Mission Bay Drive Westbound				Mission Bay Drive Northbound				De Anza Cove Park Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	31	27	0	58	76	0	25	101	0	29	12	41	0	0	0	0	200
04:15 PM	23	15	0	38	78	0	17	95	0	16	15	31	0	0	0	0	164
04:30 PM	27	9	0	36	68	0	16	84	0	20	26	46	0	0	0	0	166
04:45 PM	20	12	0	32	78	0	19	97	0	20	23	43	0	0	0	0	172
Total	101	63	0	164	300	0	77	377	0	85	76	161	0	0	0	0	702
05:00 PM	42	23	0	65	82	0	19	101	0	20	22	42	0	0	0	0	208
05:15 PM	25	25	0	50	108	1	23	132	0	14	26	40	0	0	0	0	222
05:30 PM	37	19	0	56	64	0	18	82	0	19	37	56	0	0	0	0	194
05:45 PM	29	16	0	45	61	0	30	91	0	30	29	59	0	0	0	0	195
Total	133	83	0	216	315	1	90	406	0	83	114	197	0	0	0	0	819
Grand Total	234	146	0	380	615	1	167	783	0	168	190	358	0	0	0	0	1521
Apprch %	61.6	38.4	0		78.5	0.1	21.3		0	46.9	53.1		0	0	0		
Total %	15.4	9.6	0	25	40.4	0.1	11	51.5	0	11	12.5	23.5	0	0	0	0	

Start Time	N Mission Bay Drive Southbound				Mission Bay Drive Westbound				Mission Bay Drive Northbound				De Anza Cove Park Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	42	23	0	65	82	0	19	101	0	20	22	42	0	0	0	0	208
05:15 PM	25	25	0	50	108	1	23	132	0	14	26	40	0	0	0	0	222
05:30 PM	37	19	0	56	64	0	18	82	0	19	37	56	0	0	0	0	194
05:45 PM	29	16	0	45	61	0	30	91	0	30	29	59	0	0	0	0	195
Total Volume	133	83	0	216	315	1	90	406	0	83	114	197	0	0	0	0	819
% App. Total	61.6	38.4	0		77.6	0.2	22.2		0	42.1	57.9		0	0	0		
PHF	.792	.830	.000	.831	.729	.250	.750	.769	.000	.692	.770	.835	.000	.000	.000	.000	.922

City of San Diego
 N/S: Mission Bay Drive
 E/W: Mission Bay Dr/De Anza Cove Park DW
 Weather: Clear

File Name : 02_SDG_5S On_MB PM
 Site Code : 22925150
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				05:00 PM				04:00 PM			
+0 mins.	42	23	0	65	68	0	16	84	0	20	22	42	0	0	0	0
+15 mins.	25	25	0	50	78	0	19	97	0	14	26	40	0	0	0	0
+30 mins.	37	19	0	56	82	0	19	101	0	19	37	56	0	0	0	0
+45 mins.	29	16	0	45	108	1	23	132	0	30	29	59	0	0	0	0
Total Volume	133	83	0	216	336	1	77	414	0	83	114	197	0	0	0	0
% App. Total	61.6	38.4	0		81.2	0.2	18.6		0	42.1	57.9		0	0	0	
PHF	.792	.830	.000	.831	.778	.250	.837	.784	.000	.692	.770	.835	.000	.000	.000	.000

Location: San Diego
 N/S: Mission Bay Drive
 E/W: Park DW/Mission Bay Dr



Date: 2/19/2025
 Day: Wednesday

PEDESTRIANS

	North Leg N Mission Bay Drive	East Leg Mission Bay Drive	South Leg Mission Bay Drive	West Leg De Anza Cove Park DW	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	1	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	1	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	3	3

	North Leg N Mission Bay Drive	East Leg Mission Bay Drive	South Leg Mission Bay Drive	West Leg De Anza Cove Park DW	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	1	2	3
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	2	2
5:30 PM	2	0	1	0	3
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	2	0	2	5	9

Location: San Diego
 N/S: Mission Bay Drive
 E/W: Park DW/Mission Bay Dr



Date: 2/19/2025
 Day: Wednesday

BICYCLES

	Southbound N Mission Bay Drive			Westbound Mission Bay Drive			Northbound Mission Bay Drive			Eastbound De Anza Cove Park DW			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
7:15 AM	0	3	0	0	0	0	0	7	0	0	0	0	10
7:30 AM	0	1	0	0	0	0	1	2	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
8:00 AM	0	1	0	0	0	0	0	13	0	0	0	0	14
8:15 AM	0	4	0	0	0	0	0	4	0	0	0	0	8
8:30 AM	0	5	1	0	0	0	0	13	0	0	0	0	19
8:45 AM	0	9	0	0	0	0	0	2	0	0	0	0	11
TOTAL VOLUMES:	0	23	1	0	0	0	1	46	0	0	0	0	71

	Southbound N Mission Bay Drive			Westbound Mission Bay Drive			Northbound Mission Bay Drive			Eastbound De Anza Cove Park DW			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	4	0	0	0	0	0	4	0	0	0	0	8
4:15 PM	0	4	0	0	0	0	0	4	0	0	0	0	8
4:30 PM	0	4	0	0	0	0	0	3	0	0	0	0	7
4:45 PM	0	6	0	0	0	0	0	2	1	0	0	0	9
5:00 PM	0	4	0	0	0	0	0	2	0	0	0	0	6
5:15 PM	0	8	0	0	0	0	0	3	0	0	0	0	11
5:30 PM	0	5	0	1	0	0	0	1	0	0	0	0	7
5:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	5
TOTAL VOLUMES:	0	40	0	1	0	0	0	19	1	0	0	0	61

City of San Diego
 N/S: Mission Bay Drive
 E/W: Clairemont Drive
 Weather: Clear

File Name : 03_SDG_MB_Cla AM
 Site Code : 22925150
 Start Date : 2/19/2025
 Page No : 1

Groups Printed- Total Volume

Start Time	Mission Bay Drive Southbound				Clairemont Drive Westbound				E Mission Bay Drive Northbound				Clairemont Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	7	2	14	19	5	17	41	1	8	17	26	0	4	0	4	85
07:15 AM	8	7	1	16	26	5	17	48	0	11	24	35	0	4	1	5	104
07:30 AM	13	7	0	20	24	3	20	47	1	17	14	32	0	2	0	2	101
07:45 AM	15	5	0	20	30	6	18	54	1	18	27	46	1	3	0	4	124
Total	41	26	3	70	99	19	72	190	3	54	82	139	1	13	1	15	414
08:00 AM	20	8	2	30	26	9	12	47	2	13	29	44	1	0	1	2	123
08:15 AM	19	13	2	34	25	8	20	53	3	17	19	39	2	7	0	9	135
08:30 AM	18	13	3	34	36	15	15	66	3	21	35	59	1	2	0	3	162
08:45 AM	24	13	2	39	55	12	22	89	1	26	34	61	0	5	2	7	196
Total	81	47	9	137	142	44	69	255	9	77	117	203	4	14	3	21	616
Grand Total	122	73	12	207	241	63	141	445	12	131	199	342	5	27	4	36	1030
Apprch %	58.9	35.3	5.8		54.2	14.2	31.7		3.5	38.3	58.2		13.9	75	11.1		
Total %	11.8	7.1	1.2	20.1	23.4	6.1	13.7	43.2	1.2	12.7	19.3	33.2	0.5	2.6	0.4	3.5	

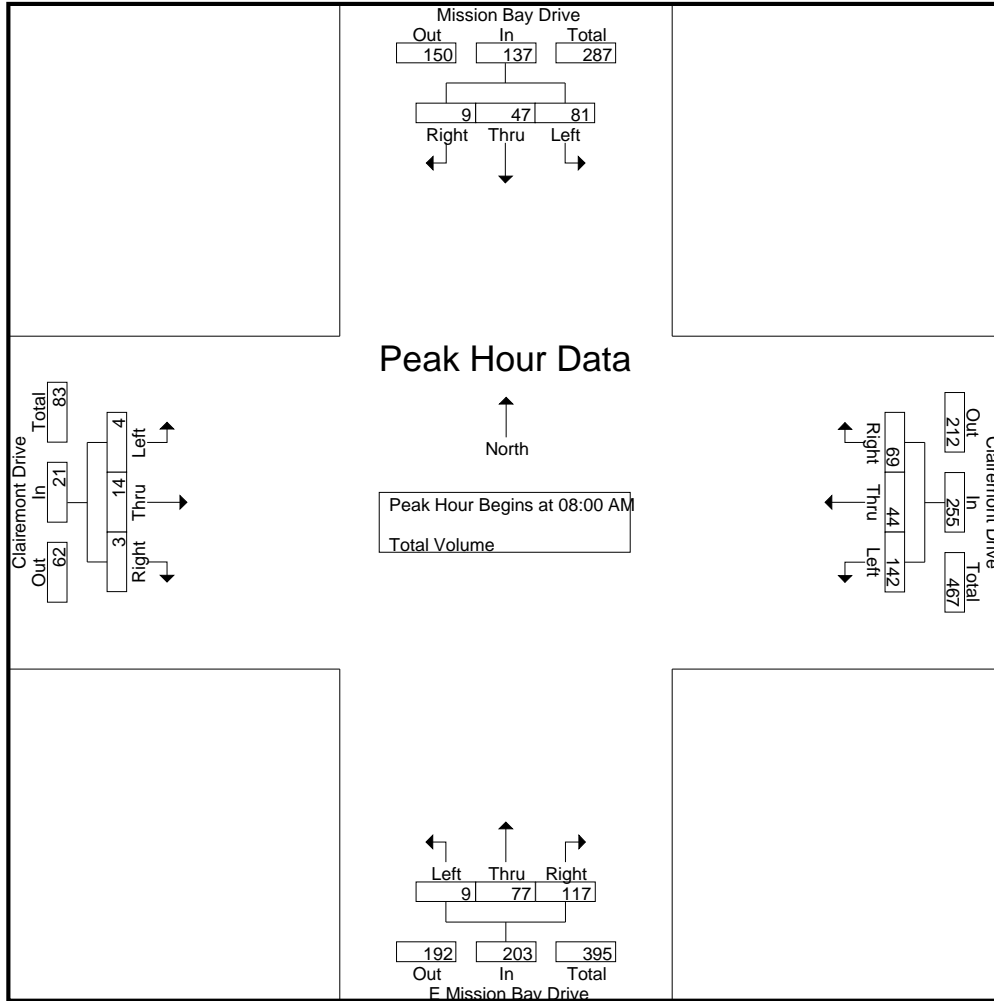
Start Time	Mission Bay Drive Southbound				Clairemont Drive Westbound				E Mission Bay Drive Northbound				Clairemont Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
08:00 AM	20	8	2	30	26	9	12	47	2	13	29	44	1	0	1	2	123
08:15 AM	19	13	2	34	25	8	20	53	3	17	19	39	2	7	0	9	135
08:30 AM	18	13	3	34	36	15	15	66	3	21	35	59	1	2	0	3	162
08:45 AM	24	13	2	39	55	12	22	89	1	26	34	61	0	5	2	7	196
Total Volume	81	47	9	137	142	44	69	255	9	77	117	203	4	14	3	21	616
% App. Total	59.1	34.3	6.6		55.7	17.3	27.1		4.4	37.9	57.6		19	66.7	14.3		
PHF	.844	.904	.750	.878	.645	.733	.784	.716	.750	.740	.836	.832	.500	.500	.375	.583	.786

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

City of San Diego
 N/S: Mission Bay Drive
 E/W: Clairemont Drive
 Weather: Clear

File Name : 03_SDG_MB_Cla AM
 Site Code : 22925150
 Start Date : 2/19/2025
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	20	8	2	30	26	9	12	47	2	13	29	44	1	0	1	2
+15 mins.	19	13	2	34	25	8	20	53	3	17	19	39	2	7	0	9
+30 mins.	18	13	3	34	36	15	15	66	3	21	35	59	1	2	0	3
+45 mins.	24	13	2	39	55	12	22	89	1	26	34	61	0	5	2	7
Total Volume	81	47	9	137	142	44	69	255	9	77	117	203	4	14	3	21
% App. Total	59.1	34.3	6.6		55.7	17.3	27.1		4.4	37.9	57.6		19	66.7	14.3	
PHF	.844	.904	.750	.878	.645	.733	.784	.716	.750	.740	.836	.832	.500	.500	.375	.583

City of San Diego
 N/S: Mission Bay Drive
 E/W: Clairemont Drive
 Weather: Clear

File Name : 03_SDG_MB_Cla PM
 Site Code : 22925150
 Start Date : 2/19/2025
 Page No : 1

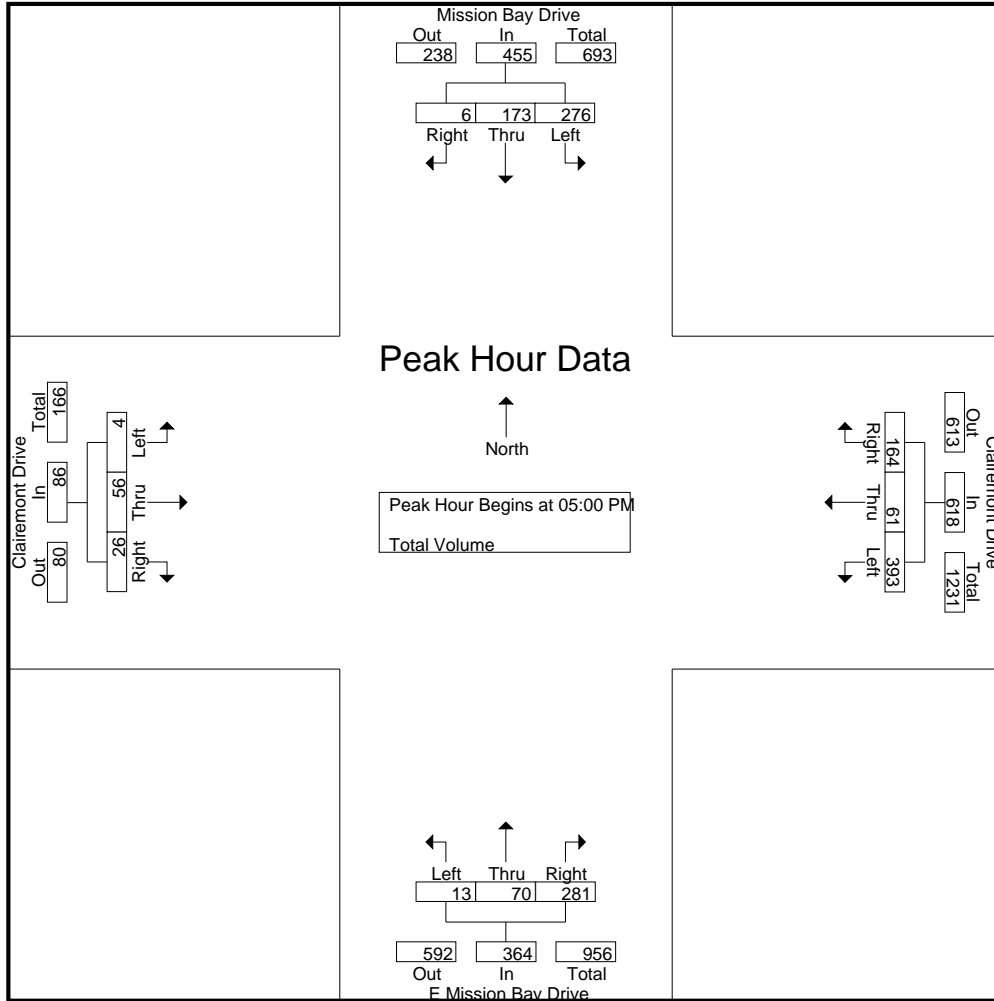
Groups Printed- Total Volume

Start Time	Mission Bay Drive Southbound				Clairemont Drive Westbound				E Mission Bay Drive Northbound				Clairemont Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	41	57	2	100	116	17	38	171	2	13	36	51	3	9	9	21	343
04:15 PM	53	50	0	103	129	17	43	189	1	8	51	60	0	4	12	16	368
04:30 PM	45	42	0	87	115	10	43	168	1	15	51	67	1	9	1	11	333
04:45 PM	45	50	5	100	112	15	41	168	1	18	53	72	1	11	5	17	357
Total	184	199	7	390	472	59	165	696	5	54	191	250	5	33	27	65	1401
05:00 PM	56	50	3	109	110	20	38	168	3	16	74	93	0	12	6	18	388
05:15 PM	75	49	1	125	97	15	38	150	7	12	64	83	1	14	6	21	379
05:30 PM	86	38	0	124	82	16	47	145	2	24	72	98	1	13	8	22	389
05:45 PM	59	36	2	97	104	10	41	155	1	18	71	90	2	17	6	25	367
Total	276	173	6	455	393	61	164	618	13	70	281	364	4	56	26	86	1523
Grand Total	460	372	13	845	865	120	329	1314	18	124	472	614	9	89	53	151	2924
Apprch %	54.4	44	1.5		65.8	9.1	25		2.9	20.2	76.9		6	58.9	35.1		
Total %	15.7	12.7	0.4	28.9	29.6	4.1	11.3	44.9	0.6	4.2	16.1	21	0.3	3	1.8	5.2	

Start Time	Mission Bay Drive Southbound				Clairemont Drive Westbound				E Mission Bay Drive Northbound				Clairemont Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	56	50	3	109	110	20	38	168	3	16	74	93	0	12	6	18	388
05:15 PM	75	49	1	125	97	15	38	150	7	12	64	83	1	14	6	21	379
05:30 PM	86	38	0	124	82	16	47	145	2	24	72	98	1	13	8	22	389
05:45 PM	59	36	2	97	104	10	41	155	1	18	71	90	2	17	6	25	367
Total Volume	276	173	6	455	393	61	164	618	13	70	281	364	4	56	26	86	1523
% App. Total	60.7	38	1.3		63.6	9.9	26.5		3.6	19.2	77.2		4.7	65.1	30.2		
PHF	.802	.865	.500	.910	.893	.763	.872	.920	.464	.729	.949	.929	.500	.824	.813	.860	.979

City of San Diego
 N/S: Mission Bay Drive
 E/W: Clairemont Drive
 Weather: Clear

File Name : 03_SDG_MB_Cla PM
 Site Code : 22925150
 Start Date : 2/19/2025
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	45	50	5	100	116	17	38	171	3	16	74	93	0	12	6	18
+15 mins.	56	50	3	109	129	17	43	189	7	12	64	83	1	14	6	21
+30 mins.	75	49	1	125	115	10	43	168	2	24	72	98	1	13	8	22
+45 mins.	86	38	0	124	112	15	41	168	1	18	71	90	2	17	6	25
Total Volume	262	187	9	458	472	59	165	696	13	70	281	364	4	56	26	86
% App. Total	57.2	40.8	2		67.8	8.5	23.7		3.6	19.2	77.2		4.7	65.1	30.2	
PHF	.762	.935	.450	.916	.915	.868	.959	.921	.464	.729	.949	.929	.500	.824	.813	.860

Location: San Diego
 N/S: Mission Bay Drive
 E/W: Clairemont Drive



Date: 2/19/2025
 Day: Wednesday

PEDESTRIANS

	North Leg Mission Bay Drive	East Leg Clairemont Drive	South Leg E Mission Bay Drive	West Leg Clairemont Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	1	0	2
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	3	0	3
8:00 AM	1	0	2	0	3
8:15 AM	1	0	0	1	2
8:30 AM	1	0	4	1	6
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	4	0	11	2	17

	North Leg Mission Bay Drive	East Leg Clairemont Drive	South Leg E Mission Bay Drive	West Leg Clairemont Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	2	2	5
4:15 PM	2	0	1	0	3
4:30 PM	1	0	4	0	5
4:45 PM	1	0	4	0	5
5:00 PM	2	1	9	1	13
5:15 PM	0	0	2	1	3
5:30 PM	5	0	4	1	10
5:45 PM	0	1	3	0	4
TOTAL VOLUMES:	12	2	29	5	48

Location: San Diego
 N/S: Mission Bay Drive
 E/W: Clairemont Drive



Date: 2/19/2025
 Day: Wednesday

BICYCLES

	Southbound Mission Bay Drive			Westbound Clairemont Drive			Northbound E Mission Bay Drive			Eastbound Clairemont Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
7:15 AM	0	2	0	0	0	0	0	7	0	0	0	0	9
7:30 AM	2	1	0	0	0	0	0	4	1	0	0	0	8
7:45 AM	0	0	0	0	0	1	0	2	0	0	0	0	3
8:00 AM	0	1	0	0	0	1	0	11	0	0	0	0	13
8:15 AM	0	4	0	1	0	1	0	3	1	0	0	0	10
8:30 AM	0	3	0	2	0	2	0	11	0	0	0	0	18
8:45 AM	1	8	0	2	0	1	0	2	0	0	0	0	14
TOTAL VOLUMES:	3	19	0	5	0	6	0	42	2	0	0	0	77

	Southbound Mission Bay Drive			Westbound Clairemont Drive			Northbound E Mission Bay Drive			Eastbound Clairemont Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	2	3	0	0	1	1	0	2	0	0	1	0	10
4:15 PM	2	3	0	2	0	0	0	4	0	0	0	0	11
4:30 PM	2	2	1	0	0	1	0	3	1	1	0	0	11
4:45 PM	2	4	0	0	0	0	0	1	0	0	0	0	7
5:00 PM	0	2	2	0	0	0	0	1	1	0	0	0	6
5:15 PM	1	4	0	0	0	0	0	2	0	0	1	0	8
5:30 PM	0	5	0	0	0	0	0	1	0	0	0	0	6
5:45 PM	1	4	0	0	0	0	0	0	0	0	0	0	5
TOTAL VOLUMES:	10	27	3	2	1	2	0	14	2	1	2	0	64

City of San Diego
 N/S: E Mission Bay Drive
 E/W: Fiesta Island Road
 Weather: Clear

File Name : 04_SDG_MB_FI AM
 Site Code : 22925150
 Start Date : 2/19/2025
 Page No : 1

Groups Printed- Total Volume

Start Time	E Mission Bay Drive Southbound			E Mission Bay Drive Northbound			Fiesta Island Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	17	4	21	19	24	43	4	18	22	86
07:15 AM	20	5	25	22	19	41	6	13	19	85
07:30 AM	25	1	26	21	34	55	3	13	16	97
07:45 AM	20	5	25	16	46	62	7	14	21	108
Total	82	15	97	78	123	201	20	58	78	376
08:00 AM	21	4	25	18	42	60	5	17	22	107
08:15 AM	29	5	34	18	43	61	6	19	25	120
08:30 AM	24	10	34	19	59	78	6	15	21	133
08:45 AM	24	9	33	31	71	102	6	18	24	159
Total	98	28	126	86	215	301	23	69	92	519
Grand Total	180	43	223	164	338	502	43	127	170	895
Apprch %	80.7	19.3		32.7	67.3		25.3	74.7		
Total %	20.1	4.8	24.9	18.3	37.8	56.1	4.8	14.2	19	

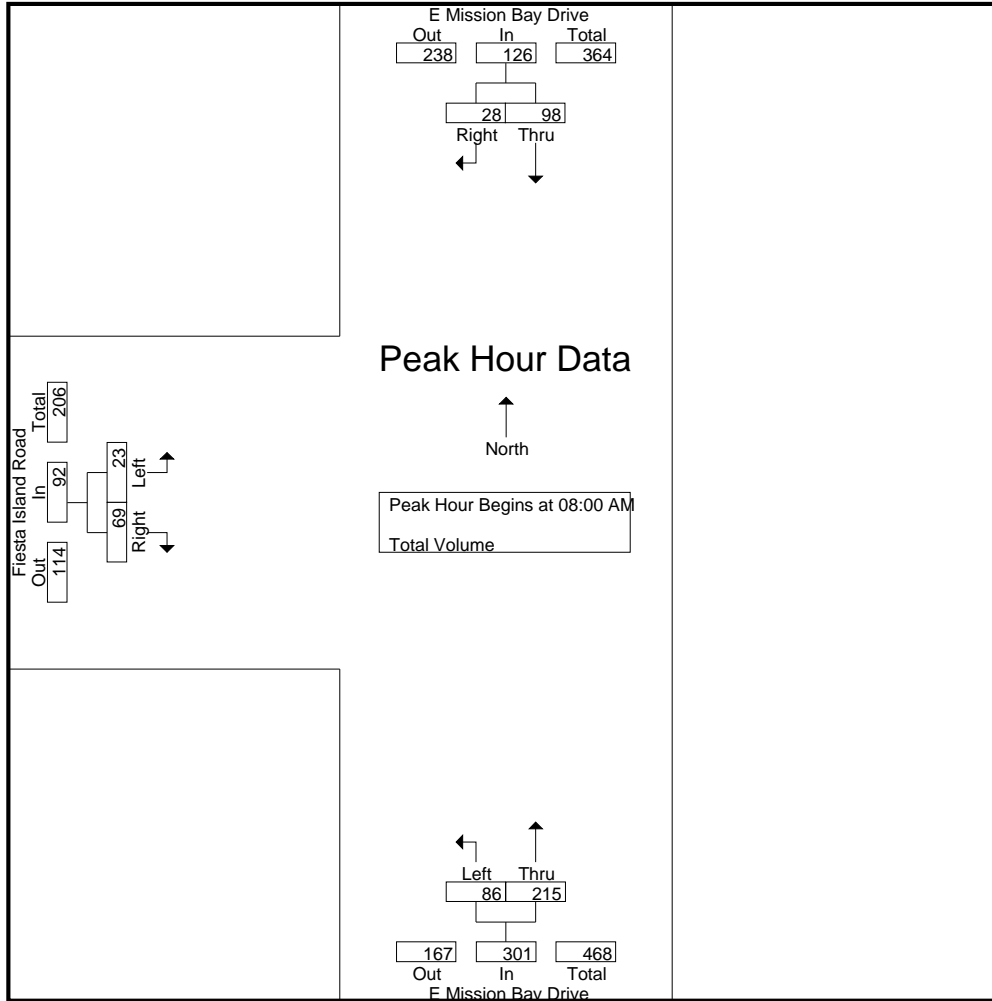
Start Time	E Mission Bay Drive Southbound			E Mission Bay Drive Northbound			Fiesta Island Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
08:00 AM	21	4	25	18	42	60	5	17	22	107
08:15 AM	29	5	34	18	43	61	6	19	25	120
08:30 AM	24	10	34	19	59	78	6	15	21	133
08:45 AM	24	9	33	31	71	102	6	18	24	159
Total Volume	98	28	126	86	215	301	23	69	92	519
% App. Total	77.8	22.2		28.6	71.4		25	75		
PHF	.845	.700	.926	.694	.757	.738	.958	.908	.920	.816

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

City of San Diego
 N/S: E Mission Bay Drive
 E/W: Fiesta Island Road
 Weather: Clear

File Name : 04_SDG_MB_FI AM
 Site Code : 22925150
 Start Date : 2/19/2025
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	21	4	25	18	42	60	5	17	22
+15 mins.	29	5	34	18	43	61	6	19	25
+30 mins.	24	10	34	19	59	78	6	15	21
+45 mins.	24	9	33	31	71	102	6	18	24
Total Volume	98	28	126	86	215	301	23	69	92
% App. Total	77.8	22.2		28.6	71.4		25	75	
PHF	.845	.700	.926	.694	.757	.738	.958	.908	.920

City of San Diego
 N/S: E Mission Bay Drive
 E/W: Fiesta Island Road
 Weather: Clear

File Name : 04_SDG_MB_FI PM
 Site Code : 22925150
 Start Date : 2/19/2025
 Page No : 1

Groups Printed- Total Volume

Start Time	E Mission Bay Drive Southbound			E Mission Bay Drive Northbound			Fiesta Island Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	134	5	139	25	45	70	7	35	42	251
04:15 PM	156	8	164	33	47	80	16	19	35	279
04:30 PM	148	10	158	40	52	92	9	20	29	279
04:45 PM	158	10	168	34	55	89	9	21	30	287
Total	596	33	629	132	199	331	41	95	136	1096
05:00 PM	144	5	149	30	62	92	11	31	42	283
05:15 PM	158	12	170	22	69	91	10	28	38	299
05:30 PM	139	7	146	29	63	92	19	37	56	294
05:45 PM	125	13	138	22	56	78	15	32	47	263
Total	566	37	603	103	250	353	55	128	183	1139
Grand Total	1162	70	1232	235	449	684	96	223	319	2235
Apprch %	94.3	5.7		34.4	65.6		30.1	69.9		
Total %	52	3.1	55.1	10.5	20.1	30.6	4.3	10	14.3	

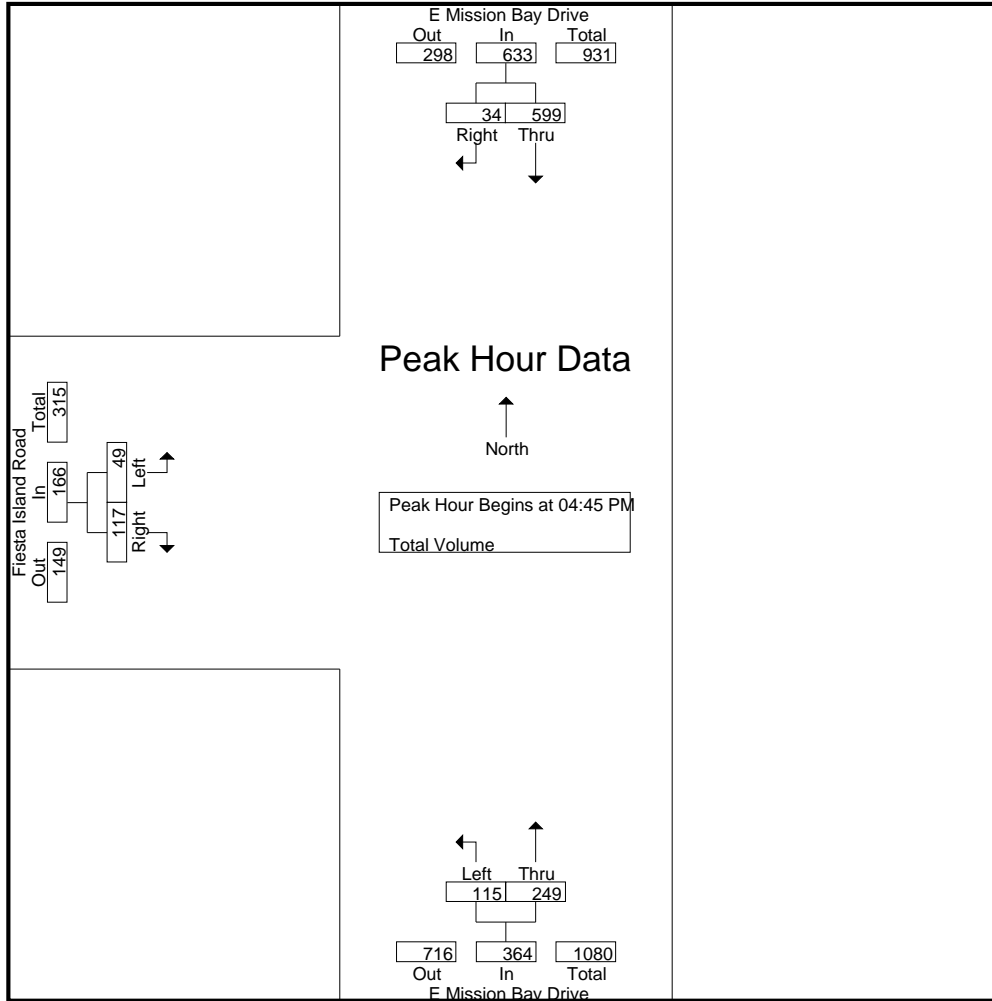
Start Time	E Mission Bay Drive Southbound			E Mission Bay Drive Northbound			Fiesta Island Road Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:45 PM	158	10	168	34	55	89	9	21	30	287
05:00 PM	144	5	149	30	62	92	11	31	42	283
05:15 PM	158	12	170	22	69	91	10	28	38	299
05:30 PM	139	7	146	29	63	92	19	37	56	294
Total Volume	599	34	633	115	249	364	49	117	166	1163
% App. Total	94.6	5.4		31.6	68.4		29.5	70.5		
PHF	.948	.708	.931	.846	.902	.989	.645	.791	.741	.972

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

City of San Diego
 N/S: E Mission Bay Drive
 E/W: Fiesta Island Road
 Weather: Clear

File Name : 04_SDG_MB_FI PM
 Site Code : 22925150
 Start Date : 2/19/2025
 Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			05:00 PM		
+0 mins.	148	10	158	40	52	92	11	31	42
+15 mins.	158	10	168	34	55	89	10	28	38
+30 mins.	144	5	149	30	62	92	19	37	56
+45 mins.	158	12	170	22	69	91	15	32	47
Total Volume	608	37	645	126	238	364	55	128	183
% App. Total	94.3	5.7		34.6	65.4		30.1	69.9	
PHF	.962	.771	.949	.788	.862	.989	.724	.865	.817

Location: San Diego
 N/S: E Mission Bay Drive
 E/W: Fiesta Island Road



Date: 2/19/2025
 Day: Wednesday

PEDESTRIANS

	North Leg E Mission Bay Drive	East Leg Dead End	South Leg E Mission Bay Drive	West Leg Fiesta Island Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	6	6
7:15 AM	0	0	0	13	13
7:30 AM	0	0	0	11	11
7:45 AM	0	0	0	4	4
8:00 AM	0	0	0	11	11
8:15 AM	0	0	0	2	2
8:30 AM	0	0	0	6	6
8:45 AM	0	0	0	13	13
TOTAL VOLUMES:	0	0	0	66	66

	North Leg E Mission Bay Drive	East Leg Dead End	South Leg E Mission Bay Drive	West Leg Fiesta Island Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	7	7
4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	8	8
4:45 PM	0	0	0	5	5
5:00 PM	2	0	0	8	10
5:15 PM	0	0	0	2	2
5:30 PM	0	0	0	18	18
5:45 PM	1	0	0	1	2
TOTAL VOLUMES:	3	0	1	49	53

Location: San Diego
 N/S: E Mission Bay Drive
 E/W: Fiesta Island Road



Date: 2/19/2025
 Day: Wednesday

BICYCLES

	Southbound E Mission Bay Drive			Westbound Dead End			Northbound E Mission Bay Drive			Eastbound Fiesta Island Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	1	1	0	1	0	1	4
7:15 AM	0	0	1	0	0	0	1	5	0	0	0	1	8
7:30 AM	0	2	0	0	0	0	1	2	0	0	0	1	6
7:45 AM	0	0	0	0	0	0	3	5	0	1	0	1	10
8:00 AM	0	8	4	0	0	0	2	10	0	0	0	3	27
8:15 AM	0	2	1	0	0	0	1	2	0	0	0	3	9
8:30 AM	0	4	2	0	0	0	5	5	0	2	0	4	22
8:45 AM	0	1	0	0	0	0	6	7	0	1	0	6	21
TOTAL VOLUMES:	0	17	8	0	0	0	20	37	0	5	0	20	107

	Southbound E Mission Bay Drive			Westbound Dead End			Northbound E Mission Bay Drive			Eastbound Fiesta Island Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	7	2	0	0	0	0	5	0	3	0	3	20
4:15 PM	0	3	5	0	0	0	0	3	0	2	0	1	14
4:30 PM	0	2	1	0	0	0	0	1	0	3	0	2	9
4:45 PM	0	4	2	0	0	0	0	1	0	1	0	0	8
5:00 PM	0	3	0	0	0	0	0	1	0	3	0	2	9
5:15 PM	0	1	2	0	0	0	0	1	0	0	0	2	6
5:30 PM	0	9	0	0	0	0	0	0	0	1	0	1	11
5:45 PM	0	6	0	0	0	0	0	4	0	0	0	0	10
TOTAL VOLUMES:	0	35	12	0	0	0	0	16	0	13	0	11	87

City of San Diego
 N/S: Sea World Drive
 E/W: E Mission Bay Drive/Pacific Highway
 Weather: Clear

File Name : 05_SDG_SW_MB AM
 Site Code : 22925150
 Start Date : 2/19/2025
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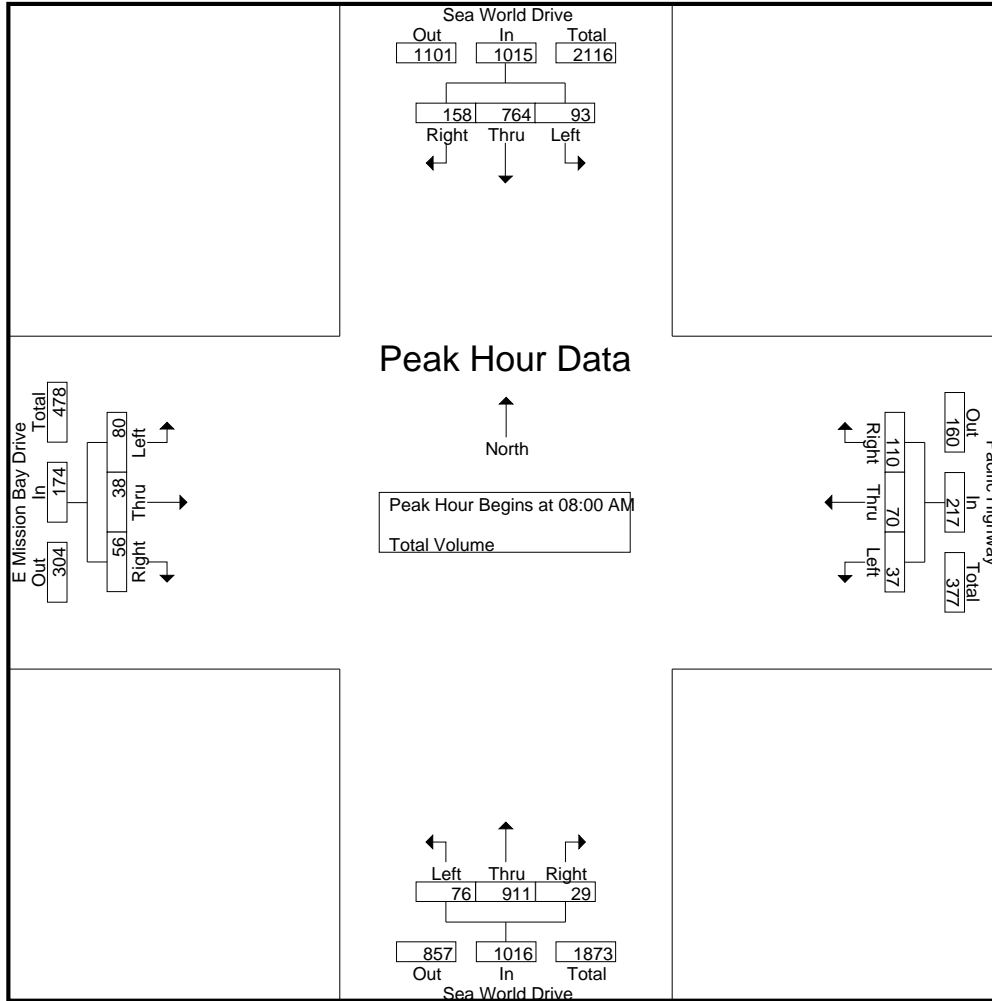
Groups Printed- Total Volume

Start Time	Sea World Drive Southbound				Pacific Highway Westbound				Sea World Drive Northbound				E Mission Bay Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	28	113	24	165	4	10	13	27	7	146	3	156	21	6	11	38	386
07:15 AM	32	166	25	223	3	7	15	25	9	211	7	227	19	9	5	33	508
07:30 AM	33	168	35	236	6	10	15	31	10	255	5	270	19	7	11	37	574
07:45 AM	38	185	40	263	3	11	15	29	14	242	7	263	12	10	12	34	589
Total	131	632	124	887	16	38	58	112	40	854	22	916	71	32	39	142	2057
08:00 AM	20	200	35	255	10	17	25	52	9	235	8	252	12	8	15	35	594
08:15 AM	25	196	41	262	13	13	31	57	12	249	6	267	27	12	15	54	640
08:30 AM	21	175	36	232	8	20	38	66	19	229	5	253	19	8	11	38	589
08:45 AM	27	193	46	266	6	20	16	42	36	198	10	244	22	10	15	47	599
Total	93	764	158	1015	37	70	110	217	76	911	29	1016	80	38	56	174	2422
Grand Total	224	1396	282	1902	53	108	168	329	116	1765	51	1932	151	70	95	316	4479
Apprch %	11.8	73.4	14.8		16.1	32.8	51.1		6	91.4	2.6		47.8	22.2	30.1		
Total %	5	31.2	6.3	42.5	1.2	2.4	3.8	7.3	2.6	39.4	1.1	43.1	3.4	1.6	2.1	7.1	

Start Time	Sea World Drive Southbound				Pacific Highway Westbound				Sea World Drive Northbound				E Mission Bay Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	20	200	35	255	10	17	25	52	9	235	8	252	12	8	15	35	594
08:15 AM	25	196	41	262	13	13	31	57	12	249	6	267	27	12	15	54	640
08:30 AM	21	175	36	232	8	20	38	66	19	229	5	253	19	8	11	38	589
08:45 AM	27	193	46	266	6	20	16	42	36	198	10	244	22	10	15	47	599
Total Volume	93	764	158	1015	37	70	110	217	76	911	29	1016	80	38	56	174	2422
% App. Total	9.2	75.3	15.6		17.1	32.3	50.7		7.5	89.7	2.9		46	21.8	32.2		
PHF	.861	.955	.859	.954	.712	.875	.724	.822	.528	.915	.725	.951	.741	.792	.933	.806	.946

City of San Diego
 N/S: Sea World Drive
 E/W: E Mission Bay Drive/Pacific Highway
 Weather: Clear

File Name : 05_SDG_SW_MB AM
 Site Code : 22925150
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:30 AM				08:00 AM			
+0 mins.	33	168	35	236	10	17	25	52	10	255	5	270	12	8	15	35
+15 mins.	38	185	40	263	13	13	31	57	14	242	7	263	27	12	15	54
+30 mins.	20	200	35	255	8	20	38	66	9	235	8	252	19	8	11	38
+45 mins.	25	196	41	262	6	20	16	42	12	249	6	267	22	10	15	47
Total Volume	116	749	151	1016	37	70	110	217	45	981	26	1052	80	38	56	174
% App. Total	11.4	73.7	14.9		17.1	32.3	50.7		4.3	93.3	2.5		46	21.8	32.2	
PHF	.763	.936	.921	.966	.712	.875	.724	.822	.804	.962	.813	.974	.741	.792	.933	.806

City of San Diego
 N/S: Sea World Drive
 E/W: E Mission Bay Drive/Pacific Highway
 Weather: Clear

File Name : 05_SDG_SW_MB PM
 Site Code : 22925150
 Start Date : 2/19/2025
 Page No : 1

Groups Printed- Total Volume

Start Time	Sea World Drive Southbound				Pacific Highway Westbound				Sea World Drive Northbound				E Mission Bay Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	81	215	49	345	15	18	31	64	9	233	101	343	33	90	50	173	925
04:15 PM	93	233	33	359	11	16	35	62	32	223	34	289	28	96	47	171	881
04:30 PM	69	311	58	438	22	20	30	72	17	226	37	280	30	81	49	160	950
04:45 PM	102	236	38	376	14	21	32	67	39	198	65	302	37	85	69	191	936
Total	345	995	178	1518	62	75	128	265	97	880	237	1214	128	352	215	695	3692
05:00 PM	79	243	36	358	22	12	34	68	40	229	51	320	39	72	54	165	911
05:15 PM	63	269	34	366	16	17	47	80	41	180	38	259	23	88	81	192	897
05:30 PM	59	317	33	409	27	13	33	73	46	170	16	232	45	42	92	179	893
05:45 PM	87	290	28	405	14	9	17	40	44	208	73	325	32	56	71	159	929
Total	288	1119	131	1538	79	51	131	261	171	787	178	1136	139	258	298	695	3630
Grand Total	633	2114	309	3056	141	126	259	526	268	1667	415	2350	267	610	513	1390	7322
Apprch %	20.7	69.2	10.1		26.8	24	49.2		11.4	70.9	17.7		19.2	43.9	36.9		
Total %	8.6	28.9	4.2	41.7	1.9	1.7	3.5	7.2	3.7	22.8	5.7	32.1	3.6	8.3	7	19	

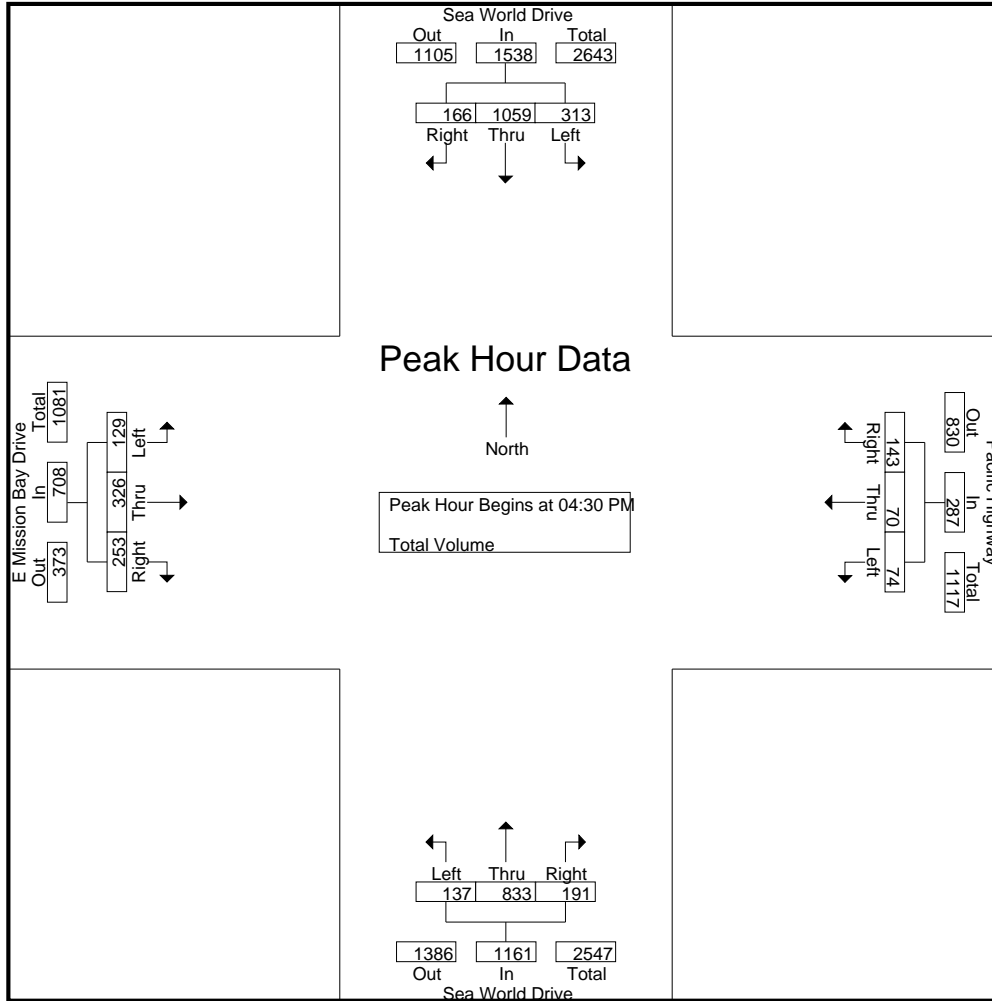
Start Time	Sea World Drive Southbound				Pacific Highway Westbound				Sea World Drive Northbound				E Mission Bay Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	69	311	58	438	22	20	30	72	17	226	37	280	30	81	49	160	950
04:45 PM	102	236	38	376	14	21	32	67	39	198	65	302	37	85	69	191	936
05:00 PM	79	243	36	358	22	12	34	68	40	229	51	320	39	72	54	165	911
05:15 PM	63	269	34	366	16	17	47	80	41	180	38	259	23	88	81	192	897
Total Volume	313	1059	166	1538	74	70	143	287	137	833	191	1161	129	326	253	708	3694
% App. Total	20.4	68.9	10.8		25.8	24.4	49.8		11.8	71.7	16.5		18.2	46	35.7		
PHF	.767	.851	.716	.878	.841	.833	.761	.897	.835	.909	.735	.907	.827	.926	.781	.922	.972

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of San Diego
 N/S: Sea World Drive
 E/W: E Mission Bay Drive/Pacific Highway
 Weather: Clear

File Name : 05_SDG_SW_MB PM
 Site Code : 22925150
 Start Date : 2/19/2025
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:45 PM				04:00 PM				04:45 PM			
+0 mins.	69	311	58	438	14	21	32	67	9	233	101	343	37	85	69	191
+15 mins.	102	236	38	376	22	12	34	68	32	223	34	289	39	72	54	165
+30 mins.	79	243	36	358	16	17	47	80	17	226	37	280	23	88	81	192
+45 mins.	63	269	34	366	27	13	33	73	39	198	65	302	45	42	92	179
Total Volume	313	1059	166	1538	79	63	146	288	97	880	237	1214	144	287	296	727
% App. Total	20.4	68.9	10.8		27.4	21.9	50.7		8	72.5	19.5		19.8	39.5	40.7	
PHF	.767	.851	.716	.878	.731	.750	.777	.900	.622	.944	.587	.885	.800	.815	.804	.947

Location: San Diego
 N/S: Sea World Drive
 E/W: E Mission Bay Dr/Pacific Hwy



Date: 2/19/2025
 Day: Wednesday

PEDESTRIANS

	North Leg Sea World Drive	East Leg Pacific Highway	South Leg Sea World Drive	West Leg E Mission Bay Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	1	1	1	3
8:00 AM	0	1	1	0	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	1	2
TOTAL VOLUMES:	1	3	2	3	9

	North Leg Sea World Drive	East Leg Pacific Highway	South Leg Sea World Drive	West Leg E Mission Bay Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	1	1
4:45 PM	0	1	1	0	2
5:00 PM	0	0	2	0	2
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	1	3	1	6

Location: San Diego
 N/S: Sea World Drive
 E/W: E Mission Bay Dr/Pacific Hwy



Date: 2/19/2025
 Day: Wednesday

BICYCLES

	Southbound Sea World Drive			Westbound Pacific Highway			Northbound Sea World Drive			Eastbound E Mission Bay Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	1	0	4	0	1	0	0	0	0	1	7
7:30 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
7:45 AM	0	0	1	0	4	1	1	5	0	0	0	0	12
8:00 AM	0	0	0	0	3	0	1	0	0	0	1	0	5
8:15 AM	0	0	0	0	2	0	1	0	1	0	3	0	7
8:30 AM	0	0	1	0	1	0	0	0	0	0	1	0	3
8:45 AM	0	1	0	0	3	0	3	0	0	0	2	1	10
TOTAL VOLUMES:	0	1	3	0	20	1	7	5	1	0	8	2	48

	Southbound Sea World Drive			Westbound Pacific Highway			Northbound Sea World Drive			Eastbound E Mission Bay Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	2	0	0	1	0	2	2	0	7
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	1	0	0	1	1	0	3	0	6
4:45 PM	0	0	0	0	2	0	0	0	0	0	0	1	3
5:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
5:15 PM	0	0	0	0	1	1	0	0	0	0	3	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	6	1	7
TOTAL VOLUMES:	0	0	0	0	7	1	0	3	1	2	18	2	34

City of San Diego
 N/S: Oceangate Way
 E/W: Sea World Drive
 Weather: Clear

File Name : 07_SDG_OG_SW AM
 Site Code : 22925150
 Start Date : 2/19/2025
 Page No : 1

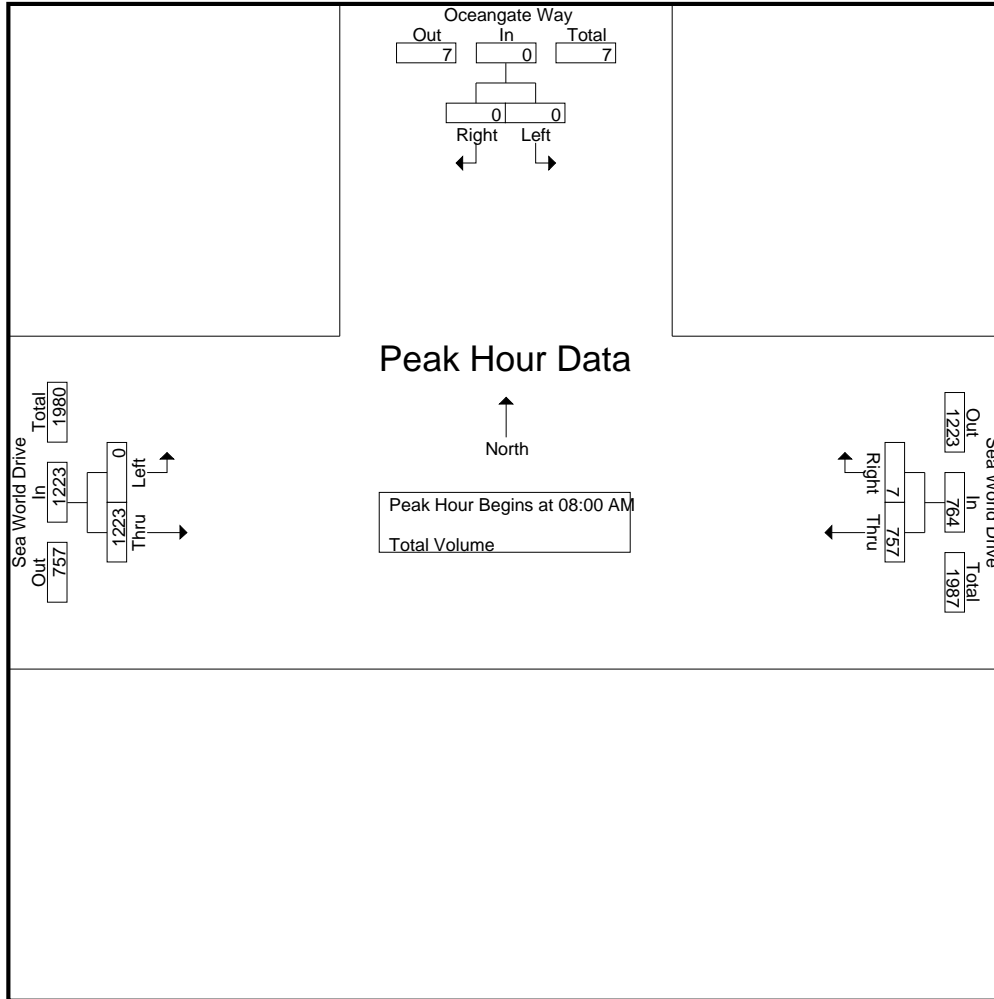
Groups Printed- Total Volume

Start Time	Oceangate Way Southbound			Sea World Drive Westbound			Sea World Drive Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	121	0	121	0	199	199	320
07:15 AM	0	0	0	136	2	138	0	246	246	384
07:30 AM	0	0	0	187	0	187	0	309	309	496
07:45 AM	0	0	0	166	4	170	0	314	314	484
Total	0	0	0	610	6	616	0	1068	1068	1684
08:00 AM	0	0	0	195	3	198	0	310	310	508
08:15 AM	0	0	0	175	0	175	0	312	312	487
08:30 AM	0	0	0	187	0	187	0	318	318	505
08:45 AM	0	0	0	200	4	204	0	283	283	487
Total	0	0	0	757	7	764	0	1223	1223	1987
Grand Total	0	0	0	1367	13	1380	0	2291	2291	3671
Apprch %	0	0	0	99.1	0.9		0	100		
Total %	0	0	0	37.2	0.4	37.6	0	62.4	62.4	

Start Time	Oceangate Way Southbound			Sea World Drive Westbound			Sea World Drive Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	195	3	198	0	310	310	508
08:15 AM	0	0	0	175	0	175	0	312	312	487
08:30 AM	0	0	0	187	0	187	0	318	318	505
08:45 AM	0	0	0	200	4	204	0	283	283	487
Total Volume	0	0	0	757	7	764	0	1223	1223	1987
% App. Total	0	0	0	99.1	0.9		0	100		
PHF	.000	.000	.000	.946	.438	.936	.000	.961	.961	.978

City of San Diego
 N/S: Oceangate Way
 E/W: Sea World Drive
 Weather: Clear

File Name : 07_SDG_OG_SW AM
 Site Code : 22925150
 Start Date : 2/19/2025
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM			08:00 AM			07:45 AM		
+0 mins.	0	0	0	195	3	198	0	314	314
+15 mins.	0	0	0	175	0	175	0	310	310
+30 mins.	0	0	0	187	0	187	0	312	312
+45 mins.	0	0	0	200	4	204	0	318	318
Total Volume	0	0	0	757	7	764	0	1254	1254
% App. Total	0	0	0	99.1	0.9		0	100	
PHF	.000	.000	.000	.946	.438	.936	.000	.986	.986

City of San Diego
 N/S: Oceangate Way
 E/W: Sea World Drive
 Weather: Clear

File Name : 07_SDG_OG_SW PM
 Site Code : 22925150
 Start Date : 2/19/2025
 Page No : 1

Groups Printed- Total Volume

Start Time	Oceangate Way Southbound			Sea World Drive Westbound			Sea World Drive Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	237	4	241	0	397	397	638
04:15 PM	0	0	0	281	5	286	0	353	353	639
04:30 PM	0	0	0	327	3	330	0	409	409	739
04:45 PM	0	0	0	375	1	376	0	332	332	708
Total	0	0	0	1220	13	1233	0	1491	1491	2724
05:00 PM	0	0	0	319	8	327	0	312	312	639
05:15 PM	0	0	0	374	5	379	0	324	324	703
05:30 PM	0	0	0	404	4	408	0	323	323	731
05:45 PM	0	0	0	364	3	367	0	255	255	622
Total	0	0	0	1461	20	1481	0	1214	1214	2695
Grand Total	0	0	0	2681	33	2714	0	2705	2705	5419
Apprch %	0	0	0	98.8	1.2		0	100		
Total %	0	0	0	49.5	0.6	50.1	0	49.9	49.9	

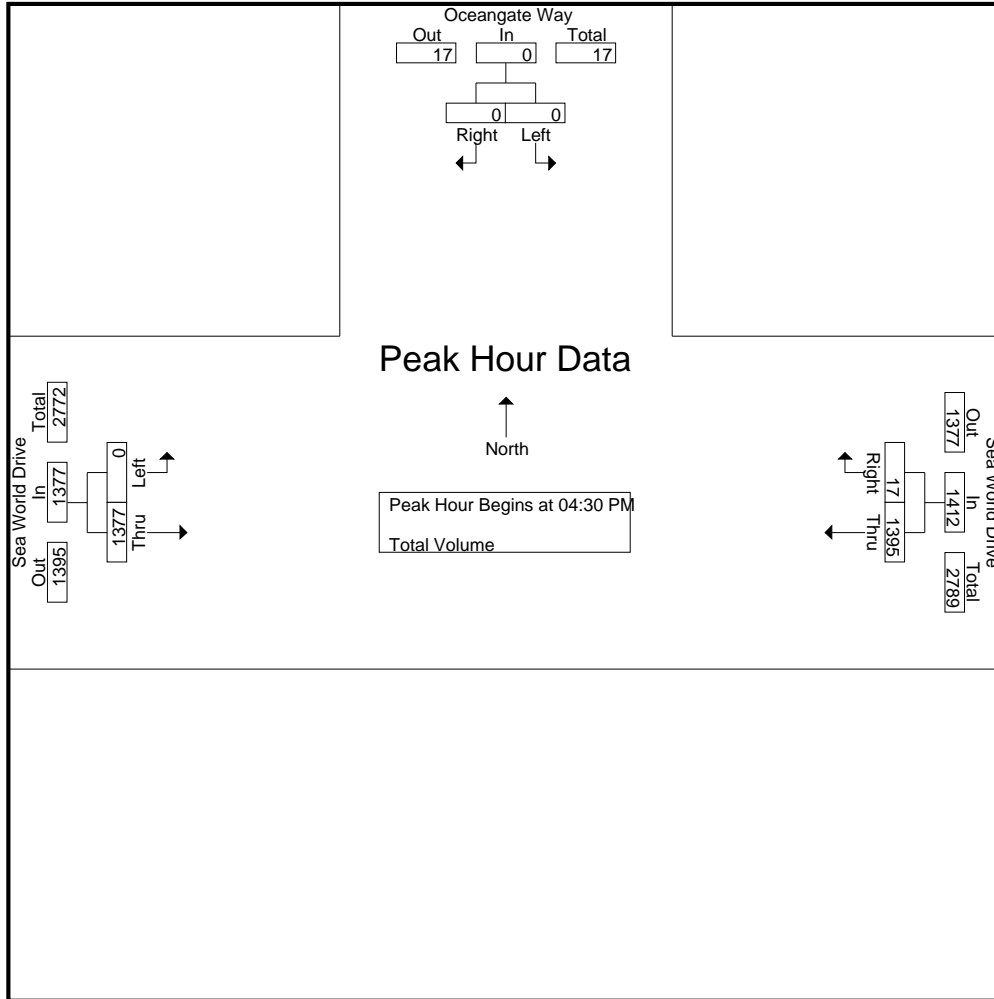
Start Time	Oceangate Way Southbound			Sea World Drive Westbound			Sea World Drive Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:30 PM	0	0	0	327	3	330	0	409	409	739
04:45 PM	0	0	0	375	1	376	0	332	332	708
05:00 PM	0	0	0	319	8	327	0	312	312	639
05:15 PM	0	0	0	374	5	379	0	324	324	703
Total Volume	0	0	0	1395	17	1412	0	1377	1377	2789
% App. Total	0	0	0	98.8	1.2		0	100		
PHF	.000	.000	.000	.930	.531	.931	.000	.842	.842	.944

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

City of San Diego
 N/S: Oceangate Way
 E/W: Sea World Drive
 Weather: Clear

File Name : 07_SDG_OG_SW PM
 Site Code : 22925150
 Start Date : 2/19/2025
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:45 PM			04:00 PM		
+0 mins.	0	0	0	375	1	376	0	397	397
+15 mins.	0	0	0	319	8	327	0	353	353
+30 mins.	0	0	0	374	5	379	0	409	409
+45 mins.	0	0	0	404	4	408	0	332	332
Total Volume	0	0	0	1472	18	1490	0	1491	1491
% App. Total	0	0	0	98.8	1.2		0	100	
PHF	.000	.000	.000	.911	.563	.913	.000	.911	.911

Location: San Diego
 N/S: Oceangate Way
 E/W: Sea World Drive



Date: 2/19/2025
 Day: Wednesday

PEDESTRIANS

	North Leg Oceangate Way	East Leg Sea World Drive	South Leg Dead End	West Leg Sea World Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Oceangate Way	East Leg Sea World Drive	South Leg Dead End	West Leg Sea World Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Location: San Diego
 N/S: Oceangate Way
 E/W: Sea World Drive



Date: 2/19/2025
 Day: Wednesday

BICYCLES

	Southbound Oceangate Way			Westbound Sea World Drive			Northbound Dead End			Eastbound Sea World Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	2	0	4

	Southbound Oceangate Way			Westbound Sea World Drive			Northbound Dead End			Eastbound Sea World Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	2	1	0	0	0	0	0	0	3

City of San Diego
 N/S: Ingraham Street
 E/W: Riviera Drive/Crown Point Drive
 Weather: Clear

File Name : 08_SDG_Ing_Riv AM
 Site Code : 22925150
 Start Date : 2/19/2025
 Page No : 1

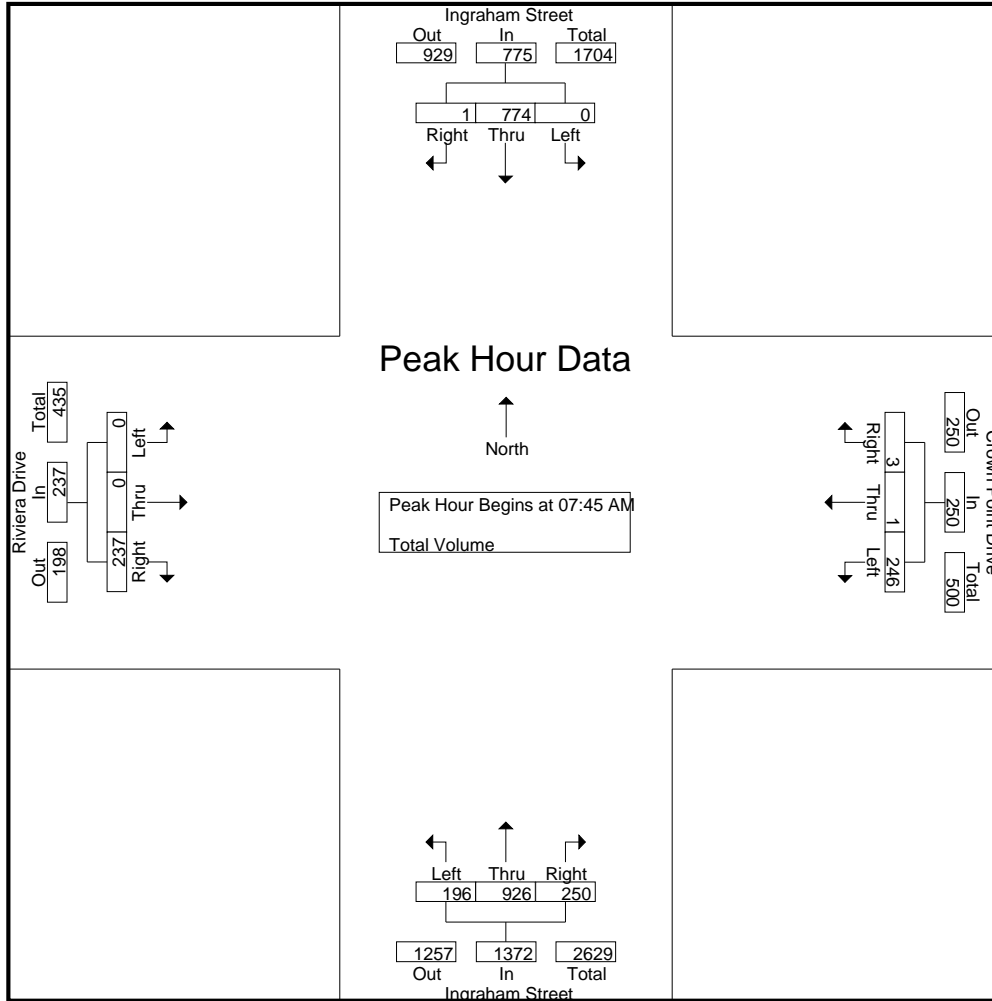
Groups Printed- Total Volume

Start Time	Ingraham Street Southbound				Crown Point Drive Westbound				Ingraham Street Northbound				Riviera Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	120	1	121	45	0	0	45	20	133	35	188	0	0	35	35	389
07:15 AM	0	125	0	125	57	1	1	59	26	157	47	230	0	1	36	37	451
07:30 AM	0	193	0	193	73	1	0	74	33	222	49	304	0	1	65	66	637
07:45 AM	0	217	0	217	65	0	1	66	56	248	70	374	0	0	73	73	730
Total	0	655	1	656	240	2	2	244	135	760	201	1096	0	2	209	211	2207
08:00 AM	0	151	0	151	55	0	1	56	59	219	64	342	0	0	46	46	595
08:15 AM	0	168	0	168	57	1	0	58	39	227	50	316	0	0	55	55	597
08:30 AM	0	238	1	239	69	0	1	70	42	232	66	340	0	0	63	63	712
08:45 AM	0	190	1	191	63	3	2	68	60	261	83	404	0	0	42	42	705
Total	0	747	2	749	244	4	4	252	200	939	263	1402	0	0	206	206	2609
Grand Total	0	1402	3	1405	484	6	6	496	335	1699	464	2498	0	2	415	417	4816
Apprch %	0	99.8	0.2		97.6	1.2	1.2		13.4	68	18.6		0	0.5	99.5		
Total %	0	29.1	0.1	29.2	10	0.1	0.1	10.3	7	35.3	9.6	51.9	0	0	8.6	8.7	

Start Time	Ingraham Street Southbound				Crown Point Drive Westbound				Ingraham Street Northbound				Riviera Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	217	0	217	65	0	1	66	56	248	70	374	0	0	73	73	730
08:00 AM	0	151	0	151	55	0	1	56	59	219	64	342	0	0	46	46	595
08:15 AM	0	168	0	168	57	1	0	58	39	227	50	316	0	0	55	55	597
08:30 AM	0	238	1	239	69	0	1	70	42	232	66	340	0	0	63	63	712
Total Volume	0	774	1	775	246	1	3	250	196	926	250	1372	0	0	237	237	2634
% App. Total	0	99.9	0.1		98.4	0.4	1.2		14.3	67.5	18.2		0	0	100		
PHF	.000	.813	.250	.811	.891	.250	.750	.893	.831	.933	.893	.917	.000	.000	.812	.812	.902

City of San Diego
 N/S: Ingraham Street
 E/W: Riviera Drive/Crown Point Drive
 Weather: Clear

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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				08:00 AM				07:30 AM				
+0 mins.	0	217	0	217	57	1	1	59	59	219	64	342	0	0	1	65	66
+15 mins.	0	151	0	151	73	1	0	74	39	227	50	316	0	0	0	73	73
+30 mins.	0	168	0	168	65	0	1	66	42	232	66	340	0	0	0	46	46
+45 mins.	0	238	1	239	55	0	1	56	60	261	83	404	0	0	0	55	55
Total Volume	0	774	1	775	250	2	3	255	200	939	263	1402	0	1	239	240	
% App. Total	0	99.9	0.1		98	0.8	1.2		14.3	67	18.8		0	0.4	99.6		
PHF	.000	.813	.250	.811	.856	.500	.750	.861	.833	.899	.792	.868	.000	.250	.818	.822	

City of San Diego
 N/S: Ingraham Street
 E/W: Riviera Drive/Crown Point Drive
 Weather: Clear

File Name : 08_SDG_Ing_Riv PM
 Site Code : 22925150
 Start Date : 2/19/2025
 Page No : 1

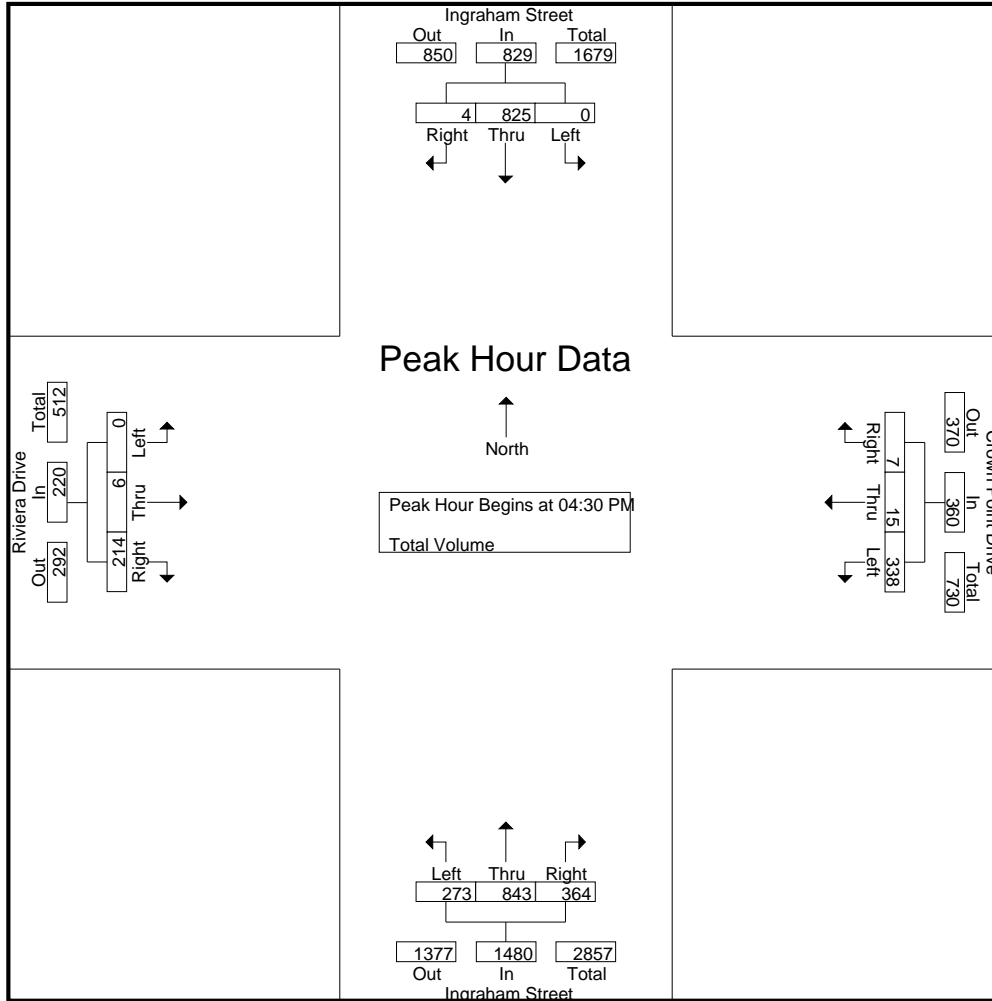
Groups Printed- Total Volume

Start Time	Ingraham Street Southbound				Crown Point Drive Westbound				Ingraham Street Northbound				Riviera Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	220	0	220	57	2	2	61	56	207	95	358	0	1	64	65	704
04:15 PM	0	222	0	222	67	2	1	70	54	187	81	322	0	2	68	70	684
04:30 PM	0	210	1	211	79	3	2	84	70	230	80	380	0	2	53	55	730
04:45 PM	0	220	0	220	87	4	0	91	68	215	74	357	0	1	57	58	726
Total	0	872	1	873	290	11	5	306	248	839	330	1417	0	6	242	248	2844
05:00 PM	0	198	1	199	88	4	2	94	62	186	108	356	0	2	59	61	710
05:15 PM	0	197	2	199	84	4	3	91	73	212	102	387	0	1	45	46	723
05:30 PM	0	173	3	176	79	4	0	83	62	226	108	396	0	1	60	61	716
05:45 PM	0	176	0	176	77	3	2	82	42	228	107	377	0	3	54	57	692
Total	0	744	6	750	328	15	7	350	239	852	425	1516	0	7	218	225	2841
Grand Total	0	1616	7	1623	618	26	12	656	487	1691	755	2933	0	13	460	473	5685
Apprch %	0	99.6	0.4		94.2	4	1.8		16.6	57.7	25.7		0	2.7	97.3		
Total %	0	28.4	0.1	28.5	10.9	0.5	0.2	11.5	8.6	29.7	13.3	51.6	0	0.2	8.1	8.3	

Start Time	Ingraham Street Southbound				Crown Point Drive Westbound				Ingraham Street Northbound				Riviera Drive Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	210	1	211	79	3	2	84	70	230	80	380	0	2	53	55	730
04:45 PM	0	220	0	220	87	4	0	91	68	215	74	357	0	1	57	58	726
05:00 PM	0	198	1	199	88	4	2	94	62	186	108	356	0	2	59	61	710
05:15 PM	0	197	2	199	84	4	3	91	73	212	102	387	0	1	45	46	723
Total Volume	0	825	4	829	338	15	7	360	273	843	364	1480	0	6	214	220	2889
% App. Total	0	99.5	0.5		93.9	4.2	1.9		18.4	57	24.6		0	2.7	97.3		
PHF	.000	.938	.500	.942	.960	.938	.583	.957	.935	.916	.843	.956	.000	.750	.907	.902	.989

City of San Diego
 N/S: Ingraham Street
 E/W: Riviera Drive/Crown Point Drive
 Weather: Clear

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				05:00 PM				04:00 PM			
+0 mins.	0	220	0	220	79	3	2	84	62	186	108	356	0	1	64	65
+15 mins.	0	222	0	222	87	4	0	91	73	212	102	387	0	2	68	70
+30 mins.	0	210	1	211	88	4	2	94	62	226	108	396	0	2	53	55
+45 mins.	0	220	0	220	84	4	3	91	42	228	107	377	0	1	57	58
Total Volume	0	872	1	873	338	15	7	360	239	852	425	1516	0	6	242	248
% App. Total	0	99.9	0.1		93.9	4.2	1.9		15.8	56.2	28		0	2.4	97.6	
PHF	.000	.982	.250	.983	.960	.938	.583	.957	.818	.934	.984	.957	.000	.750	.890	.886

Location: San Diego
 N/S: Ingraham Street
 E/W: Riviera Dr/Crown Point Dr



Date: 2/19/2025
 Day: Wednesday

PEDESTRIANS

	North Leg Ingraham Street	East Leg Crown Point Drive	South Leg Ingraham Street	West Leg Riviera Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	0	2	3
7:15 AM	0	0	0	1	1
7:30 AM	1	1	0	0	2
7:45 AM	3	1	0	1	5
8:00 AM	1	0	0	2	3
8:15 AM	0	1	0	1	2
8:30 AM	2	0	0	1	3
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	7	4	0	8	19

	North Leg Ingraham Street	East Leg Crown Point Drive	South Leg Ingraham Street	West Leg Riviera Drive	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	2	0	2	5
4:15 PM	1	0	0	3	4
4:30 PM	2	4	0	0	6
4:45 PM	0	1	0	3	4
5:00 PM	3	0	0	1	4
5:15 PM	0	0	0	2	2
5:30 PM	3	2	0	2	7
5:45 PM	5	0	0	2	7
TOTAL VOLUMES:	15	9	0	15	39

Location: San Diego
 N/S: Ingraham Street
 E/W: Riviera Dr/Crown Point Dr



Date: 2/19/2025
 Day: Wednesday

BICYCLES

	Southbound Ingraham Street			Westbound Crown Point Drive			Northbound Ingraham Street			Eastbound Riviera Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	1	0	0	0	0	1	1	0	0	3
7:30 AM	0	0	0	1	0	0	0	0	1	0	0	0	2
7:45 AM	0	2	0	2	0	0	0	0	0	0	0	1	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	3	0	0	1	4
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	2	0	0	2	0	0	0	0	0	5
TOTAL VOLUMES:	0	3	0	6	0	0	2	0	5	2	0	2	20

	Southbound Ingraham Street			Westbound Crown Point Drive			Northbound Ingraham Street			Eastbound Riviera Drive			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	2	0	1	0	1	0	0	1	0	0	3	8
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	1	1	1	0	0	0	3
5:00 PM	0	1	0	2	0	0	0	0	4	0	0	0	7
5:15 PM	0	2	0	1	0	0	0	1	0	0	1	0	5
5:30 PM	0	0	0	2	2	0	0	1	0	0	2	0	7
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
TOTAL VOLUMES:	0	6	0	7	2	2	1	3	7	0	3	3	34



Attachment C - LOS Worksheets – Existing Conditions

HCM 7th Signalized Intersection Summary
 1: I-5 SB On-Ramp & Mission Bay Dr

Existing Conditions
 AM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷			↑↑↑	↶
Traffic Volume (veh/h)	112	26	0	0	1947	106
Future Volume (veh/h)	112	26	0	0	1947	106
Initial Q (Qb), veh	0	0			0	0
Lane Width Adj.	1.00	1.00			1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1856	1856			1856	1856
Adj Flow Rate, veh/h	117	0			1987	0
Peak Hour Factor	0.96	0.96			0.98	0.98
Percent Heavy Veh, %	3	3			3	3
Cap, veh/h	0				2809	
Arrive On Green	0.00	0.00			0.55	0.00
Sat Flow, veh/h	0				5233	1572
Grp Volume(v), veh/h	0.0				1987	0
Grp Sat Flow(s),veh/h/ln					1689	1572
Q Serve(g_s), s					21.6	0.0
Cycle Q Clear(g_c), s					21.6	0.0
Prop In Lane						1.00
Lane Grp Cap(c), veh/h					2809	
V/C Ratio(X)					0.71	
Avail Cap(c_a), veh/h					2877	
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	0.00
Uniform Delay (d), s/veh					12.3	0.0
Incr Delay (d2), s/veh					1.4	0.0
Initial Q Delay(d3), s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					6.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh					13.6	0.0
LnGrp LOS					B	
Approach Vol, veh/h					1987	
Approach Delay, s/veh					13.6	
Approach LOS					B	
Timer - Assigned Phs		2				
Phs Duration (G+Y+Rc), s		48.3				
Change Period (Y+Rc), s		6.7				
Max Green Setting (Gmax), s		42.6				
Max Q Clear Time (g_c+I1), s		23.6				
Green Ext Time (p_c), s		18.0				
Intersection Summary						
HCM 7th Control Delay, s/veh			13.6			
HCM 7th LOS			B			

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 7th AWSC
2: Mission Bay Dr & De Anza Cove Dwy

Existing Conditions
AM Peak

Intersection												
Intersection Delay, s/veh	8.8											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	0	100	0	36	0	36	93	74	26	0
Future Vol, veh/h	0	0	0	100	0	36	0	36	93	74	26	0
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.79	0.79	0.79	0.71	0.71	0.71
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	111	0	40	0	46	118	104	37	0
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay, s/veh	0	8.9	8.5	9.1
HCM LOS	-	A	A	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	74%	100%	0%
Vol Thru, %	100%	28%	100%	0%	0%	100%
Vol Right, %	0%	72%	0%	26%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	129	0	136	74	26
LT Vol	0	0	0	100	74	0
Through Vol	0	36	0	0	0	26
RT Vol	0	93	0	36	0	0
Lane Flow Rate	0	163	0	151	104	37
Geometry Grp	5	5	2	2	5	5
Degree of Util (X)	0	0.207	0	0.197	0.161	0.051
Departure Headway (Hd)	5.065	4.558	4.893	4.682	5.559	5.056
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	789	0	768	646	709
Service Time	2.79	2.282	2.928	2.705	3.286	2.783
HCM Lane V/C Ratio	0	0.207	0	0.197	0.161	0.052
HCM Control Delay, s/veh	7.8	8.5	7.9	8.9	9.4	8.1
HCM Lane LOS	N	A	N	A	A	A
HCM 95th-tile Q	0	0.8	0	0.7	0.6	0.2

Intersection												
Intersection Delay, s/veh	11											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↔	↑	↔		↔			↔	
Traffic Vol, veh/h	4	14	3	142	44	69	9	77	117	81	47	9
Future Vol, veh/h	4	14	3	142	44	69	9	77	117	81	47	9
Peak Hour Factor	0.58	0.58	0.58	0.72	0.72	0.72	0.83	0.83	0.83	0.88	0.88	0.88
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	7	24	5	197	61	96	11	93	141	92	53	10
Number of Lanes	0	2	0	1	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	2
HCM Control Delay, s/veh	9.7		10.8	11.4
HCM LOS	A		B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	4%	36%	0%	100%	0%	0%	59%
Vol Thru, %	38%	64%	70%	0%	100%	0%	34%
Vol Right, %	58%	0%	30%	0%	0%	100%	7%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	203	11	10	142	44	69	137
LT Vol	9	4	0	142	0	0	81
Through Vol	77	7	7	0	44	0	47
RT Vol	117	0	3	0	0	69	9
Lane Flow Rate	245	19	17	197	61	96	156
Geometry Grp	5	6	6	5	5	5	5
Degree of Util (X)	0.372	0.036	0.031	0.345	0.098	0.135	0.268
Departure Headway (Hd)	5.474	6.905	6.505	6.303	5.797	5.088	6.205
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	658	519	551	572	620	705	581
Service Time	3.197	4.643	4.243	4.027	3.521	2.811	3.931
HCM Lane V/C Ratio	0.372	0.037	0.031	0.344	0.098	0.136	0.269
HCM Control Delay, s/veh	11.4	9.9	9.5	12.3	9.2	8.6	11.2
HCM Lane LOS	B	A	A	B	A	A	B
HCM 95th-tile Q	1.7	0.1	0.1	1.5	0.3	0.5	1.1

Intersection

Intersection Delay, s/veh	9.7
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	23	69	86	215	98	28
Future Vol, veh/h	23	69	86	215	98	28
Peak Hour Factor	0.92	0.92	0.74	0.74	0.93	0.93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	25	75	116	291	105	30
Number of Lanes	1	0	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB	EB	
Conflicting Lanes Right	2	0	1
HCM Control Delay, s/veh	8.5	10.4	8.6
HCM LOS	A	B	A

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	100%	0%	25%	0%
Vol Thru, %	0%	100%	0%	78%
Vol Right, %	0%	0%	75%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	86	215	92	126
LT Vol	86	0	23	0
Through Vol	0	215	0	98
RT Vol	0	0	69	28
Lane Flow Rate	116	291	100	135
Geometry Grp	5	5	2	4a
Degree of Util (X)	0.175	0.397	0.132	0.173
Departure Headway (Hd)	5.425	4.923	4.763	4.59
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	665	735	752	782
Service Time	3.125	2.623	2.796	2.621
HCM Lane V/C Ratio	0.174	0.396	0.133	0.173
HCM Control Delay, s/veh	9.3	10.8	8.5	8.6
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.6	1.9	0.5	0.6

HCM 7th Signalized Intersection Summary
5: Sea World Dr & Mission Bay Dr/Pacific Hwy

Existing Conditions
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	38	56	37	70	110	76	911	29	93	764	158
Future Volume (veh/h)	80	38	56	37	70	110	76	911	29	93	764	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	99	47	57	45	85	110	80	959	26	98	804	134
Peak Hour Factor	0.81	0.81	0.81	0.82	0.82	0.82	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	155	198	163	58	175	143	131	2177	1022	123	2289	1070
Arrive On Green	0.05	0.11	0.11	0.03	0.09	0.09	0.04	0.62	0.62	0.07	0.65	0.65
Sat Flow, veh/h	3428	1856	1527	1767	1856	1516	3428	3526	1571	1767	3526	1539
Grp Volume(v), veh/h	99	47	57	45	85	110	80	959	26	98	804	134
Grp Sat Flow(s),veh/h/ln	1714	1856	1527	1767	1856	1516	1714	1763	1571	1767	1763	1539
Q Serve(g_s), s	3.2	2.6	3.9	2.9	4.9	8.0	2.6	16.2	0.7	6.2	11.7	3.3
Cycle Q Clear(g_c), s	3.2	2.6	3.9	2.9	4.9	8.0	2.6	16.2	0.7	6.2	11.7	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	155	198	163	58	175	143	131	2177	1022	123	2289	1070
V/C Ratio(X)	0.64	0.24	0.35	0.78	0.49	0.77	0.61	0.44	0.03	0.79	0.35	0.13
Avail Cap(c_a), veh/h	907	504	415	468	498	406	907	2177	1022	468	2289	1070
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	46.4	47.0	54.4	48.7	50.1	53.7	11.4	7.0	51.9	9.0	5.8
Incr Delay (d2), s/veh	1.6	0.6	1.3	8.1	0.8	3.3	1.7	0.6	0.0	4.3	0.4	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4	1.3	1.5	1.4	2.3	3.1	1.1	5.9	0.2	2.8	4.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.8	47.0	48.2	62.5	49.5	53.4	55.4	12.0	7.1	56.2	9.5	6.0
LnGrp LOS	D	D	D	E	D	D	E	B	A	E	A	A
Approach Vol, veh/h		203			240			1065			1036	
Approach Delay, s/veh		51.2			53.7			15.2			13.4	
Approach LOS		D			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.3	75.3	8.1	17.6	8.7	78.9	9.5	16.2				
Change Period (Y+Rc), s	4.4	5.3	4.4	* 5.5	4.4	* 5.3	4.4	5.5				
Max Green Setting (Gmax), s	30.0	70.0	30.0	* 31	30.0	* 70	30.0	30.4				
Max Q Clear Time (g_c+I), s	19.2	18.2	4.9	5.9	4.6	13.7	5.2	10.0				
Green Ext Time (p_c), s	0.1	14.2	0.0	0.4	0.1	11.5	0.2	0.4				

Intersection Summary

HCM 7th Control Delay, s/veh	21.0
HCM 7th LOS	C

Notes

- User approved pedestrian interval to be less than phase max green.
- * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Mission Bay PEIR

HCM 7th Signalized Intersection Summary
7: Ingraham St & Riviera Dr/Crown Point Dr

Existing Conditions
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗	↖	↗	↖	↖	↗	↗	↖	↗↖	↗↖
Traffic Volume (veh/h)	0	0	237	246	1	3	196	926	250	0	774	1
Future Volume (veh/h)	0	0	237	246	1	3	196	926	250	0	774	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.99	1.00		1.00	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	0	237	276	1	3	213	1007	218	0	956	1
Peak Hour Factor	0.81	0.81	0.81	0.89	0.89	0.89	0.92	0.92	0.92	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	0	3	3
Cap, veh/h	0	476	1219	339	104	311	237	1240	1050	0	1821	2
Arrive On Green	0.00	0.00	0.26	0.26	0.26	0.26	0.13	0.67	0.67	0.00	0.50	0.50
Sat Flow, veh/h	0	1856	3108	1128	405	1215	1767	1856	1570	0	3706	4
Grp Volume(v), veh/h	0	0	237	276	0	4	213	1007	218	0	466	491
Grp Sat Flow(s),veh/h/ln	0	1856	1554	1128	0	1620	1767	1856	1570	0	1763	1855
Q Serve(g_s), s	0.0	0.0	7.3	34.9	0.0	0.3	17.2	57.0	7.8	0.0	25.9	25.9
Cycle Q Clear(g_c), s	0.0	0.0	7.3	34.9	0.0	0.3	17.2	57.0	7.8	0.0	25.9	25.9
Prop In Lane	0.00		1.00	1.00		0.75	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	476	1219	339	0	415	237	1240	1050	0	888	934
V/C Ratio(X)	0.00	0.00	0.19	0.81	0.00	0.01	0.90	0.81	0.21	0.00	0.53	0.53
Avail Cap(c_a), veh/h	0	522	1297	367	0	456	366	1240	1050	0	888	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	29.1	53.1	0.0	40.2	61.8	17.4	9.3	0.0	24.3	24.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	11.2	0.0	0.0	14.5	5.9	0.4	0.0	2.2	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.8	10.9	0.0	0.1	8.5	23.6	2.6	0.0	11.4	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	29.2	64.2	0.0	40.2	76.3	23.3	9.7	0.0	26.5	26.4
LnGrp LOS			C	E		D	E	C	A		C	C
Approach Vol, veh/h		237			280			1438			957	
Approach Delay, s/veh		29.2			63.9			29.1			26.4	
Approach LOS		C			E			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		102.9		42.1	23.9	79.1		42.1				
Change Period (Y+Rc), s		6.0		4.9	4.4	* 6		4.9				
Max Green Setting (Gmax), s		93.3		40.8	30.0	* 60		40.8				
Max Q Clear Time (g_c+I1), s		59.0		9.3	19.2	27.9		36.9				
Green Ext Time (p_c), s		7.7		0.5	0.3	5.8		0.3				
Intersection Summary												
HCM 7th Control Delay, s/veh			31.6									
HCM 7th LOS			C									
Notes												
User approved volume balancing among the lanes for turning movement.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 7th Signalized Intersection Summary
 1: I-5 SB On-Ramp & Mission Bay Dr

Existing Conditions
 PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷			↷↷↷	↷
Traffic Volume (veh/h)	229	25	0	0	938	407
Future Volume (veh/h)	229	25	0	0	938	407
Initial Q (Qb), veh	0	0			0	0
Lane Width Adj.	1.00	1.00			1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00				1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1856	1856			1856	1856
Adj Flow Rate, veh/h	257	0			1054	0
Peak Hour Factor	0.89	0.89			0.89	0.89
Percent Heavy Veh, %	3	3			3	3
Cap, veh/h	0				2003	
Arrive On Green	0.00	0.00			0.40	0.00
Sat Flow, veh/h	0				5233	1572
Grp Volume(v), veh/h	0.0				1054	0
Grp Sat Flow(s),veh/h/ln					1689	1572
Q Serve(g_s), s					13.5	0.0
Cycle Q Clear(g_c), s					13.5	0.0
Prop In Lane						1.00
Lane Grp Cap(c), veh/h					2003	
V/C Ratio(X)					0.53	
Avail Cap(c_a), veh/h					2777	
HCM Platoon Ratio					1.00	1.00
Upstream Filter(I)					1.00	0.00
Uniform Delay (d), s/veh					19.6	0.0
Incr Delay (d2), s/veh					0.8	0.0
Initial Q Delay(d3), s/veh					0.0	0.0
%ile BackOfQ(50%),veh/ln					4.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh					20.4	0.0
LnGrp LOS					C	
Approach Vol, veh/h					1054	
Approach Delay, s/veh					20.4	
Approach LOS					C	
Timer - Assigned Phs		2				
Phs Duration (G+Y+Rc), s		40.3				
Change Period (Y+Rc), s		6.7				
Max Green Setting (Gmax), s		46.6				
Max Q Clear Time (g_c+I1), s		15.5				
Green Ext Time (p_c), s		18.1				
Intersection Summary						
HCM 7th Control Delay, s/veh			20.4			
HCM 7th LOS			C			

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Mission Bay PEIR

Intersection

Intersection Delay, s/veh 19.8

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	0	0	0	315	1	90	0	83	114	133	83	0
Future Vol, veh/h	0	0	0	315	1	90	0	83	114	133	83	0
Peak Hour Factor	0.92	0.92	0.92	0.77	0.77	0.77	0.84	0.84	0.84	0.83	0.83	0.83
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	0	0	0	409	1	117	0	99	136	160	100	0
Number of Lanes	0	1	0	0	1	0	1	1	0	1	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay, s/veh	0	26.5	13.1	12.1
HCM LOS	-	D	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	0%	78%	100%	0%
Vol Thru, %	100%	42%	100%	0%	0%	100%
Vol Right, %	0%	58%	0%	22%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	0	197	0	406	133	83
LT Vol	0	0	0	315	133	0
Through Vol	0	83	0	1	0	83
RT Vol	0	114	0	90	0	0
Lane Flow Rate	0	235	0	527	160	100
Geometry Grp	5	5	2	2	5	5
Degree of Util (X)	0	0.403	0	0.797	0.313	0.181
Departure Headway (Hd)	6.599	6.185	6.477	5.439	7.033	6.523
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	0	579	0	664	510	548
Service Time	4.36	3.945	4.566	3.483	4.794	4.284
HCM Lane V/C Ratio	0	0.406	0	0.794	0.314	0.182
HCM Control Delay, s/veh	9.4	13.1	9.6	26.5	13	10.7
HCM Lane LOS	N	B	N	D	B	B
HCM 95th-tile Q	0	1.9	0	8	1.3	0.7

Intersection												
Intersection Delay, s/veh	69.6											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔		↗	↖	↗		↔			↔	
Traffic Vol, veh/h	4	56	26	393	61	164	13	70	281	276	173	6
Future Vol, veh/h	4	56	26	393	61	164	13	70	281	276	173	6
Peak Hour Factor	0.86	0.86	0.86	0.92	0.92	0.92	0.93	0.93	0.93	0.91	0.91	0.91
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	5	65	30	427	66	178	14	75	302	303	190	7
Number of Lanes	0	2	0	1	1	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	2
HCM Control Delay, s/veh	5.3		124.9	
HCM LOS	C	F	E	F

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	4%	13%	0%	100%	0%	0%	61%
Vol Thru, %	19%	88%	52%	0%	100%	0%	38%
Vol Right, %	77%	0%	48%	0%	0%	100%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	364	32	54	393	61	164	455
LT Vol	13	4	0	393	0	0	276
Through Vol	70	28	28	0	61	0	173
RT Vol	281	0	26	0	0	164	6
Lane Flow Rate	391	37	63	427	66	178	500
Geometry Grp	5	6	6	5	5	5	5
Degree of Util (X)	0.842	0.106	0.172	1.001	0.147	0.358	1.165
Departure Headway (Hd)	8.145	11.035	10.606	8.94	8.419	7.69	8.543
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	446	327	340	410	428	471	430
Service Time	5.845	8.735	8.306	6.64	6.119	5.39	6.243
HCM Lane V/C Ratio	0.877	0.113	0.185	1.041	0.154	0.378	1.163
HCM Control Delay, s/veh	41.2	15	15.5	75.3	12.6	14.6	124.9
HCM Lane LOS	E	B	C	F	B	B	F
HCM 95th-tile Q	8.2	0.4	0.6	12.3	0.5	1.6	18.6

Intersection

Intersection Delay, s/veh 36.4

Intersection LOS E

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑	↑	
Traffic Vol, veh/h	49	117	115	249	599	34
Future Vol, veh/h	49	117	115	249	599	34
Peak Hour Factor	0.74	0.74	0.99	0.99	0.93	0.93
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	66	158	116	252	644	37
Number of Lanes	1	0	1	1	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	2
Conflicting Approach Left SB		EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right NB			EB
Conflicting Lanes Right	2	0	1
HCM Control Delay, s/veh	13	12.6	57
HCM LOS	B	B	F

Lane	NBLn1	NBLn2	EBLn1	SBLn1
Vol Left, %	100%	0%	30%	0%
Vol Thru, %	0%	100%	0%	95%
Vol Right, %	0%	0%	70%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	249	166	633
LT Vol	115	0	49	0
Through Vol	0	249	0	599
RT Vol	0	0	117	34
Lane Flow Rate	116	252	224	681
Geometry Grp	5	5	2	4a
Degree of Util (X)	0.212	0.425	0.383	0.999
Departure Headway (Hd)	6.585	6.076	6.154	5.284
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	544	591	583	687
Service Time	4.337	3.828	4.216	3.323
HCM Lane V/C Ratio	0.213	0.426	0.384	0.991
HCM Control Delay, s/veh	11.1	13.3	13	57
HCM Lane LOS	B	B	B	F
HCM 95th-tile Q	0.8	2.1	1.8	15.9

HCM 7th Signalized Intersection Summary
5: Sea World Dr & Mission Bay Dr/Pacific Hwy

Existing Conditions
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑	↗	↖	↑	↗	↔↔	↑↑	↗	↖	↑↑	↗
Traffic Volume (veh/h)	129	326	253	74	70	143	137	833	191	313	1059	166
Future Volume (veh/h)	129	326	253	74	70	143	137	833	191	313	1059	166
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No		No		No		No		No		No
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	140	354	221	82	78	126	151	915	166	356	1203	149
Peak Hour Factor	0.92	0.92	0.92	0.90	0.90	0.90	0.91	0.91	0.91	0.88	0.88	0.88
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	185	358	296	101	364	303	197	1547	765	332	2008	980
Arrive On Green	0.05	0.19	0.19	0.06	0.20	0.20	0.06	0.44	0.44	0.19	0.57	0.57
Sat Flow, veh/h	3428	1856	1532	1767	1856	1545	3428	3526	1538	1767	3526	1571
Grp Volume(v), veh/h	140	354	221	82	78	126	151	915	166	356	1203	149
Grp Sat Flow(s),veh/h/ln	1714	1856	1532	1767	1856	1545	1714	1763	1538	1767	1763	1571
Q Serve(g_s), s	6.4	30.4	21.7	7.3	5.6	11.4	6.9	31.4	9.7	30.0	35.6	6.3
Cycle Q Clear(g_c), s	6.4	30.4	21.7	7.3	5.6	11.4	6.9	31.4	9.7	30.0	35.6	6.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	185	358	296	101	364	303	197	1547	765	332	2008	980
V/C Ratio(X)	0.75	0.99	0.75	0.81	0.21	0.42	0.77	0.59	0.22	1.07	0.60	0.15
Avail Cap(c_a), veh/h	645	358	296	332	364	303	645	1547	765	332	2008	980
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.4	64.2	60.7	74.3	53.8	56.1	74.2	33.9	22.7	64.8	22.4	12.5
Incr Delay (d2), s/veh	2.3	44.3	10.0	5.7	0.1	0.3	2.4	1.7	0.7	69.6	1.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	18.8	9.1	3.4	2.6	4.4	3.1	13.7	3.6	19.8	14.7	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	76.8	108.5	70.7	80.0	53.9	56.4	76.5	35.6	23.4	134.4	23.8	12.8
LnGrp LOS	E	F	E	F	D	E	E	D	C	F	C	B
Approach Vol, veh/h		715			286			1232			1708	
Approach Delay, s/veh		90.6			62.5			39.0			45.9	
Approach LOS		F			E			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	34.4	75.3	13.5	36.3	13.5	96.2	13.0	36.8				
Change Period (Y+Rc), s	4.4	5.3	4.4	* 5.5	4.4	* 5.3	4.4	5.5				
Max Green Setting (Gmax), s	30.0	70.0	30.0	* 31	30.0	* 70	30.0	30.4				
Max Q Clear Time (g_c+Rc), s	32.0	33.4	9.3	32.4	8.9	37.6	8.4	13.4				
Green Ext Time (p_c), s	0.0	13.5	0.1	0.0	0.2	16.5	0.2	0.4				

Intersection Summary

HCM 7th Control Delay, s/veh	53.0
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Mission Bay PEIR

HCM 7th Signalized Intersection Summary
 7: Ingraham St & Riviera Dr/Crown Point Dr

Existing Conditions
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↘	↙	↖	↗	↗		↕	↘
Traffic Volume (veh/h)	0	6	214	338	15	7	273	843	364	0	825	4
Future Volume (veh/h)	0	6	214	338	15	7	273	843	364	0	825	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		0.97	0.99		0.99	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	0	1856	1856
Adj Flow Rate, veh/h	0	0	198	352	16	6	284	878	306	0	878	4
Peak Hour Factor	0.90	0.90	0.90	0.96	0.96	0.96	0.96	0.96	0.96	0.94	0.94	0.94
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	0	3	3
Cap, veh/h	0	409	1212	297	283	106	304	1337	1105	0	1888	9
Arrive On Green	0.00	0.00	0.22	0.22	0.22	0.22	0.17	0.72	0.72	0.00	0.52	0.52
Sat Flow, veh/h	0	1856	3042	1169	1282	481	1767	1856	1534	0	3691	16
Grp Volume(v), veh/h	0	0	198	352	0	22	284	878	306	0	430	452
Grp Sat Flow(s),veh/h/ln	0	1856	1521	1169	0	1763	1767	1856	1534	0	1763	1852
Q Serve(g_s), s	0.0	0.0	7.8	40.8	0.0	1.8	29.3	46.4	12.9	0.0	28.4	28.4
Cycle Q Clear(g_c), s	0.0	0.0	7.8	40.8	0.0	1.8	29.3	46.4	12.9	0.0	28.4	28.4
Prop In Lane	0.00		1.00	1.00		0.27	1.00		1.00	0.00		0.01
Lane Grp Cap(c), veh/h	0	409	1212	297	0	389	304	1337	1105	0	925	972
V/C Ratio(X)	0.00	0.00	0.16	1.19	0.00	0.06	0.93	0.66	0.28	0.00	0.47	0.47
Avail Cap(c_a), veh/h	0	409	1212	297	0	389	669	1337	1105	0	925	972
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	36.5	74.8	0.0	56.9	75.5	13.7	9.0	0.0	27.7	27.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	112.5	0.0	0.0	9.3	2.5	0.6	0.0	1.7	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.0	23.7	0.0	0.8	14.0	19.0	4.3	0.0	12.7	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.0	36.5	187.3	0.0	56.9	84.8	16.2	9.6	0.0	29.3	29.3
LnGrp LOS			D	F		E	F	B	A		C	C
Approach Vol, veh/h		198			374			1468			882	
Approach Delay, s/veh		36.5			179.6			28.1			29.3	
Approach LOS		D			F			C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		139.3		45.7	36.3	103.0		45.7				
Change Period (Y+Rc), s		6.0		4.9	4.4	* 6		4.9				
Max Green Setting (Gmax), s		133.3		40.8	70.0	* 60		40.8				
Max Q Clear Time (g_c+I1), s		48.4		9.8	31.3	30.4		42.8				
Green Ext Time (p_c), s		6.7		0.5	0.5	5.1		0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			48.4									
HCM 7th LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												