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April 13, 2026

Ketan T. Patel
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C^2 Reference: 25.036

Springhill Suites – Traffic Signal Warrant Analysis for Balboa Avenue and Morena Boulevard Northbound Ramp, Morena Boulevard and Jutland Drive (PRJ-1129794)
City of San Diego, CA

Dear Ketan,

This letter summarizes the traffic signal warrant analysis prepared for the Springhill Suites project in relation to the Balboa Avenue Station Area Specific Plan (BASASP) Supplemental Development Regulations (SDRs), adopted by the City of San Diego in 2019 and by the California Coastal Commission in 2021. The analysis focuses on the two intersections identified in the SDRs as being linked to development within the Community Village land use designation.

The purpose of this analysis is to document the project's compliance with the applicable SDRs and to clarify the extent to which the proposed development contributes to traffic conditions at the studied intersections. The signal warrant evaluation has been updated in response to City of San Diego comments to address all applicable MUTCD traffic signal warrants, consistent with Council Policy 200-06.

The signal warrant evaluation is based on warrant worksheets prepared by Kimley-Horn for the 2923 Bunker Hill Street residential project, which is subject to the same SDR requirements and evaluates the same study intersections. This approach is consistent with the City's direction to coordinate with related projects and to utilize available data to maintain consistency as described below in detail.

The warrant analysis reflects existing traffic conditions at the study intersections, which are independent of any individual project and applicable across multiple evaluations of the same locations.

The proposed project generates minimal traffic. This level of traffic does not materially affect intersection volumes or the outcome of any MUTCD signal warrant. Accordingly, use of the previously prepared warrant worksheets is appropriate. The warrant determinations remain unchanged with inclusion of project traffic, and preparation of new warrant worksheets would not alter the conclusions.

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This approach ensures consistency across related projects while avoiding unnecessary duplication of analysis.
The intersections evaluated as part of this analysis are summarized below, along with the applicable SDR requirements:

> *SDR-5*: No development permits shall be issued for any development project on properties designated Community Village until a traffic signal has been installed at the intersection of the Morena Boulevard northbound ramp and Balboa Avenue, unless the warrants for a traffic signal are not met as determined by the City Engineer in accordance with Council Policy 200-06.
>
> *SDR-6*: No development permits shall be issued for any development project on properties designated Community Village until either a traffic signal or a roundabout is installed at the intersection of Morena Boulevard and Jutland Drive, unless the warrants for a traffic signal are not met as determined by the City Engineer in accordance with Council Policy 200-06.

Project Description

The project site is located at 4545 Mission Bay Drive in the Pacific Beach community. The proposed development proposes to demolish an existing 66-room hotel to construct a 100-room, four-story lodging facility with subterranean parking for 84 vehicle parking spaces and associated amenities that include a pool, garden patios, lounge areas, a fitness center, convenience retail, and food and beverage space. The proposed project requires a discretionary Coastal Development Permit (CDP).

The project is located within the Community Village Area of the Balboa Avenue Station Area Specific Plan (BASASP) and the Pacific Beach Community Plan area. The project site is located in Mobility Zone 2 of the Complete Communities Mobility Choices program and within both a Parking Standards Transit Priority Area and a Transit Priority Area. The site is designated Community Village and zoned CC-3-8. The proposed use is consistent with the applicable land use and zoning regulations.

Data Collection

Traffic counts were collected in the City of San Diego on Tuesday, July 8, 2025, at the following locations:

- Morena Blvd NB Ramps & Balboa Ave
- Morena Blvd & Jutland Dr

Directional 24-hour volume data were summarized in 15-minute intervals (with hourly totals) on the volume sheets for the Morena Blvd NB Ramps and Balboa Ave approach segments.

Intersection turning movement counts were also provided for vehicles, bicycles, and pedestrians at crosswalks for the AM, midday, and PM periods, with data tabulated in 15-minute intervals. Raw traffic counts are provided in **Attachment A.**

Trip Generation

Trip generation estimates were prepared using the City of San Diego Land Development Code Trip

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Generation Manual (2003). The proposed Springhill Suites project is estimated to generate approximately 900 average daily trips (ADT), including 72 AM peak hour trips and 81 PM peak hour trips. To determine net new project trips, existing trips associated with the on-site motel use were accounted for using observed driveway activity. Driveway counts were conducted on September 9, 2025 under typical weekday conditions.

On the count date, the existing motel operated at approximately 94 percent occupancy, with 62 of 66 rooms occupied. A total of 287 raw daily driveway trips were recorded. The driveway peak hours were identified based on the highest four consecutive 15-minute intervals observed on the count date combining traffic from both site driveways, occurring from 8:30 AM to 9:30 AM and from 4:00 PM to 5:00 PM. During the AM peak hour, 20 trips were recorded (7 inbound, 13 outbound; 33:67 split), and during the PM peak hour, 32 trips were recorded (16 inbound, 16 outbound; 50:50 split).

The observed driveway volumes were scaled up to represent full-occupancy conditions by adjusting for the 94 percent occupancy observed on both the count date and the night prior. This adjustment results in approximately 305 daily driveway trips, including 21 AM peak hour trips (7 inbound, 14 outbound) and 34 PM peak hour trips (17 inbound, and 17 outbound) at full occupancy.

These adjusted existing driveway trips were subtracted from the gross project trip generation estimates to calculate net new trips attributable to the proposed development. Based on this analysis, net new project trips used for screening and assignment purposes are estimated to be 51 AM peak hour trips and 47 PM peak hour trips after accounting for existing on-site motel traffic.

Consistent with City guidance, no pass-by or diverted trips were assumed. The resulting net new trip estimates represent cumulative project trips and were used for trip distribution, assignment, and proportional contribution analyses. **Table 1** summarizes the daily and peak hour trip generation estimates for the project. Driveway count data and supporting summaries are provided in **Attachment B.**

Table 1 – Project Trip Generation

Land Use	Size	Trip Rate[a]	ADT[b]	% of ADT	AM Peak Hour[c]				% of ADT	PM Peak Hour			
					In:Out Split	In	Out	Total		In:Out Split	In	Out	Total
Proposed													
Motel	100 rooms	9 / room	900	8%	40:60	29	43	72	9%	40:60	32	49	81
Existing													
Motel	66 rooms	n/a	305	n/a	33:67	7	14	21	n/a	50:50	17	17	34
TOTAL NET TRIPS			**595**			**22**	**29**	**51**			**15**	**32**	**47**

Notes:
a. Trip generation rates are based on San Diego Land Development Code - Trip Generation Manual (May 2003)
b. Average Daily Traffic
c. AM and PM peak hours are between 6-9am and 4-6pm, respectively.
d. Existing volumes based on driveway counts conducted on 9/9/2025 and adjusted to full occupancy
e. No pass-by or diverted trips were assumed, in accordance with City guidance. As a result, the trip estimates represent both driveway volumes and total cumulative project trips.

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Trip Distribution and Assignment

Trip distribution for the SpringHill Suites project follows the same framework from the signal warrant analysis prepared for the 2923 Bunker Hill Street project (PRJ-1132845). In that analysis, regional travel pattern data from a proxy site was used to evaluate likely origins and destinations of project-related trips in the surrounding area. The data was obtained from Replica, which provides location-based service data. The resulting inbound and outbound travel patterns were translated into directional distribution percentages used to assign project trips to the roadway network.

To maintain consistency with that analysis, the SpringHill Suites project applies the same directional distribution assumptions. The Bunker Hill Street project is a residential development, whereas the SpringHill Suites project is a lodging facility. While these land uses may exhibit different travel patterns - with residential trips more oriented toward employment centers and hotel trips toward commercial and tourist destinations - the Bunker Hill distribution assigns a higher proportion of project trips to the study intersections and is therefore more conservative from a signal warrant perspective. Given the small number of net new project trips, the choice of distribution does not materially affect the warrant outcomes. Separate inbound and outbound distribution percentages are shown in **Figure 1** and were used to assign project trips to the study intersections evaluated in the signal warrant analysis.

According to the data, only a small portion of project trips are assigned to Morena Boulevard at Jutland Drive, including approximately 1 percent of inbound trips traveling southbound on Morena Boulevard and approximately 0.5 percent of outbound trips traveling northbound on Morena Boulevard. At the Balboa Avenue and Morena Boulevard northbound ramp intersection, approximately 21 percent of outbound trips travel through the intersection on Balboa Avenue in the eastbound direction and approximately 1 percent travel on the eastbound right turn movement toward Morena Boulevard. Peak hour project volumes for the Springhill Suites project are shown in **Figure 2**.

Applying the trip distribution to the project trip generation would result in a negligible number of project trips at the Morena Boulevard and Jutland Drive intersection. Access to and from Jutland Drive does not provide a logical or efficient route for project traffic based on roadway connectivity, access control, and proximity to the site.

The proposed trip distribution is illustrated in **Figure 1**, which shows the relative direction and proportion of project traffic movements. Project trip assignment is shown in **Figure 2**. Given the limited number of project trips, the assignment would result in approximately 65 added daily trips with 6 AM and 7 PM peak hour trips at the Morena Boulevard northbound ramp intersection, with no project trips assigned to Morena Boulevard and Jutland Drive.

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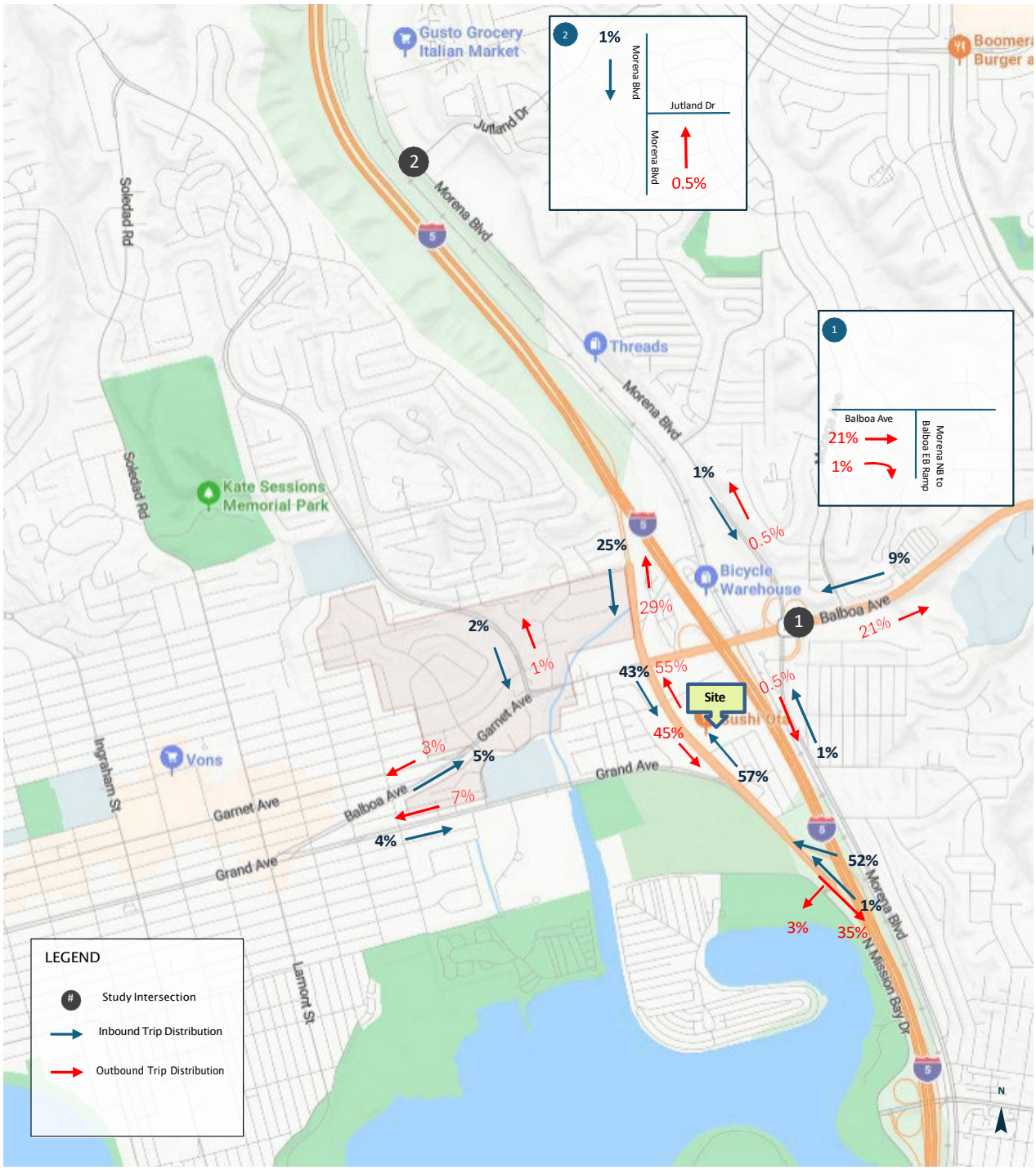

Figure 1 - Project Distribution

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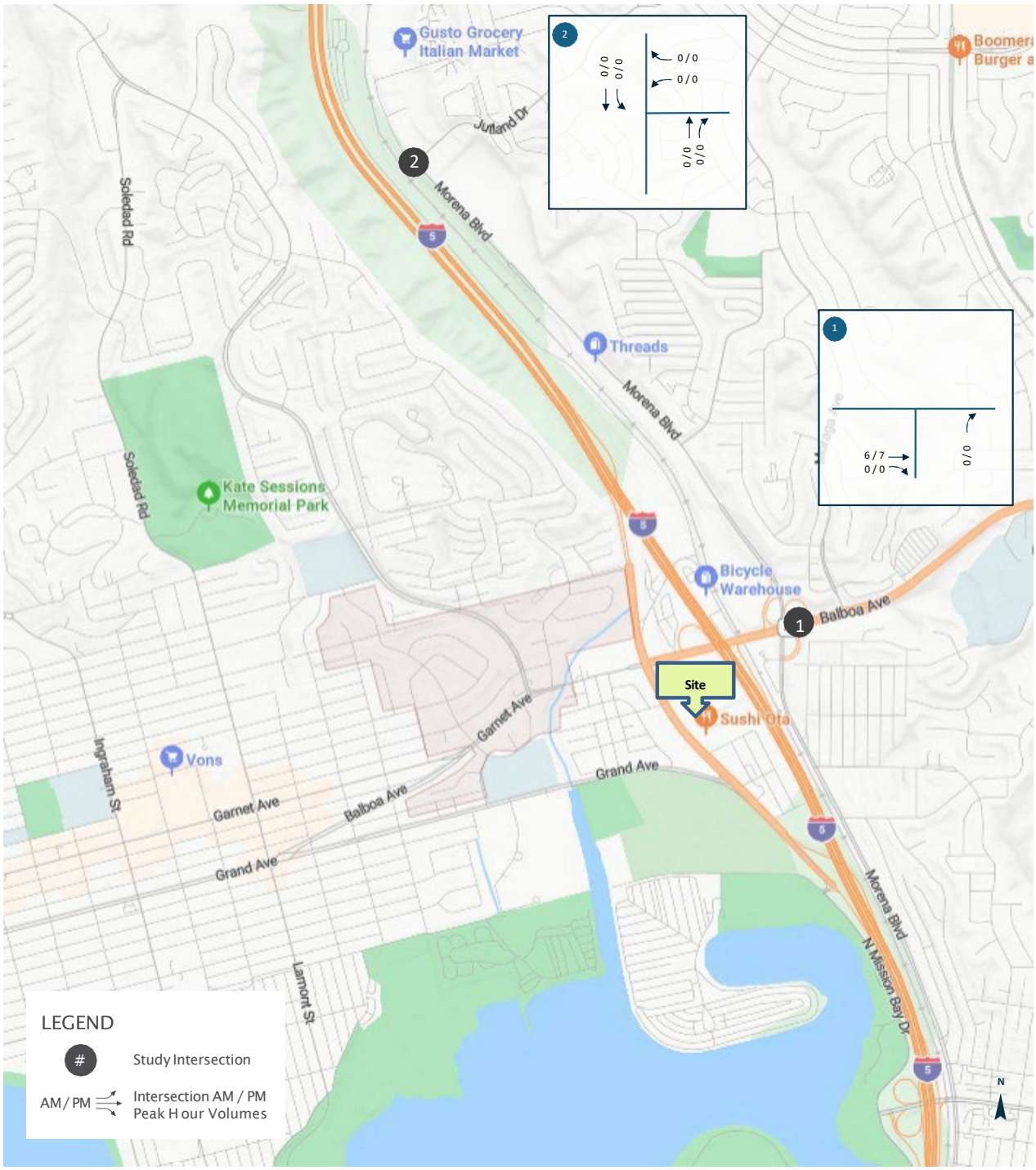

Figure 2 - Project Assignment

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Signal Warrant Analysis

SDR-5: Balboa Avenue and Morena Boulevard Northbound Ramps

Intersection Context

The intersection of Balboa Avenue and the Morena Boulevard northbound on-ramp is located within the Pacific Beach Community Plan area. Balboa Avenue is classified as a five-lane major street under the Community Plan and functions as a primary east–west arterial serving both regional and local traffic.

Balboa Avenue is median-separated with distinct eastbound and westbound roadways. In the eastbound direction approaching the Morena Boulevard northbound on-ramp, Balboa Avenue provides two continuous through lanes and a dedicated right-turn-only lane serving the ramp. There is no traffic control on Balboa Avenue at this location.

The Morena Boulevard northbound on-ramp operates as a right-in, right-out connection to Balboa Avenue. The ramp approach consists of a single right-turn lane and is controlled by a YIELD sign at the ramp terminal.

A marked high-visibility pedestrian crosswalk is provided across the south leg of the intersection, crossing the Morena Boulevard northbound on-ramp. No other pedestrian crossings are present at the intersection. Per City records, the 85th percentile speed on eastbound Balboa Avenue at the Morena Boulevard northbound on-ramp is 42 mph. This operating speed is relevant to the applicability of MUTCD signal warrant criteria.

Signal Warrant Evaluation Summary

A comprehensive traffic signal warrant evaluation was conducted for the intersection of Balboa Avenue and the Morena Boulevard northbound ramps in accordance with Part 4 of the California MUTCD. All applicable traffic signal warrants were evaluated.

Based on the warrant worksheets, the following determinations apply to this intersection:

- Warrant 1 – Eight-Hour Vehicular Volume: **Met**
- Warrant 2 – Four-Hour Vehicular Volume: **Met**
- Warrant 3 – Peak Hour: **Met (PM)**
- Warrant 4 – Pedestrian Volume: Not met
- Warrant 5 – School Crossing: Not applicable
- Warrant 6 – Coordinated Signal System: Not met
- Warrant 7 – Crash Experience: Not met
- Warrant 8 – Roadway Network: Not met
- Warrant 9 – Intersection Near a Grade Crossing: Not applicable

Warrant 5 is not applicable due to the absence of qualifying school crossing conditions at this location. All other warrants were evaluated in accordance with California MUTCD criteria and determined to be either met or not met as documented in the warrant worksheets included in **Attachment C.** The Statewide Integrated Traffic Records System (SWITRS) crash data is included in **Attachment D.**

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The signal warrant analysis is based on the observed existing traffic count volumes documented in the worksheets only and does not include traffic from the Springhill or Bunker Hill projects. Based on the trip distribution and assignment, the project would contribute approximately 6 AM and 7 PM peak hour entering trips.

SDR-6: Morena Boulevard and Jutland Drive

Intersection Context

The intersection of Morena Boulevard and Jutland Drive is located within the Clairemont Community Plan area. Morena Boulevard is classified as a four-lane major street under the Community Plan and functions as a primary north–south arterial serving both regional and local traffic. Jutland Drive functions as a minor street providing local access to adjacent land uses.

Morena Boulevard at this location consists of two northbound lanes and two southbound lanes. The intersection operates under all-way stop control, with Morena Boulevard serving as the major street.

The Jutland Drive approach consists of a dedicated left-turn lane and a dedicated right-turn lane. Traffic on Jutland Drive is controlled by STOP signs at the intersection with Morena Boulevard.

Pedestrian accommodation includes curb ramps at the intersection corners; however, no marked pedestrian crosswalks are provided. Per City records, the 85th percentile speed on Morena Boulevard at Jutland Drive is 48 mph. This operating speed is relevant to the applicability and interpretation of MUTCD signal warrant criteria.

Signal Warrant Evaluation Summary

A comprehensive traffic signal warrant evaluation was conducted for the intersection of Morena Boulevard and Jutland Drive in accordance with Part 4 of the California MUTCD. All applicable traffic signal warrants were evaluated.

Based on the warrant worksheets, the following determinations apply to this intersection:

- Warrant 1 – Eight-Hour Vehicular Volume: **Met**
- Warrant 2 – Four-Hour Vehicular Volume: **Met**
- Warrant 3 – Peak Hour: **Met (PM)**
- Warrant 4 – Pedestrian Volume: Not met
- Warrant 5 – School Crossing: Not applicable
- Warrant 6 – Coordinated Signal System: Not met
- Warrant 7 – Crash Experience: Not met
- Warrant 8 – Roadway Network: Not met
- Warrant 9 – Intersection Near a Grade Crossing: Not applicable

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Warrant 5 is not applicable due to the absence of qualifying school crossing conditions at this location. All other warrants were evaluated in accordance with California MUTCD criteria and determined to be either met or not met as documented in the warrant worksheets included in **Attachment C.** The Statewide Integrated Traffic Records System (SWITRS) crash data is included in **Attachment D.**

The signal warrant analysis is based on the observed existing traffic count volumes documented in the worksheets only and does not include traffic from the Springhill or Bunker Hill projects. Project-generated traffic at this location is considered negligible.

Fair Share Contribution

The SDRs identify the need to evaluate whether traffic signal warrants are met at the two study intersections. The SDRs do not include a fair share requirement. However, a proportional comparison is provided for informational purposes to illustrate the project's relative contribution to total entering volumes at the study locations.

This comparison is based on project peak hour trips and existing entering volumes derived from Warrant Analysis worksheets in **Attachment C.**

At Balboa Avenue and the Morena Boulevard NB Ramps, the project contributes approximately 6 AM peak hour trips and 7 PM peak hour trips, resulting in proportional contributions of 0.36% (AM) and 0.28% (PM) based on existing entering volumes. Consistent with City of San Diego practice, the higher of the two peak hour proportional contributions is used to determine fair share. In this case, the AM peak hour value of 0.36% governs the fair share evaluation.

At Morena Boulevard and Jutland Drive, no project traffic is assigned to this intersection under the current trip distribution and assignment assumptions. As a result, the project's proportional share is 0.00 percent during both the AM and PM peak hours.

Table 3 summarizes the project proportional contribution at the study intersections

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Table 3 - Fair Share Calculations

Intersection	AM				PM			
	Existing Entering Trips	Project Trips	Existing + Project Trips	Fair Share	Existing Entering Trips	Project Trips	Existing + Project Trips	Fair Share
1. Balboa Avenue at Morena Boulevard NB Ramps	1,667	6	1,673	0.36%	2,530	7	2,537	0.28%
2. Morena Boulevard and Jutland Drive	766	0	766	0.00%	1,244	0	1,244	0.00%

Please call us at 858.270.4444 or email walter.musial@c2-mobility.com with any questions or comments regarding this technical letter.

Sincerely,
the Consulting Collective C²

Walter B. Musial, PE, RSP
Principal
California Registration: TR2382

25.036 C2 Pacific Beach Hotel Warrant Analysis_2026-4-10

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ATTACHMENT SUMMARY

Attachment A Traffic Counts
Attachment B Driveway Counts
Attachment C Warrant Analysis Worksheets
Attachment D SWITRS Data

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ATTACHMENT A

Traffic Counts

Prepared by National Data & Surveying Services

VOLUME

Morena Blvd NB Ramps S/O Balboa Ave

Day: Tuesday
Date: 7/8/2025

City: San Diego
Project #: CA25_040117_004

DAILY TOTALS	NB	SB	EB	WB	Total
	3,188	11,420	0	0	14,608

DAILY TOTALS

15-Minutes Interval

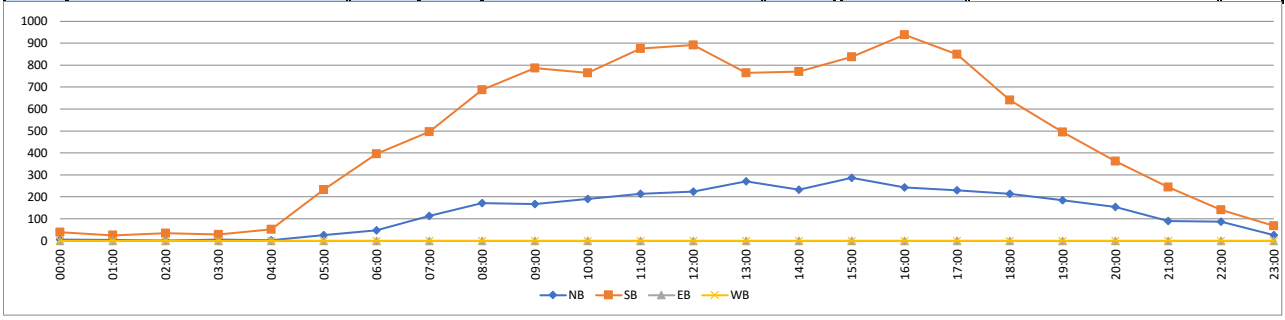
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	1	12			13	12:00	60	224			284
0:15	0	9			9	12:15	60	231			291
0:30	0	7			7	12:30	47	226			273
0:45	4	11			15	12:45	57	210			267
1:00	0	8			8	13:00	68	194			262
1:15	3	6			9	13:15	63	192			255
1:30	1	7			8	13:30	70	174			244
1:45	0	4			4	13:45	69	205			274
2:00	0	7			7	14:00	63	206			269
2:15	0	10			10	14:15	45	193			238
2:30	1	12			13	14:30	66	190			256
2:45	0	6			6	14:45	59	182			241
3:00	4	5			9	15:00	68	175			243
3:15	1	4			5	15:15	74	231			305
3:30	0	6			6	15:30	82	221			303
3:45	1	13			14	15:45	63	211			274
4:00	1	4			5	16:00	62	211			273
4:15	0	10			10	16:15	68	241			309
4:30	2	18			20	16:30	61	249			310
4:45	0	20			20	16:45	52	237			289
5:00	3	21			24	17:00	71	207			278
5:15	5	46			51	17:15	50	244			294
5:30	7	59			66	17:30	64	222			286
5:45	11	107			118	17:45	44	176			220
6:00	10	71			81	18:00	58	163			221
6:15	7	92			99	18:15	56	203			259
6:30	16	114			130	18:30	58	154			212
6:45	14	119			133	18:45	42	120			162
7:00	18	128			146	19:00	54	129			183
7:15	30	115			145	19:15	42	125			167
7:30	29	121			150	19:30	47	112			159
7:45	36	133			169	19:45	42	129			171
8:00	33	136			169	20:00	39	109			148
8:15	52	178			230	20:15	41	97			138
8:30	33	162			195	20:30	38	96			134
8:45	53	211			264	20:45	36	60			96
9:00	37	210			247	21:00	24	66			90
9:15	34	172			206	21:15	26	61			87
9:30	56	179			235	21:30	19	69			88
9:45	40	226			266	21:45	21	48			69
10:00	48	202			250	22:00	42	57			99
10:15	39	187			226	22:15	30	34			64
10:30	45	178			223	22:30	10	23			33
10:45	58	197			255	22:45	5	27			32
11:00	56	211			267	23:00	6	19			25
11:15	54	237			291	23:15	11	18			29
11:30	54	213			267	23:30	6	16			22
11:45	50	214			264	23:45	2	15			17
TOTALS	947	4418	0	0	5365	TOTALS	2241	7002	0	0	9243
SPLIT %	18%	82%	0%	0%	37%	SPLIT %	24%	76%	0%	0%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	5	39			44
01:00	02:00	4	25			29
02:00	03:00	1	35			36
03:00	04:00	6	28			34
04:00	05:00	3	52			55
05:00	06:00	26	233			259
06:00	07:00	47	396			443
07:00	08:00	113	497			610
08:00	09:00	171	687			858
09:00	10:00	167	787			954
10:00	11:00	190	764			954
11:00	12:00	214	875			1089
12:00	13:00	224	891			1115
13:00	14:00	270	765			1035
14:00	15:00	233	771			1004
15:00	16:00	287	838			1125
16:00	17:00	243	938			1181
17:00	18:00	229	849			1078
18:00	19:00	214	640			854
19:00	20:00	185	495			680
20:00	21:00	154	362			516
21:00	22:00	90	244			334
22:00	23:00	87	141			228
23:00	00:00	25	68			93

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	947	4418			5365
Peak Hour	10:45	11:00			11:00
Peak Volume	222	875			1089
Peak Hour Factor	0.957	0.923			0.936
Peak Period	12:00	to	00:00		
Volume	2241	7002			9243
Peak Hour	15:00	16:00			16:15
Peak Volume	287	938			1186
Peak Hour Factor	0.875	0.942			0.956
Peak Period	07:00	to	09:00		
Volume	284	1184			1468
Peak Hour	8:00	8:00			8:00
Peak Volume	171	687			858
Peak Hour Factor	0.807	0.814			0.813
Peak Period	16:00	to	18:00		
Volume	472	1787			2259
Peak Hour	16:15	16:00			16:15
Peak Volume	252	938			1186
Peak Hour Factor	0.887	0.942			0.956



Prepared by National Data & Surveying Services

VOLUME

Balboa Ave E/O Morena Blvd NB Ramps

Day: Tuesday
Date: 7/8/2025

City: San Diego
Project #: CA25_040117_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	19,556	0	19,556

DAILY TOTALS

15-Minutes Interval

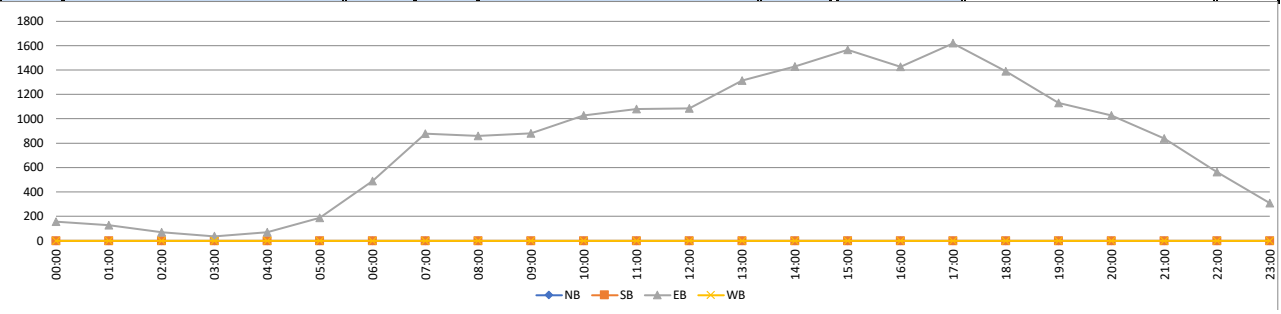
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			39		39	12:00			277		277
0:15			39		39	12:15			271		271
0:30			30		30	12:30			272		272
0:45			49		49	12:45			265		265
1:00			47		47	13:00			320		320
1:15			32		32	13:15			333		333
1:30			28		28	13:30			337		337
1:45			21		21	13:45			324		324
2:00			22		22	14:00			342		342
2:15			21		21	14:15			318		318
2:30			19		19	14:30			384		384
2:45			9		9	14:45			385		385
3:00			13		13	15:00			357		357
3:15			10		10	15:15			381		381
3:30			8		8	15:30			429		429
3:45			7		7	15:45			398		398
4:00			15		15	16:00			338		338
4:15			18		18	16:15			346		346
4:30			20		20	16:30			360		360
4:45			18		18	16:45			381		381
5:00			20		20	17:00			425		425
5:15			35		35	17:15			400		400
5:30			46		46	17:30			416		416
5:45			86		86	17:45			379		379
6:00			97		97	18:00			329		329
6:15			88		88	18:15			386		386
6:30			137		137	18:30			355		355
6:45			167		167	18:45			318		318
7:00			167		167	19:00			294		294
7:15			199		199	19:15			277		277
7:30			235		235	19:30			306		306
7:45			276		276	19:45			252		252
8:00			258		258	20:00			278		278
8:15			201		201	20:15			266		266
8:30			211		211	20:30			257		257
8:45			189		189	20:45			227		227
9:00			202		202	21:00			224		224
9:15			217		217	21:15			208		208
9:30			227		227	21:30			249		249
9:45			234		234	21:45			157		157
10:00			240		240	22:00			201		201
10:15			249		249	22:15			160		160
10:30			238		238	22:30			122		122
10:45			301		301	22:45			79		79
11:00			244		244	23:00			116		116
11:15			275		275	23:15			84		84
11:30			263		263	23:30			56		56
11:45			297		297	23:45			53		53
TOTALS	0	0	5864	0	5864	TOTALS	0	0	13692	0	13692
SPLIT %	0%	0%	100%	0%	30%	SPLIT %	0%	0%	100%	0%	70%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			157		157
01:00	02:00			128		128
02:00	03:00			71		71
03:00	04:00			38		38
04:00	05:00			71		71
05:00	06:00			187		187
06:00	07:00			489		489
07:00	08:00			877		877
08:00	09:00			859		859
09:00	10:00			880		880
10:00	11:00			1028		1028
11:00	12:00			1079		1079
12:00	13:00			1085		1085
13:00	14:00			1314		1314
14:00	15:00			1429		1429
15:00	16:00			1565		1565
16:00	17:00			1425		1425
17:00	18:00			1620		1620
18:00	19:00			1388		1388
19:00	20:00			1129		1129
20:00	21:00			1028		1028
21:00	22:00			838		838
22:00	23:00			562		562
23:00	00:00			309		309

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			5864		5864
Peak Hour			10:45		10:45
Peak Volume			1083		1083
Peak Hour Factor			0.900		0.900
Peak Period	12:00	to	00:00		
Volume			13692		13692
Peak Hour			16:45		16:45
Peak Volume			1622		1622
Peak Hour Factor			0.954		0.954
Peak Period	07:00	to	09:00		
Volume			1736		1736
Peak Hour			7:30		7:30
Peak Volume			970		970
Peak Hour Factor			0.879		0.879
Peak Period	16:00	to	18:00		
Volume			3045		3045
Peak Hour			16:45		16:45
Peak Volume			1622		1622
Peak Hour Factor			0.954		0.954



Prepared by National Data & Surveying Services

VOLUME

Morena Blvd & Jutland Dr

Day: Tuesday
Date: 7/8/2025

City: San Diego
Project #: CA25_040117_001

DAILY TOTALS	NB	SB	EB	WB	Total
	5,107	1,877	0	5,159	12,143

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	3	3		2	8	12:00	100	43		106	249
0:15	0	1		0	1	12:15	110	31		99	240
0:30	3	0		0	3	12:30	117	31		79	227
0:45	0	5		0	5	12:45	114	21		85	220
1:00	2	0		0	2	13:00	97	25		104	226
1:15	4	3		0	7	13:15	89	28		87	204
1:30	1	0		0	1	13:30	103	37		76	216
1:45	0	0		0	0	13:45	97	26		93	216
2:00	2	0		2	4	14:00	85	43		76	204
2:15	2	0		0	2	14:15	77	32		86	195
2:30	0	0		2	2	14:30	105	35		98	238
2:45	1	1		4	6	14:45	108	50		82	240
3:00	2	2		0	4	15:00	95	54		84	233
3:15	1	1		0	2	15:15	95	39		95	229
3:30	2	0		3	5	15:30	98	54		91	243
3:45	1	0		11	12	15:45	83	39		98	220
4:00	0	0		0	0	16:00	91	44		109	244
4:15	5	0		3	8	16:15	90	58		157	305
4:30	6	0		3	9	16:30	101	64		149	314
4:45	6	2		7	15	16:45	93	45		149	287
5:00	9	6		2	17	17:00	80	47		165	292
5:15	17	4		5	26	17:15	114	42		177	333
5:30	16	4		12	32	17:30	89	52		190	331
5:45	36	10		27	73	17:45	75	27		136	238
6:00	33	9		7	49	18:00	70	36		166	272
6:15	36	9		32	77	18:15	68	28		147	243
6:30	46	11		34	91	18:30	52	23		102	177
6:45	51	13		38	102	18:45	63	22		93	178
7:00	51	19		27	97	19:00	61	24		67	152
7:15	76	18		32	126	19:15	63	13		69	145
7:30	57	28		36	121	19:30	63	18		71	152
7:45	73	27		42	142	19:45	59	22		70	151
8:00	59	30		51	140	20:00	71	21		49	141
8:15	83	22		57	162	20:15	67	11		45	123
8:30	75	32		63	170	20:30	69	14		18	101
8:45	100	32		82	214	20:45	58	18		26	102
9:00	88	21		59	168	21:00	29	7		12	48
9:15	95	25		84	204	21:15	23	3		12	38
9:30	78	34		68	180	21:30	26	4		23	53
9:45	72	19		78	169	21:45	15	6		7	28
10:00	79	21		65	165	22:00	25	10		3	38
10:15	79	17		92	188	22:15	12	7		2	21
10:30	81	29		59	169	22:30	3	2		0	5
10:45	91	24		90	205	22:45	8	2		3	13
11:00	88	32		74	194	23:00	6	7		3	16
11:15	78	20		97	195	23:15	5	1		1	7
11:30	100	39		72	211	23:30	3	1		3	7
11:45	91	37		73	201	23:45	3	0		1	4
TOTALS	1879	610	0	1495	3984	TOTALS	3228	1267	0	3664	8159
SPLIT %	47%	15%	0%	38%	33%	SPLIT %	40%	16%	0%	45%	67%

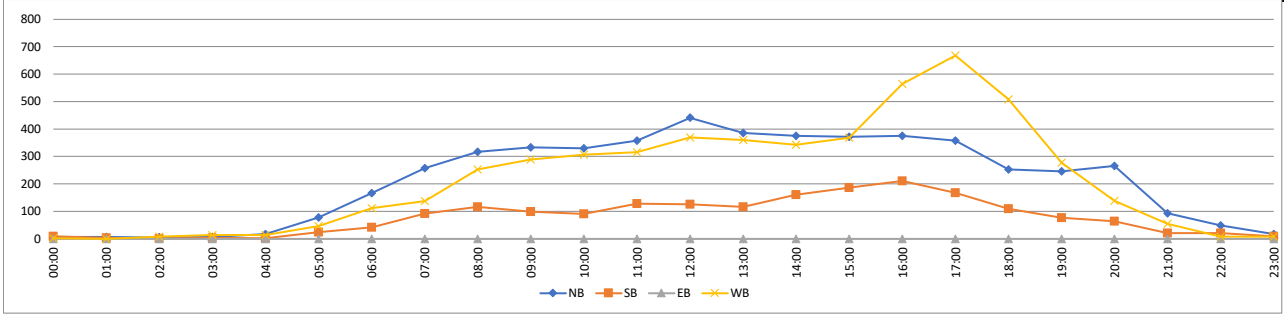
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	6	9		2	17
01:00	02:00	7	3		0	10
02:00	03:00	5	1		8	14
03:00	04:00	6	3		14	23
04:00	05:00	17	2		13	32
05:00	06:00	78	24		46	148
06:00	07:00	166	42		111	319
07:00	08:00	257	92		137	486
08:00	09:00	317	116		253	686
09:00	10:00	333	99		289	721
10:00	11:00	330	91		306	727
11:00	12:00	357	128		316	801
12:00	13:00	441	126		369	936
13:00	14:00	386	116		360	862
14:00	15:00	375	160		342	877
15:00	16:00	371	186		368	925
16:00	17:00	375	211		564	1150
17:00	18:00	358	168		668	1194
18:00	19:00	253	109		508	870
19:00	20:00	246	77		277	600
20:00	21:00	265	64		138	467
21:00	22:00	93	20		54	167
22:00	23:00	48	21		8	77
23:00	00:00	17	9		8	34

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	1879	610		1495	3984
Peak Hour	8:45	11:00		10:45	10:45
Peak Volume	361	128		333	805
Peak Hour Factor	0.903	0.821		0.858	0.954
Peak Period	12:00	to	00:00		
Volume	3228	1267		3664	8159
Peak Hour	12:00	16:15		16:45	16:45
Peak Volume	441	214		681	1243
Peak Hour Factor	0.942	0.836		0.896	0.933
Peak Period	07:00	to	09:00		
Volume	574	208		390	1172
Peak Hour	8:00	8:00		8:00	8:00
Peak Volume	317	116		253	686
Peak Hour Factor	0.793	0.906		0.771	0.801
Peak Period	16:00	to	18:00		
Volume	733	379		1232	2344
Peak Hour	16:30	16:15		16:45	16:45
Peak Volume	388	214		681	1243
Peak Hour Factor	0.851	0.836		0.896	0.933



National Data & Surveying Services

Intersection Turning Movement Count

Location: Morena Blvd & Jutland Dr/4747 Morena Blvd Dwy
City: San Diego
Control: 4-Way Stop

Project ID: 25-040116-001
Date: 7/8/2025

Data - Bikes

NS/EW Streets:	Morena Blvd				Morena Blvd				Jutland Dr/4747 Morena Blvd Dwy				Jutland Dr/4747 Morena Blvd Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0.5	1.5	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	1	0	0	1	0	0	0	0	0	0	4	0	0	0	11
APPROACH %'s :	0.00%	83.33%	16.67%	0.00%	0.00%	100.00%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%	
PEAK HR :	08:45 AM - 09:45 AM																TOTAL
PEAK HR VOL :	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.417
	0.500												0.250				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0.5	1.5	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	10:00 AM - 11:00 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.250				0.250												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0.5	1.5	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	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	0	1	0	1
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	1	0	0	5	0	0	0	0	0	0	3	0	1	0	13
APPROACH %'s :	0.00%	75.00%	25.00%	0.00%	0.00%	100.00%	0.00%	0.00%					75.00%	0.00%	25.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.375
					0.250								0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Morena Blvd NB Ramps & Balboa Ave
City: San Diego
Control: 1-Way Yeild(NB)

Project ID: 25-040116-002
Date: 7/8/2025

Data - Bikes

NS/EW Streets:	Morena Blvd NB Ramps				Morena Blvd NB Ramps				Balboa Ave				Balboa Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	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	0	0	0	0
7:30 AM	0	0	0	0	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	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	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	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	5
APPROACH %'s :									0.00%	80.00%	20.00%	0.00%					
PEAK HR :	09:00 AM - 10:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.000	0.000	0.000	0.000	0.000	0.500
									0.500								

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	100.00%	0.00%	0.00%					
PEAK HR :	10:00 AM - 11:00 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500
			0.250							0.250							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	1	2	0	0	1	0	0	4
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	3	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	5
4:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	1	0	0	0	0	0	0	2	0	0	0	2	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	0	4	0	0	0	0	0	0	8	5	0	0	10	0	0	30
APPROACH %'s :	42.86%	0.00%	57.14%	0.00%					0.00%	61.54%	38.46%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	2	0	0	0	0	0	0	6	1	0	0	2	0	0	11
PEAK HR FACTOR :	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.250	0.000	0.000	0.550
			0.500							0.583				0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Morena Blvd & Jutland Dr/4747 Morena Blvd Dwy
City: San Diego
Project ID: 25-040116-001
Date: 7/8/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Morena Blvd		Morena Blvd		Jutland Dr/4747 Morena Blvd Dwy		Jutland Dr/4747 Morena Blvd Dwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	1
9:00 AM	0	0	0	0	1	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	1	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	5	0	0	7
APPROACH %'s :					28.57%	71.43%			
PEAK HR :	08:45 AM - 09:45 AM								TOTAL
PEAK HR VOL :	0	0	0	0	1	2	0	0	3
PEAK HR FACTOR :					0.250	0.500			0.750
					0.750				

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM	0	0	0	0	0	1	0	0	1
10:15 AM	0	0	0	0	0	2	0	0	2
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	4	0	0	0	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	4	3	0	0	7
APPROACH %'s :					57.14%	42.86%			
PEAK HR :	10:00 AM - 11:00 AM								TOTAL
PEAK HR VOL :	0	0	0	0	4	3	0	0	7
PEAK HR FACTOR :					0.250	0.375			0.438
					0.438				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	2	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	3	0	0	3
APPROACH %'s :					0.00%	100.00%			
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :						0.250			0.250
					0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Morena Blvd NB Ramps & Balboa Ave
City: San Diego

Project ID: 25-040116-002
Date: 7/8/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Morena Blvd NB Ramps		Morena Blvd NB Ramps		Balboa Ave		Balboa Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	1	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	0	0	0	0	1
9:00 AM	0	0	0	1	0	0	0	0	1
9:15 AM	0	0	0	1	0	0	0	0	1
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	1	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	2	6	0	0	0	0	8
APPROACH %'s :			25.00%	75.00%					
PEAK HR :	**09:00 AM - 10:00 AM**								TOTAL
PEAK HR VOL :	0	0	0	3	0	0	0	0	3
PEAK HR FACTOR :				0.750					0.750
			0.750						

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	1	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	1
APPROACH %'s :			100.00%	0.00%					
PEAK HR :	**10:00 AM - 11:00 AM**								TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	1
PEAK HR FACTOR :			0.250						0.250
			0.250						

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	0	0	1	0	0	0	0	0	1
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	1	0	0	0	0	0	1
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	1	1	0	0	0	0	2
3:30 PM	0	0	0	1	0	0	0	0	1
3:45 PM	0	0	0	1	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	4	0	0	0	0	4
5:30 PM	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	1	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	4	8	0	0	0	0	12
APPROACH %'s :			33.33%	66.67%					
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	0	0	1	4	0	0	0	0	5
PEAK HR FACTOR :			0.250	0.250					0.313
			0.313						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Morena Blvd & Jutland Dr/4747 Morena Blvd Dwy
City: San Diego
Control: 4-Way Stop

Project ID: 25-040116-001
Date: 7/8/2025

Data - Totals

NS/EW Streets:	Morena Blvd				Morena Blvd				Jutland Dr/4747 Morena Blvd Dwy				Jutland Dr/4747 Morena Blvd Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0.5	1.5	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	26	24	0	1	18	0	0	0	0	0	0	26	0	1	0	97
7:15 AM	1	49	26	0	3	15	0	0	0	0	1	0	30	0	2	0	127
7:30 AM	1	32	24	0	3	25	0	0	0	0	0	0	29	0	7	0	121
7:45 AM	1	36	36	0	4	23	0	0	0	0	0	0	37	0	5	0	142
8:00 AM	2	22	35	0	1	29	0	0	0	0	0	0	46	0	4	1	140
8:15 AM	0	35	48	0	2	20	0	0	0	0	1	0	55	0	2	0	163
8:30 AM	1	25	48	1	4	28	0	0	0	0	0	0	58	0	5	0	170
8:45 AM	1	44	55	0	1	31	0	0	0	0	0	0	72	0	10	0	214
9:00 AM	0	38	50	0	1	20	0	0	0	0	0	0	52	0	7	0	168
9:15 AM	0	40	55	0	3	22	0	0	0	0	0	0	79	0	5	0	204
9:30 AM	1	30	47	0	2	32	0	0	0	0	0	0	65	0	3	0	180
9:45 AM	1	20	51	0	0	19	0	0	0	0	0	0	72	0	5	1	169
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	10	397	499	1	25	282	0	0	0	0	2	0	621	0	56	2	1895
APPROACH %'s :	1.10%	43.77%	55.02%	0.11%	8.14%	91.86%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	91.46%	0.00%	8.25%	0.29%	
PEAK HR :	08:45 AM - 09:45 AM																TOTAL
PEAK HR VOL :	2	152	207	0	7	105	0	0	0	0	0	0	268	0	25	0	766
PEAK HR FACTOR :	0.500	0.864	0.941	0.000	0.583	0.820	0.000	0.000	0.000	0.000	0.000	0.000	0.848	0.000	0.625	0.000	0.895
	0.903				0.824								0.872				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0.5	1.5	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	27	52	0	4	17	0	0	0	0	1	0	60	0	5	0	166
10:15 AM	1	27	51	0	2	15	0	0	0	0	0	0	89	0	3	0	188
10:30 AM	0	24	57	0	1	28	0	0	0	0	0	0	55	0	4	0	169
10:45 AM	1	24	66	0	1	23	0	0	0	0	1	0	86	0	4	0	206
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	102	226	0	8	83	0	0	0	0	2	0	290	0	16	0	729
APPROACH %'s :	0.61%	30.91%	68.48%	0.00%	8.79%	91.21%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	94.77%	0.00%	5.23%	0.00%	
PEAK HR :	10:00 AM - 11:00 AM																TOTAL
PEAK HR VOL :	2	102	226	0	8	83	0	0	0	0	2	0	290	0	16	0	729
PEAK HR FACTOR :	0.500	0.944	0.856	0.000	0.500	0.741	0.000	0.000	0.000	0.000	0.500	0.000	0.815	0.000	0.800	0.000	0.885
	0.907				0.784				0.500				0.832				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	1	0	0.5	1.5	0	0	0	1	0	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	1	24	60	0	3	40	0	0	0	0	0	0	73	1	2	0	204
2:15 PM	0	23	54	0	6	26	0	0	0	0	0	0	81	0	4	1	195
2:30 PM	1	35	69	0	5	30	0	0	0	0	0	0	95	0	3	0	238
2:45 PM	0	31	77	0	9	41	0	0	0	0	0	0	78	0	4	0	240
3:00 PM	1	31	63	0	2	52	0	0	0	0	0	0	79	0	5	0	233
3:15 PM	0	28	65	2	4	35	0	0	0	0	0	0	94	0	1	0	229
3:30 PM	0	33	63	2	6	48	0	0	0	0	0	0	87	0	4	0	243
3:45 PM	0	19	64	0	2	36	1	0	0	0	0	0	97	0	1	0	220
4:00 PM	0	17	72	2	11	33	0	0	0	0	0	0	107	0	2	0	244
4:15 PM	0	26	64	0	8	50	0	0	0	0	0	0	153	0	4	0	305
4:30 PM	0	26	75	0	11	53	0	0	0	1	0	0	146	0	3	0	315
4:45 PM	0	24	69	0	5	40	0	0	0	0	0	0	146	0	3	0	287
5:00 PM	0	22	58	0	5	42	0	0	0	0	0	0	158	0	7	0	292
5:15 PM	0	32	82	0	6	36	0	0	0	0	0	0	175	0	2	0	333
5:30 PM	0	24	65	0	6	46	0	0	0	0	1	0	184	0	6	0	332
5:45 PM	0	24	50	1	5	22	0	0	0	0	0	0	134	0	2	0	238
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	419	1050	7	94	630	1	0	0	1	1	0	1887	1	53	1	4148
APPROACH %'s :	0.20%	28.33%	70.99%	0.47%	12.97%	86.90%	0.14%	0.00%	0.00%	50.00%	50.00%	0.00%	97.17%	0.05%	2.73%	0.05%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	102	274	0	22	164	0	0	0	0	1	0	663	0	18	0	1244
PEAK HR FACTOR :	0.000	0.797	0.835	0.000	0.917	0.891	0.000	0.000	0.000	0.000	0.250	0.000	0.901	0.000	0.643	0.000	0.934
	0.825				0.894				0.250				0.896				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Morena Blvd NB Ramps & Balboa Ave
City: San Diego
Control: 1-Way Yeild(NB)

Project ID: 25-040116-002
Date: 7/8/2025

Data - Totals

NS/EW Streets: Morena Blvd NB Ramps | Morena Blvd NB Ramps | Balboa Ave | Balboa Ave

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	18	0	0	0	0	0	0	149	128	0	0	0	0	0	295
7:15 AM	0	0	30	0	0	0	0	0	0	169	115	0	0	0	0	0	314
7:30 AM	0	0	29	0	0	0	0	0	0	206	121	0	0	0	0	0	356
7:45 AM	0	0	36	0	0	0	0	0	0	240	133	0	0	0	0	0	409
8:00 AM	0	0	33	0	0	0	0	0	0	225	136	0	0	0	0	0	394
8:15 AM	0	0	46	6	0	0	0	0	0	155	172	0	0	0	0	0	379
8:30 AM	0	0	32	1	0	0	0	0	0	179	161	0	0	0	0	0	373
8:45 AM	0	0	52	1	0	0	0	0	0	137	210	0	0	0	0	0	400
9:00 AM	0	0	37	0	0	0	0	0	0	165	210	0	0	0	0	0	412
9:15 AM	0	0	34	0	0	0	0	0	0	183	172	0	0	0	0	0	389
9:30 AM	0	0	55	1	0	0	0	0	0	172	178	0	0	0	0	0	406
9:45 AM	0	0	38	2	0	0	0	0	0	196	224	0	0	0	0	0	460
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	440	11	0	0	0	0	0	2176	1960	0	0	0	0	0	4587
APPROACH %'s :	0.00%	0.00%	97.56%	2.44%					0.00%	52.61%	47.39%	0.00%					
PEAK HR :	09:00 AM - 10:00 AM																TOTAL
PEAK HR VOL :	0	0	164	3	0	0	0	0	0	716	784	0	0	0	0	0	1667
PEAK HR FACTOR :	0.000	0.000	0.745	0.375	0.000	0.000	0.000	0.000	0.000	0.913	0.875	0.000	0.000	0.000	0.000	0.000	0.906
			0.746								0.893						

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	48	0	0	0	0	0	0	192	202	0	0	0	0	0	442
10:15 AM	0	0	39	0	0	0	0	0	0	210	187	0	0	0	0	0	436
10:30 AM	0	0	45	0	0	0	0	0	0	193	178	0	0	0	0	0	416
10:45 AM	0	0	58	0	0	0	0	0	0	243	197	0	0	0	0	0	498
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	190	0	0	0	0	0	0	838	764	0	0	0	0	0	1792
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%					0.00%	52.31%	47.69%	0.00%					
PEAK HR :	10:00 AM - 11:00 AM																TOTAL
PEAK HR VOL :	0	0	190	0	0	0	0	0	0	838	764	0	0	0	0	0	1792
PEAK HR FACTOR :	0.000	0.000	0.819	0.000	0.000	0.000	0.000	0.000	0.000	0.862	0.946	0.000	0.000	0.000	0.000	0.000	0.900
			0.819								0.910						

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	1	0	0	0	0	0	0	2	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	63	0	0	0	0	0	0	279	207	0	0	0	0	0	549
2:15 PM	0	0	45	0	0	0	0	0	0	273	192	0	0	0	0	0	510
2:30 PM	0	0	66	0	0	0	0	0	0	318	191	0	0	0	0	0	575
2:45 PM	0	0	59	0	0	0	0	0	0	326	181	0	0	0	0	0	566
3:00 PM	0	0	68	0	0	0	0	0	0	289	181	0	0	0	0	0	538
3:15 PM	0	0	74	0	0	0	0	0	0	307	225	0	0	0	0	0	606
3:30 PM	0	0	82	0	0	0	0	0	0	347	221	0	0	0	0	0	650
3:45 PM	0	0	62	1	0	0	0	0	0	336	210	0	0	0	0	0	609
4:00 PM	0	0	62	0	0	0	0	0	0	276	211	0	0	0	0	0	549
4:15 PM	0	0	68	0	0	0	0	0	0	278	244	0	0	0	0	0	590
4:30 PM	0	0	61	0	0	0	0	0	0	299	251	0	0	0	0	0	611
4:45 PM	0	0	52	0	0	0	0	0	0	329	237	0	0	0	0	0	618
5:00 PM	0	0	71	0	0	0	0	0	0	354	207	0	0	0	0	0	632
5:15 PM	0	0	50	0	0	0	0	0	0	350	246	0	0	0	0	0	646
5:30 PM	0	0	64	0	0	0	0	0	0	352	218	0	0	0	0	0	634
5:45 PM	0	0	44	0	0	0	0	0	0	335	173	0	0	0	0	0	552
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	991	1	0	0	0	0	0	5048	3395	0	0	0	0	0	9435
APPROACH %'s :	0.00%	0.00%	99.90%	0.10%					0.00%	59.79%	40.21%	0.00%					
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	237	0	0	0	0	0	0	1385	908	0	0	0	0	0	2530
PEAK HR FACTOR :	0.000	0.000	0.835	0.000	0.000	0.000	0.000	0.000	0.000	0.978	0.923	0.000	0.000	0.000	0.000	0.000	0.979
			0.835								0.962						

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ATTACHMENT B

Driveway Counts

24 Hour Driveway Counts

LOCATION: 4545 Mission Bay Drive
TOTAL
CITY: San Diego, CA

DATE: 9/9/2025
DAY: Tuesday

	AM PERIOD					
	15 Minute Counts			Hourly		
Time	In	Out	TOTAL	In	Out	Total
0:00	2	1	**3**	**5**	**3**	**8**
0:15	1	0	**1**	**3**	**2**	**5**
0:30	0	0	**0**	**2**	**2**	**4**
0:45	2	2	**4**	**2**	**2**	**4**
1:00	0	0	**0**	**0**	**1**	**1**
1:15	0	0	**0**	**5**	**3**	**8**
1:30	0	0	**0**	**6**	**4**	**10**
1:45	0	1	**1**	**6**	**4**	**10**
2:00	5	2	**7**	**6**	**4**	**10**
2:15	1	1	**2**	**1**	**2**	**3**
2:30	0	0	**0**	**0**	**2**	**2**
2:45	0	1	**1**	**1**	**2**	**3**
3:00	0	0	**0**	**1**	**1**	**2**
3:15	0	1	**1**	**1**	**1**	**2**
3:30	1	0	**1**	**1**	**0**	**1**
3:45	0	0	**0**	**1**	**0**	**1**
4:00	0	0	**0**	**1**	**0**	**1**
4:15	0	0	**0**	**2**	**2**	**4**
4:30	1	0	**1**	**2**	**2**	**4**
4:45	0	0	**0**	**1**	**3**	**4**
5:00	1	2	**3**	**1**	**3**	**4**
5:15	0	0	**0**	**1**	**4**	**5**
5:30	0	1	**1**	**1**	**5**	**6**
5:45	0	0	**0**	**1**	**4**	**5**
6:00	1	3	**4**	**1**	**6**	**7**
6:15	0	1	**1**	**1**	**5**	**6**
6:30	0	0	**0**	**3**	**6**	**9**
6:45	0	2	**2**	**4**	**9**	**13**
7:00	1	2	**3**	**5**	**7**	**12**
7:15	2	2	**4**	**4**	**8**	**12**
7:30	1	3	**4**	**3**	**7**	**10**
7:45	1	0	**1**	**4**	**9**	**13**
8:00	0	3	**3**	**3**	**12**	**15**
8:15	1	1	**2**	**5**	**13**	**18**
8:30	2	5	**7**	**7**	**13**	**20**
8:45	0	3	**3**	**5**	**9**	**14**
9:00	2	4	**6**	**6**	**12**	**18**
9:15	3	1	**4**	**4**	**11**	**15**
9:30	0	1	**1**	**2**	**10**	**12**
9:45	1	6	**7**	**3**	**12**	**15**
10:00	0	3	**3**	**4**	**7**	**11**
10:15	1	0	**1**	**6**	**7**	**13**
10:30	1	3	**4**	**5**	**10**	**15**
10:45	2	1	**3**	**6**	**9**	**15**
11:00	2	3	**5**	**4**	**10**	**14**
11:15	0	3	**3**			
11:30	2	2	**4**			
11:45	0	2	**2**			
AM TOTAL	37	66	**103**			

	PM PERIOD					
	15 Minute Counts			Hourly		
Time	In	Out	TOTAL	In	Out	Total
12:00	1	0	**1**	**5**	**5**	**10**
12:15	2	2	**4**	**5**	**7**	**12**
12:30	1	0	**1**	**5**	**8**	**13**
12:45	1	3	**4**	**7**	**9**	**16**
13:00	1	2	**3**	**8**	**6**	**14**
13:15	2	3	**5**	**8**	**7**	**15**
13:30	3	1	**4**	**8**	**4**	**12**
13:45	2	0	**2**	**10**	**4**	**14**
14:00	1	3	**4**	**8**	**7**	**15**
14:15	2	0	**2**	**10**	**5**	**15**
14:30	5	1	**6**	**10**	**8**	**18**
14:45	0	3	**3**	**8**	**9**	**17**
15:00	3	1	**4**	**11**	**7**	**18**
15:15	2	3	**5**	**11**	**9**	**20**
15:30	3	2	**5**	**15**	**10**	**25**
15:45	3	1	**4**	**15**	**14**	**29**
16:00	3	3	**6**	**16**	**16**	**32**
16:15	6	4	**10**	**17**	**13**	**30**
16:30	3	6	**9**	**14**	**13**	**27**
16:45	4	3	**7**	**14**	**11**	**25**
17:00	4	0	**4**	**14**	**8**	**22**
17:15	3	4	**7**	**16**	**11**	**27**
17:30	3	4	**7**	**15**	**9**	**24**
17:45	4	0	**4**	**13**	**8**	**21**
18:00	6	3	**9**	**10**	**10**	**20**
18:15	2	2	**4**	**6**	**7**	**13**
18:30	1	3	**4**	**5**	**6**	**11**
18:45	1	2	**3**	**7**	**4**	**11**
19:00	2	0	**2**	**9**	**4**	**13**
19:15	1	1	**2**	**11**	**7**	**18**
19:30	3	1	**4**	**10**	**7**	**17**
19:45	3	2	**5**	**10**	**8**	**18**
20:00	4	3	**7**	**12**	**6**	**18**
20:15	0	1	**1**	**9**	**3**	**12**
20:30	3	2	**5**	**11**	**3**	**14**
20:45	5	0	**5**	**10**	**2**	**12**
21:00	1	0	**1**	**9**	**2**	**11**
21:15	2	1	**3**	**10**	**4**	**14**
21:30	2	1	**3**	**9**	**3**	**12**
21:45	4	0	**4**	**8**	**3**	**11**
22:00	2	2	**4**	**5**	**3**	**8**
22:15	1	0	**1**	**3**	**1**	**4**
22:30	1	1	**2**	**4**	**2**	**6**
22:45	1	0	**1**	**3**	**1**	**4**
23:00	0	0	**0**	**2**	**1**	**3**
23:15	2	1	**3**			
23:30	0	0	**0**			
23:45	0	0	**0**			
PM TOTAL	109	75	**184**			

TOTAL	**146**	**141**	**287**

AM Peak Hour (8:30-9:30 AM)	7	13	20
Occupancy Adjusted	**7**	**14**	**21**

PM Peak Hour (4:00PM-5:00PM)	16	16	32
Occupancy Adjusted	**17**	**17**	**34**

Note: Adjusted using occupancy rate of 94% based on data from existing facility

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ATTACHMENT C

Warrant Analysis Worksheets

Figure 4C-101(CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 07/08/2025

DIST ____ CO ____ RTE ____ PM ____

CALC MW DATE 1/30/2026

CHK AR DATE 1/30/2026

Major St: Balboa Ave — Critical Approach Speed 42 (85th Percentile) mph

Minor St: Morena Blvd NB Ramps — Critical Approach Speed ____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☑ or ☐ } **RURAL (R)**

In built up area of isolated community of < 10,000 population..... ☐ } **URBAN (U)**

☐ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume — SATISFIED YES ☑ NO ☐

(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume

100% SATISFIED YES ☑ NO ☐

80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				10:45 AM	11:45 AM	12:45 PM	1:45 PM	2:45 PM	3:45 PM	4:45 PM	5:45 PM
	U	R	U	R	Hour							
APPROACH LANES	1		2 or More									
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	1,719	1,795	1,767	1,919	2,078	2,100	2,295	1,929
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	222	217	258	243	283	254	237	216

Condition B - Interruption of Continuous Traffic

100% SATISFIED YES ☑ NO ☐

80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				10:45 AM	11:45 AM	12:45 PM	1:45 PM	2:45 PM	3:45 PM	4:45 PM	5:45 PM
	U	R	U	R	Hour							
APPROACH LANES	1		2 or More									
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	1,719	1,795	1,767	1,919	2,078	2,100	2,295	1,929
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	222	217	258	243	283	254	237	216

Combination of Conditions A & B

SATISFIED YES ☑ NO ☐

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☑ No ☐
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☑ No ☐

Major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101(CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES ☑ NO ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	1:45 PM	2:45 PM	3:45 PM	4:45 PM	Hour
Both Approaches - Major Street		✓	1,919	2,078	2,100	2,295	
Higher Approach - Minor Street	✓		243	283	254	237	

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☑ No ☐

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

SATISFIED YES ☑ NO ☐

PART A

SATISFIED YES ☐ NO ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐ No ☐ not studied
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☑ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☑ No ☐

PART B

SATISFIED YES ☑ NO ☐

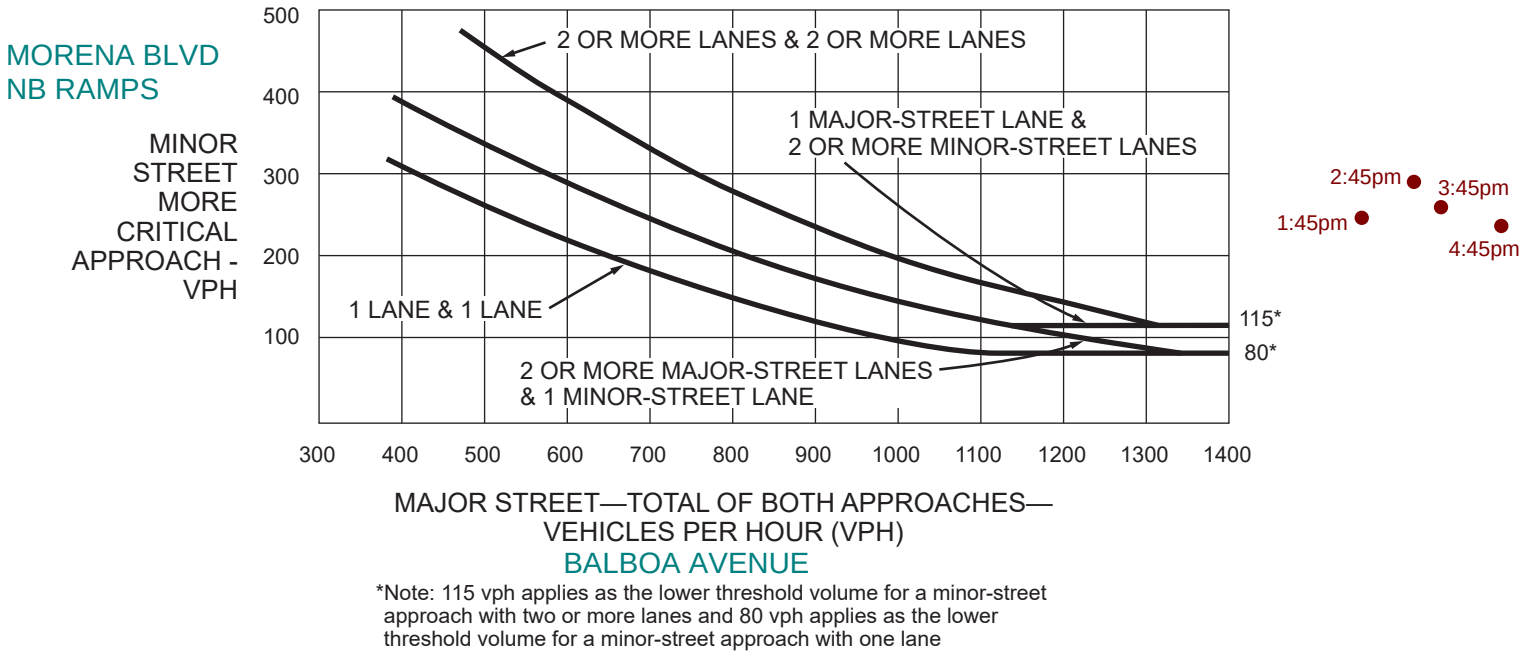
APPROACH LANES	One	2 or More	4:45 PM	Hour
Both Approaches - Major Street		✓	2,295	
Higher Approach - Minor Street	✓		237	

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☑ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☑ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume

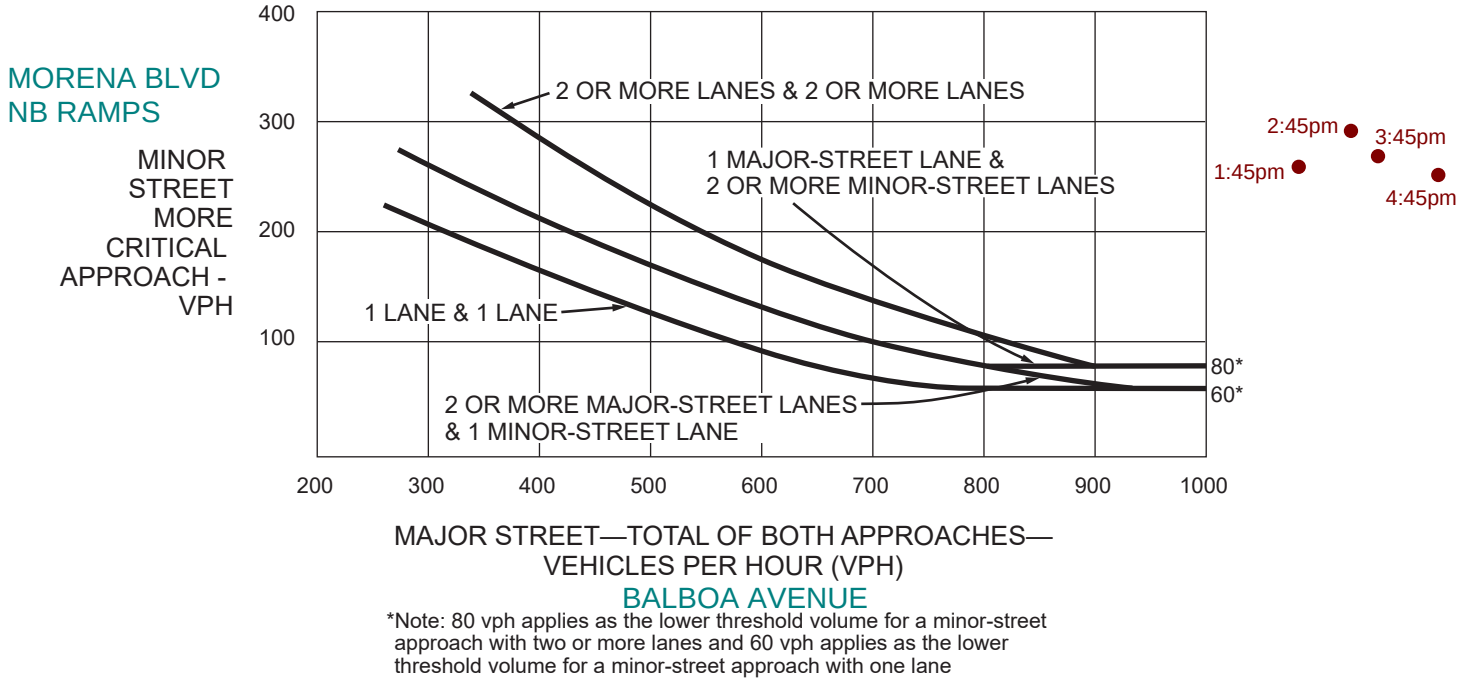
Warrant Met



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

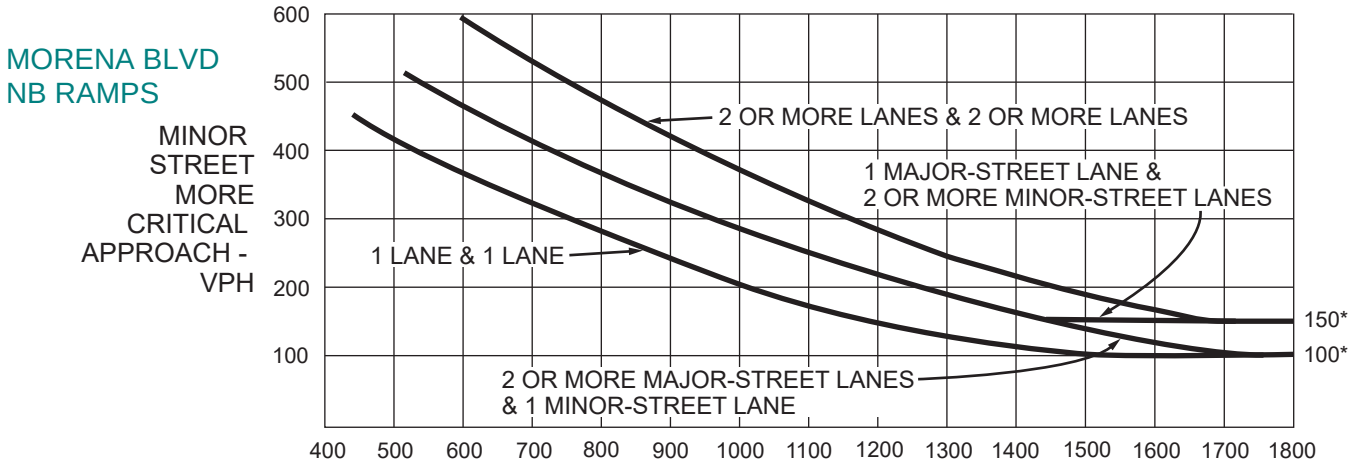
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 4C-3. Warrant 3, Peak Hour

Warrant Met

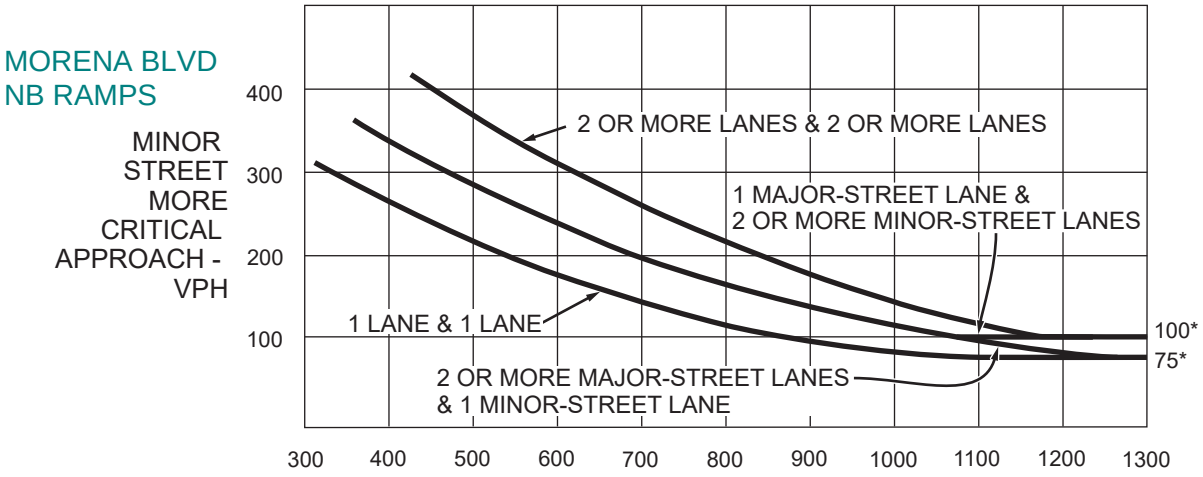


4:45pm

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



MAJOR STREET—TOTAL OF BOTH APPROACHES—
VEHICLES PER HOUR (VPH)
BALBOA AVENUE

*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane

4:45pm

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume (Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☑

Part 1 (Parts A or B must be satisfied)

A.

Hours - - ->	10:00 AM	2:00 PM	3:00 PM	4:45 PM
Vehicles per hour for any 4 hours	1,602	1,967	2,116	2,295
Pedestrians per hour for any 4 hours	1	2	4	5

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☑

B.

Hours - - ->	4:45 PM	5:00 PM	5:15 PM	5:30 PM
Vehicles per hour for any 1 hour	566	561	594	574
Pedestrians per hour for any 1 hour	0	0	4	1

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☑

Part 2 **SATISFIED YES ☐ NO ☑**

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐ No ☐

WARRANT 5 - School Crossing (Parts A and B Must Be Satisfied)

Warrant Not Applicable

SATISFIED YES ☐ NO ☑

Part A **SATISFIED YES ☐ NO ☐**

Gap/Minutes and # of Children

Gaps vs Minutes	Hour
Minutes Children Using Crossing	
Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr	

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

AND, Consideration has been given to less restrictive remedial measures.	Yes ☐ No ☐

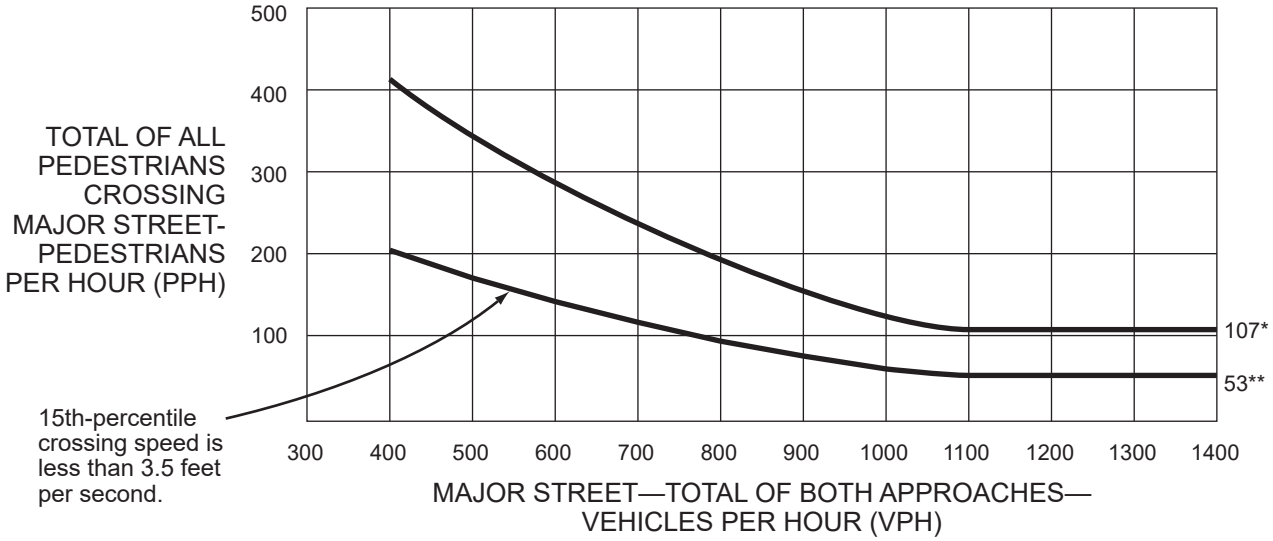
Part B **SATISFIED YES ☐ NO ☐**

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume

Warrant Not Met

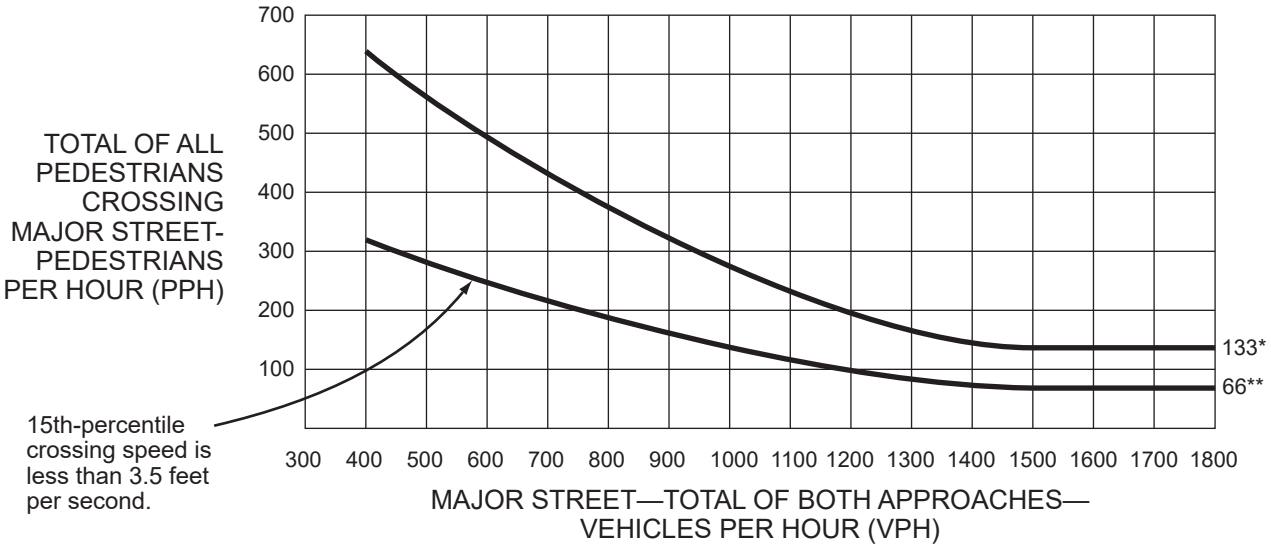


* 107 pph applies as the lower threshold volume

** 53 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

Figure 4C-6. Warrant 4, Pedestrian Peak Hour

Warrant Not Met



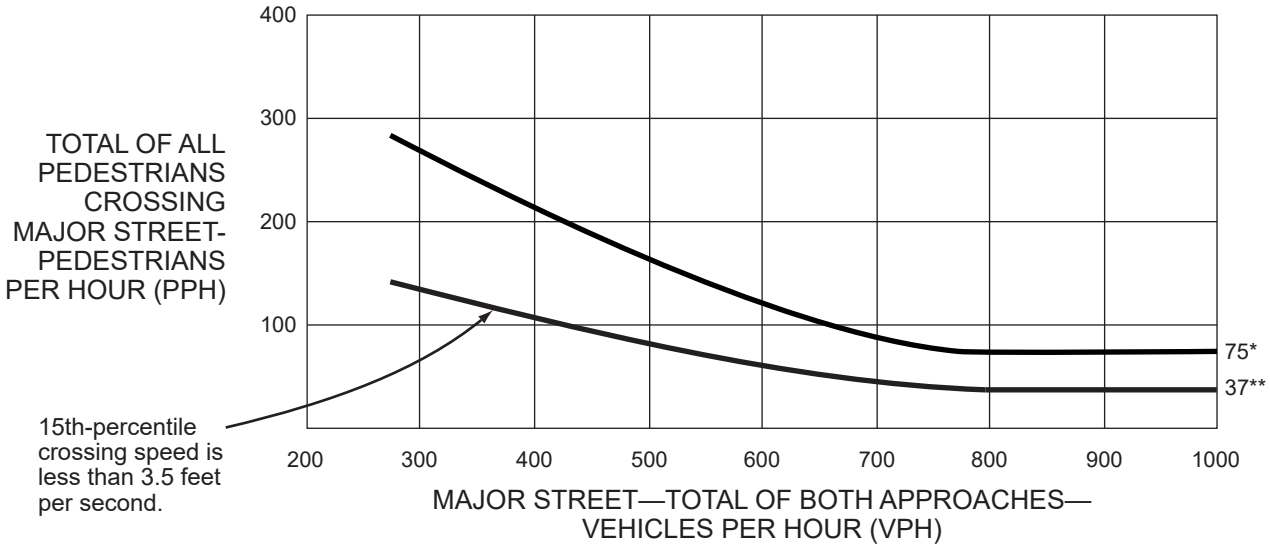
* 133 pph applies as the lower threshold volume

** 66 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

Warrant Not Met

Figure 4C-7. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40* MPH ON MAJOR STREET)**



* 75 pph applies as the lower threshold volume

** 37 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

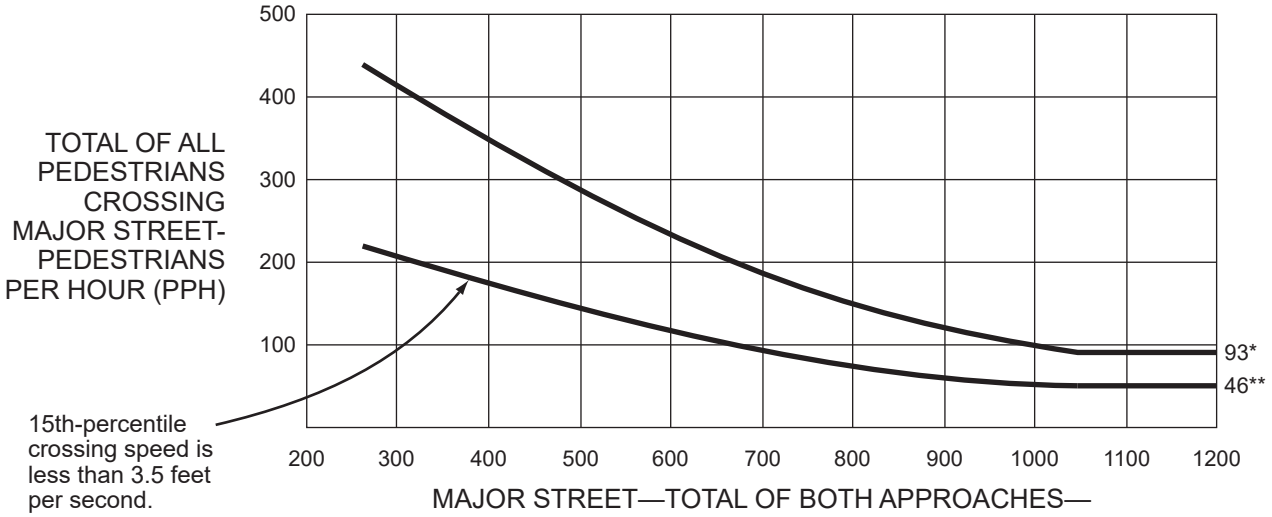
*** Refer to FHWA's List of Known Errors for error in the parenthesis below the figure title. Refer to Section 1A.04 for more details.

Warrant Not Applicable

Warrant Not Met

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40* MPH ON MAJOR STREET)**



* 93 pph applies as the lower threshold volume

** 46 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

*** Refer to FHWA's List of Known Errors for error in the parenthesis below the figure title. Refer to Section 1A.04 for more details.

Figure 4C-101(CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System (All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☑

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N ft, S ft, E ft, W ft	Yes ☐ No ☐
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☑
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant (All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☑

Fewer than 2 collisions per year reported 2020 - 2025

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.			Yes ☐ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.		Yes ☐ No ☑
5 OR MORE			
REQUIREMENTS	CONDITIONS	✓	Yes ☐ No ☑
ONE CONDITION SATISFIED **MINIMUM REPORTED CRASHES**	Table 4C-2, Angle crashes and pedestrian crashes		
	OR, Table 4C-2, Fatal-and-injury angle crashes and pedestrian crashes		
	OR, Table 4C-3, Angle crashes and pedestrian crashes		
	OR, Table 4C-3, Fatal-and-injury angle crashes and pedestrian crashes		
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		Yes ☐ No ☑
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic		
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8		

WARRANT 8 - Roadway Network (All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☑

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☐ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B	
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan	✓	No	
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☑

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

Warrant Not Applicable

WARRANT 9 - Intersection Near a Grade Crossing **SATISFIED YES ☐ NO ☑**
(Both Parts A and B Must Be Satisfied)

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B **There is one minor street approach lane at the track crossing -** During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calcualte AF) = _____ VPH	

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

1- Number of Rail Traffic per Day_____ Adjustment factor from table 4C-2____

2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach_____ Adjustment factor from table 4C-4____

NOTE: If no data is availale or known, then use AF = 1 (no adjustment)

Figure 4C-101(CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)

COUNT DATE 07/08/2025

DIST ____ CO ____ RTE ____ PM ____

CALC MW DATE 1/30/2026

CHK AR DATE 1/30/2026

Major St: Morena Blvd — Critical Approach Speed 45 (speed limit) mph

Minor St: Jutland Dr — Critical Approach Speed ____ mph

Speed limit or critical speed on major street traffic > 40 mph..... ☑ or ☐ **RURAL (R)**

In built up area of isolated community of < 10,000 population..... ☐ ☐ **URBAN (U)**

WARRANT 1 - Eight Hour Vehicular Volume **SATISFIED YES ☑ NO ☐**
(Condition A or Condition B or combination of A and B must be satisfied)

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☑ NO ☐**
80% SATISFIED YES ☐ NO ☐

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS) 1 U	1 R	2 or More U	2 or More R	10:00 AM	11:00 AM	12:00 Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	421	485	567	502	535	557	586	526
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	306	316	369	360	342	368	564	668

Hour

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☑**
80% SATISFIED YES ☐ NO ☑

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS) 1 U	1 R	2 or More U	2 or More R	10:00 AM	11:00 AM	12:00 Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	421	485	567	502	535	557	586	526
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	306	316	369	360	342	368	564	668

Hour

Combination of Conditions A & B **SATISFIED YES ☐ NO ☑**

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☑
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

Major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B.

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101(CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* YES ☑ NO ☐

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	2:45 PM	3:45 PM	4:45 PM	5:45 PM
			Hour			
Both Approaches - Major Street		✓	593	570	562	379
Higher Approach - Minor Street		✓	352	513	681	551

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☐
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☑ No ☐

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

SATISFIED YES ☑ NO ☐

PART A

SATISFIED YES ☐ NO ☐

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐ No ☐ not studied
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☑ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☑ No ☐

PART B

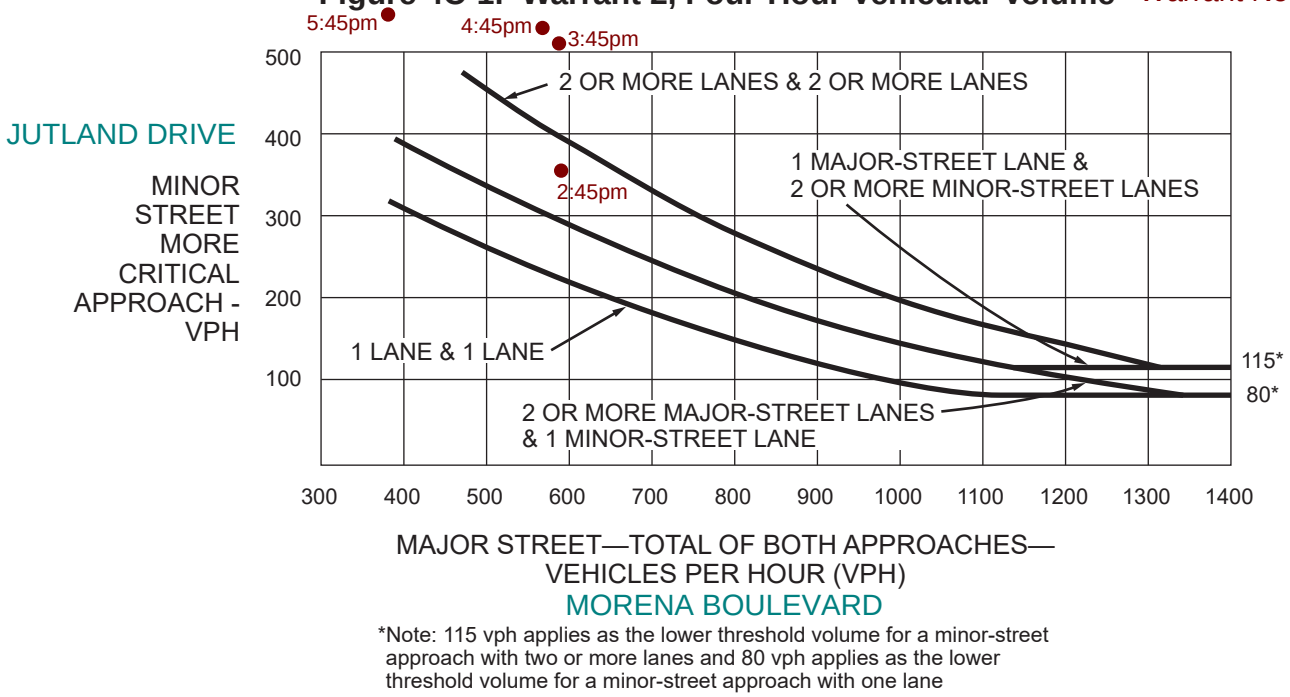
SATISFIED YES ☑ NO ☐

APPROACH LANES	One	2 or More	4:45 PM
			Hour
Both Approaches - Major Street		✓	562
Higher Approach - Minor Street		✓	681

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☑ No ☐
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☑ No ☐

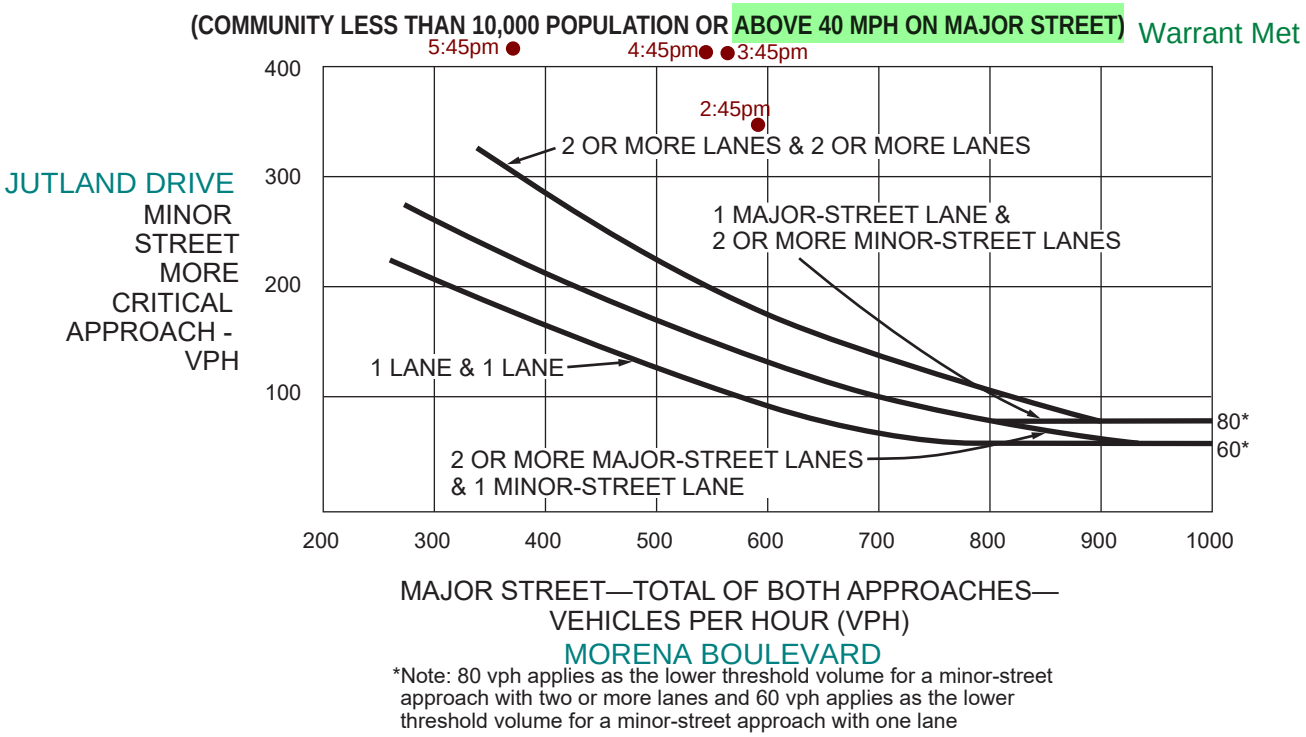
The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume Warrant Not Met



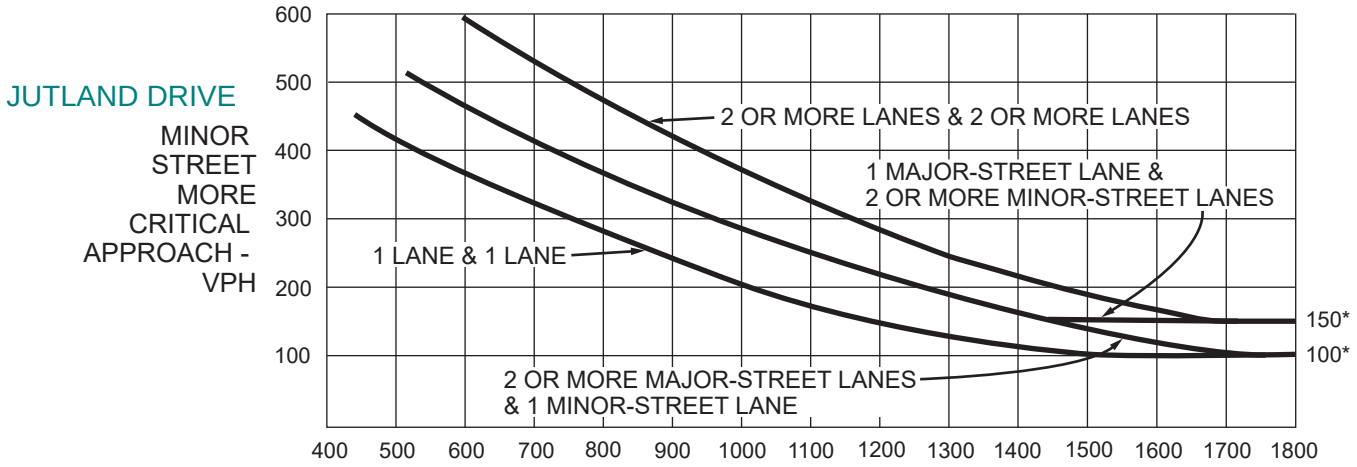
*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane

4:45pm ● **Figure 4C-3. Warrant 3, Peak Hour** Warrant Met



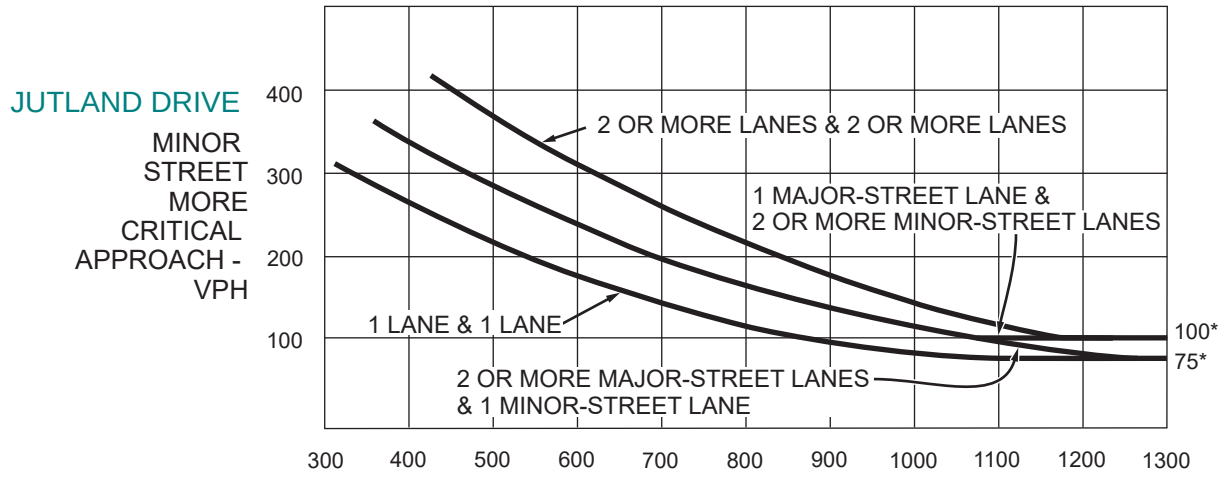
*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

Warrant Met

4:45pm ●

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume (Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☑

Part 1 (Parts A or B must be satisfied)

A.

Hours - - ->	10:00	3:00	4:00	5:00
Vehicles per hour for any 4 hours	421	557	586	526
Pedestrians per hour for any 4 hours	7	0	2	1

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☑

B.

Hours - - ->	4:45	5:00	5:15	5:30
Vehicles per hour for any 1 hour	138	127	156	141
Pedestrians per hour for any 1 hour	0	0	1	0

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☑

Part 2 **SATISFIED YES ☐ NO ☑**

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐ No ☐

WARRANT 5 - School Crossing (Parts A and B Must Be Satisfied)

Warrant Not Applicable

SATISFIED YES ☐ NO ☑

Part A
Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

Gaps vs Minutes	Hour
Minutes Children Using Crossing	
Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr	

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

AND, Consideration has been given to less restrictive remedial measures.	Yes ☐ No ☐

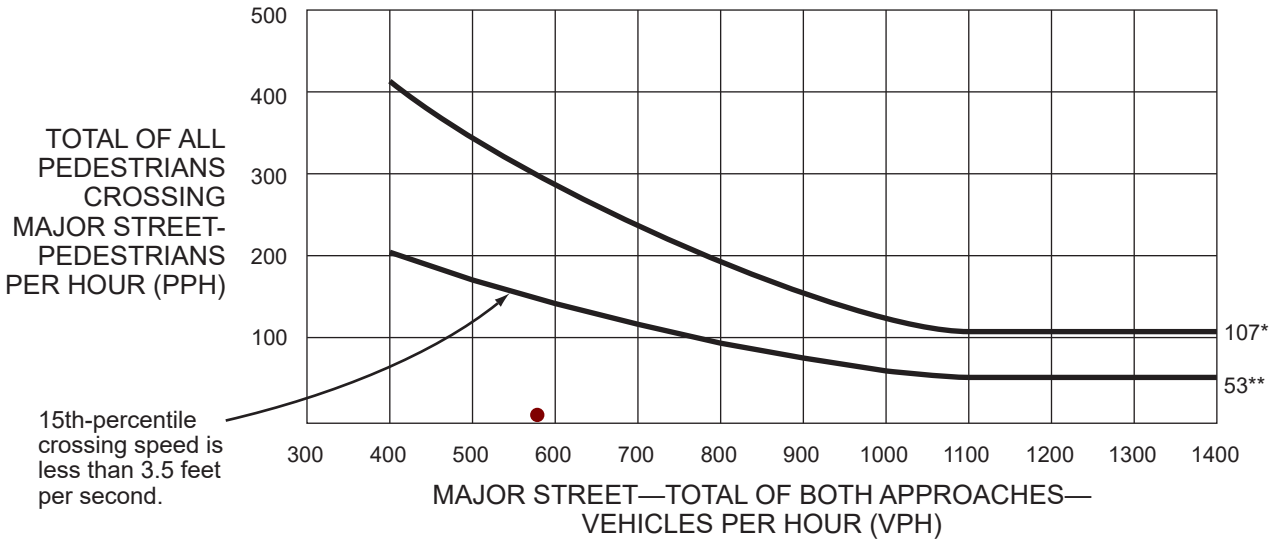
Part B **SATISFIED YES ☐ NO ☐**

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐ No ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume

Warrant Not Met

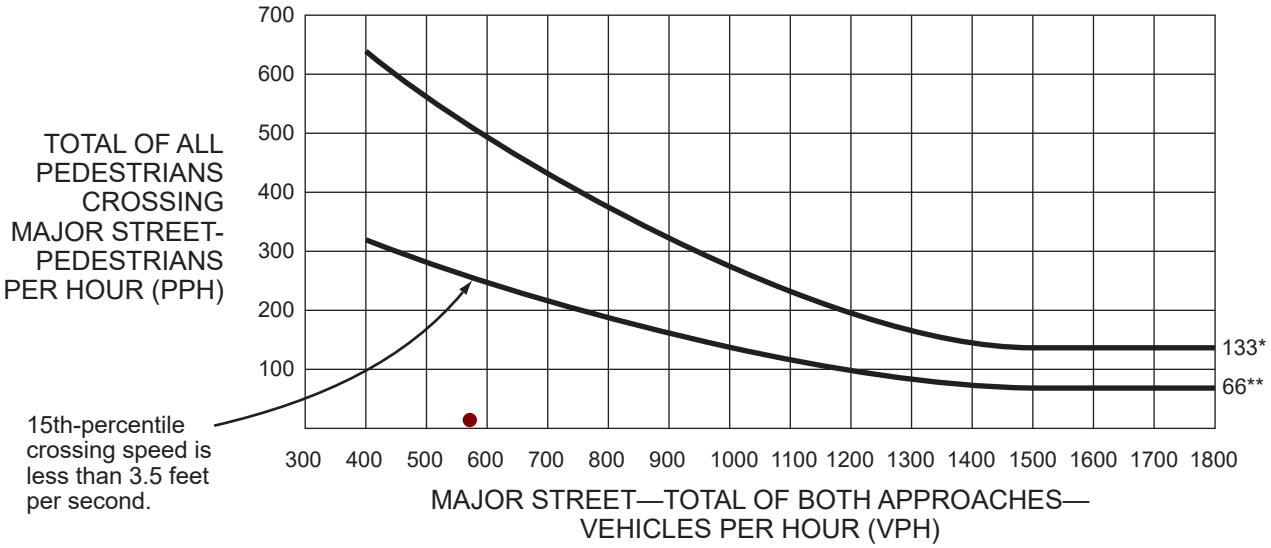


* 107 pph applies as the lower threshold volume

** 53 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

Figure 4C-6. Warrant 4, Pedestrian Peak Hour

Warrant Not Met

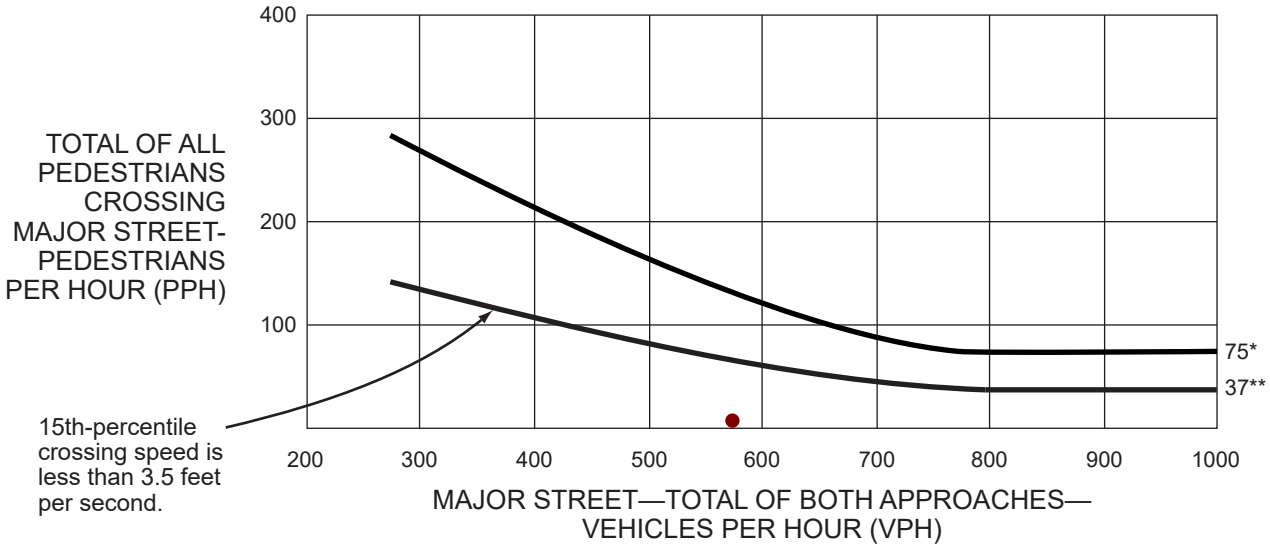


* 133 pph applies as the lower threshold volume

** 66 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

Figure 4C-7. Warrant 4, Pedestrian Four-Hour Volume (70% Factor) Warrant Not Met

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40* MPH ON MAJOR STREET)**



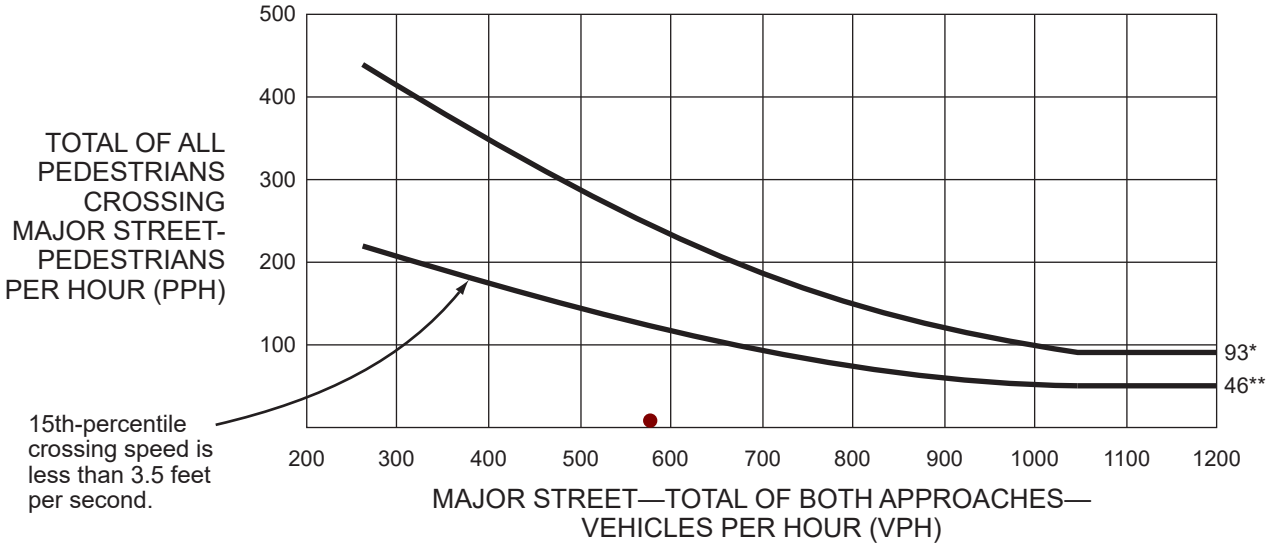
* 75 pph applies as the lower threshold volume

** 37 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

*** Refer to FHWA's List of Known Errors for error in the parenthesis below the figure title. Refer to Section 1A.04 for more details.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40* MPH ON MAJOR STREET)** Warrant Not Met



* 93 pph applies as the lower threshold volume

** 46 pph applies as the lower threshold volume if the 15th-percentile crossing speed is less than 3.5 feet per second

*** Refer to FHWA's List of Known Errors for error in the parenthesis below the figure title. Refer to Section 1A.04 for more details.

Figure 4C-101(CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)

WARRANT 6 - Coordinated Signal System (All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☑

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N ft, S ft, E ft, W ft	Yes ☐ No ☐
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes ☐ No ☑
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

WARRANT 7 - Crash Experience Warrant (All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☑

Fewer than 2 collisions per year reported 2020 - 2025

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.			Yes ☐ No ☐
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.		Yes ☐ No ☑
5 OR MORE			
REQUIREMENTS	CONDITIONS	✓	Yes ☐ No ☑
ONE CONDITION SATISFIED **MINIMUM REPORTED CRASHES**	Table 4C-2, Angle crashes and pedestrian crashes		
	OR, Table 4C-2, Fatal-and-injury angle crashes and pedestrian crashes		
	OR, Table 4C-3, Angle crashes and pedestrian crashes		
	OR, Table 4C-3, Fatal-and-injury angle crashes and pedestrian crashes		
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume		Yes ☐ No ☑
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic		
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8		

WARRANT 8 - Roadway Network (All Parts Must Be Satisfied)

SATISFIED YES ☐ NO ☑

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☐ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B	
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan	✓	No	
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☑

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 5 of 5)

Warrant Not Applicable

WARRANT 9 - Intersection Near a Grade Crossing **SATISFIED YES ☐ NO ☑**
(Both Parts A and B Must Be Satisfied)

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B **There is one minor street approach lane at the track crossing -** During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calcualte AF) = _____ VPH	

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

1- Number of Rail Traffic per Day_____ Adjustment factor from table 4C-2____

2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach_____ Adjustment factor from table 4C-4____

NOTE: If no data is availale or known, then use AF = 1 (no adjustment)

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ATTACHMENT D

SWITRS Data

252382 Jun 1, 2020 - Av. 2023/2024/2025 Crashes within 200 ft of Balboa Av/Garnet Av and Morena Bl, City of San Diego, San Diego Co.

Primary Rd **MORENA BL** Distance(ft) **I** Direction Secondary Rd **GARNET AV** NCIC **3711** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy

City **SAN DIEGO** County **SAN DIEGO** Population **7** Rpt Dist Beat **113** Type CalTrans Dist Badge **SD7390** Crash Date **20210909** Time **1200** Day **THU**

Primary Crash Factor **UNSAFE SPEED** Violation **22350** Crash Type **REAR END** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **N** Process Date **20210928**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Latitude Longitude Local Rpt # **21205995** Case ID **9327543**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	49	M	A	HNBD		PROC ST	N	A	0700	-	2007	- -	A 22350	E	M G
2	DRVR	49	M	W	HNBD		STOPPED	N	D	2200	-	2018	- -	E	-	M G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	COMP PN	49	M	1	M G	0

Primary Rd **BALBOA** Distance(ft) **I** Direction Secondary Rd **MORENA BL** NCIC **3711** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy

City **SAN DIEGO** County **SAN DIEGO** Population **7** Rpt Dist Beat **113** Type CalTrans Dist Badge **SD1529** Crash Date **20220603** Time **0830** Day **FRI**

Primary Crash Factor **LANE CHANGE** Violation **21658A** Crash Type **HIT OBJECT** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **Y** Process Date **20220629**

Weather1 **CLOUDY** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Latitude Longitude Local Rpt # **22203205** Case ID **9460344**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	24	F	W	HNBD		RGT TURN	E	A	0100	-	2014	- -	-	-	L G

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	OTH VIS	24	F	1	L G	0

Primary Rd **BALBOA AV** Distance(ft) **I** Direction Secondary Rd **MORENA BL** NCIC **3711** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy

City **SAN DIEGO** County **SAN DIEGO** Population **7** Rpt Dist Beat **113** Type CalTrans Dist Badge **SD1666** Crash Date **20231112** Time **1450** Day **SUN**

Primary Crash Factor **TOO CLOSE** Violation **21703** Crash Type **REAR END** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **N** Process Date **20240131**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude Longitude Local Rpt # **23206602** Case ID **9642721**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	24	F	W	HNBD		PROC ST	W	A	0100	-	2012	- 3	A 21703	E	M C
2	BICY	47	M	W			PROC ST	W	L	0400	-		- -	E	F	- -

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
BICY	SEVERE	47	M	1	P A	0

Primary Rd **MORENA BL** Distance(ft) **0** Direction Secondary Rd **BALBOA AV** NCIC **3711** State Hwy? **Y** Route Postmile Prefix Postmile Side of Hwy

City **SAN DIEGO** County **SAN DIEGO** Population **7** Rpt Dist Beat **114** Type CalTrans Dist Badge **SD1605** Crash Date **20241101** Time **2018** Day **FRI**

Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **OTHER** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **N** Process Date **20241121**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **NON-CLSN** Lighting **DARK - NO ST LTS** Ped Action Cntrl Dev **FNCTNG** Loc Type Ramp/Int

Latitude Longitude Local Rpt # **24206647** Case ID **9753257**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh	Chp Veh	Make	Year	Sp Info	OAF1 Viol	OAF2	Safety Equip
1F	DRVR	55	M	W	HBD-NUI		RGT TURN	E	C	0200	-	1957	- -	E	-	P W

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	OTH VIS	55	M	1	P W	0

252382 Jun 1, 2020 - Av. 2023/2024/2025 Crashes within 200 ft of Morena Bl and Jutland Dr, City of San Diego, San Diego Co.

Primary Rd **MORENA BL** Distance(ft) **30** Direction **S** Secondary Rd **JUTLAND DR** NCIC **3711** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy

City **SAN DIEGO** County **SAN DIEGO** Population **7** Rpt Dist Beat **113** Type CalTrans Dist Badge **SD7795** Crash Date **20200907** Time **0155** Day **MON**

Primary Crash Factor **IMPROP TURN** Violation **22107** Crash Type **HIT OBJECT** Severity **INJURY** # Killed **0** # Injured **1** Tow Away? **Y** Process Date **20210121**

Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**

Hit and Run Motor Veh Involved With **FIXED OBJ** Lighting **DARK - ST LTS** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Latitude Longitude Local Rpt # **20044486** Case ID **9151570**

PARTY INFO

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre Crash	Dir	SW Veh Chp Veh	Make	Year	Sp Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	M	H	HBD-UI	PHYS	PROC ST	N	A	0100 -	2003	- -	E		M	L -

VICTIM INFO

Role	Ext Of Inj	Age	Sex	Seat Pos	Safety Equip	Ejected
DRVR	SEVERE	998	M	1	L G	0