UNIVERSITY COMMUNITY PLAN UPDATE

Existing Conditions Summary

The City of SAN DIEGO

APRIL 2018

Prepared By:

Kimley»Horn

APPENDIX A

COLLISION DATA

Date	Time	Street	CrossSt	Distance	Direction	X	Y	Injury	NoInjured	NoKilled	PtyAtFault	Cause	InvWith	PartyType1	PartyType2
7/1/2017	8:00:00 PM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Driver
7/5/2017	11:30:00 AM	GILMAN DR	LAJOLLA VILLAGE DR	0	Not Stated	6258347	1898419	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Driver
7/7/2017		LAJOLLA VILLAGE DR	GENESEE AV	6	South	6265661.176	1898626.558	Property Damage Only	0	0		Unknown	Not Stated	Driver	Parked Vehicle
7/7/2017	8:27:00 AM	GENESEE AV	RADCLIFFE LN	0	Not Stated	6268717	1891223	Complaint of Pain	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
7/7/2017	8:27:00 AM	GENESEE AV	RADCLIFFE LN	0	Not Stated	6268717	1891223	Complaint of Pain	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
7/10/2017	9:40:00 PM	LAJOLLA VILLAGE DR	I-5 SB	200	West	6260781.127	1898449.009	Other Visible Injury	2	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
7/12/2017	6:45:00 PM	GENESEE AV	I-5 NB OFF RA (E)	0	Not Stated	6261929	1903861	Property Damage Only	0	0	0		Other Motor Vehicle	Driver	Driver
7/14/2017	4:30:00 PM	GENESEE AV	EASTGATE ML	0	Not Stated	6265691	1900452	Property Damage Only	0	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
7/18/2017	6:59:00 AM	MIRAMAR RD	I-805 NB ON RA (E)	15	South	6271044.202	1899681.545	Complaint of Pain	2	0		Not Stated	Not Stated	Driver	Driver
7/19/2017	3:11:00 PM	TOWNE CENTRE DR	EXECUTIVE DR	0	Not Stated	6267670	1900148	Complaint of Pain	2	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
7/20/2017	7:23:00 AM	MIRAMAR RD	CAM SANTA FE	1000	West	6277418.479	1900511.663	Other Visible Injury	2	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
7/20/2017	4:40:00 PM	MIRAMAR RD	MIRAMAR ML	0	Not Stated	6275295	1900163	Other Visible Injury	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
7/20/2017	6:59:00 PM	NORTH TORREY PINES RD	TORREY PINES RD	111	West	6256901.07	1897905.594	Other Visible Injury	1	0	1	Unsafe Speed	Bicycle	Driver	Bicyclist
7/21/2017	1:48:00 PM	TOWNE CENTRE DR	RENAISSANCE AV	0	North	6267649	1896571	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
7/21/2017	6:26:00 PM	EXECUTIVE DR	EXECUTIVE WY	0	Not Stated	6266880	1899713	Property Damage Only	0	0	1	Unsafe Starting or Backing	Parked Motor Vehicle	Driver	Parked Vehicle
7/26/2017	4:04:00 PM	REGENTS RD	PORTE DE MERANO	58	North	6262993.065	1894217.766	Complaint of Pain	1	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
7/27/2017	4:35:00 PM	REGENTS RD	LAJOLLA VILLAGE DR	0	Not Stated	6264356	1898240	Property Damage Only	0	0	0		Not Stated	Driver	Driver
7/29/2017	12:20:00 AM	EASTGATE ML	OLSON DR	152	West	6271852.727	1902086.15	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
8/2/2017	6:32:00 PM	LAJOLLA COLONY DR	GILMAN DR	42	Not Stated	6259314	1890117	Other Visible Injury	1	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
8/4/2017	2:53:00 PM	GENESEE AV	EXECUTIVE SQ	45	North	6265674.58	1899198.996	Complaint of Pain	3	0	0	Following Too Closely	Other Motor Vehicle	Driver	Driver
8/8/2017	6:06:00 PM	GENESEE AV	GOVERNOR DR	0	Not Stated	6268514	1892066	Complaint of Pain	1	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
8/10/2017	12:45:00 PM	CAMPUS POINT DR	CAMPUS POINT CT	0	Not Stated	6263203	1904269	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
8/11/2017	8:57:00 PM	GENESEE AV	NOBEL DR	223	South	6265861.168	1896324.27	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
8/11/2017	8:57:00 PM	GENESEE AV	NOBEL DR	223	South	6265861.168	1896324.27	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
9/1/2017	3:07:00 AM	CHARMANT DR	LAJOLLA COLONY DR	0	Not Stated	6261449	1893013	Property Damage Only	0	0	1	Improper Turning	Fixed Object	Driver	
9/1/2017	3:07:00 AM	CHARMANT DR	LAJOLLA COLONY DR	0	Not Stated	6261449	1893013	Property Damage Only	0	0	1	Improper Turning	Fixed Object	Driver	
9/8/2017	12:43:00 PM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Complaint of Pain	1	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
9/15/2017	10:33:00 AM	EXECUTIVE DR	TOWNE CENTRE DR	0	Not Stated	6267670	1900148	Other Visible Injury	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
9/19/2017	10:50:00 AM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	0	Not Stated	6267712	1899137	Property Damage Only	0	0	0	Improper Turning	Other Motor Vehicle	Driver	Driver
9/27/2017		RENAISSANCE AV	FIORE TR	75	South	6268555.581	1897594.448	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
1/7/2017	2:50:00 AM	EDMONTON AV	COMBE WY	0	Not Stated	6269529	1892334	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Driver
1/8/2017	3:17:00 PM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Other Visible Injury	5	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
1/10/2017	5:43:00 PM	MIRAMAR RD	MIRAMAR PL	13	West	6276623.173	1900380.884	Complaint of Pain	2	0	0	Unsafe Speed	Other Motor Vehicle	Driver	Driver
1/10/2017	6:51:00 PM	SCIENCE CENTER DR	GENESEE AV	1	North	6259758.692	1904770.721	Property Damage Only	1	0	1	Ped R/W Violation	Pedestrian	Driver	Pedestrian
1/11/2017	11:03:00 PM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	0	Not Stated	6267712	1899137	Complaint of Pain	1	0		Unknown	Other Motor Vehicle	Driver	Driver
1/13/2017	8:22:00 PM	LAJOLLA VILLAGE DR	REGENTS RD	37	West	6264322.404	1898224.516	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
1/13/2017	10:12:00 PM	GILMAN DR	GILMAN CT	12	South	6258700.876	1890910.643	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
1/16/2017	3:45:00 PM	GOVERNOR DR	MERCER ST	0	Not Stated	6266863	1891148	Property Damage Only	0	0	1	Improper Turning	Fixed Object	Driver	
1/20/2017	5:52:00 PM	GENESEE AV	GOVERNOR DR	48	South	6268525.311	1892019.352	Complaint of Pain	1	0	0	Following Too Closely	Other Motor Vehicle	Driver	Driver
1/23/2017	12:20:00 AM	NORTH TORREY PINES RD	TORREY PINES PARK RD (S)	2000	North	6255819.376	1914277.351	Complaint of Pain	1	0	0	Unknown	Other Motor Vehicle	Driver	Driver
1/24/2017	9:40:00 AM	NORTH TORREY PINES RD	REVELLE COLLEGE DR	0	Not Stated	6256677	1898164	Property Damage Only	0	0	0		Not Stated	Driver	Driver
1/24/2017	8:24:00 PM	PALMILLA DR	ARRIBA ST	0	North	6262163	1894742	Complaint of Pain	1	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
1/25/2017	10:53:00 AM	REGENTS RD	EASTGATE ML	135	North	6264355.632	1900340.869	Other Visible Injury	1	0		Other Than Driver	Non-Collision	Driver	
1/26/2017	2:44:00 AM	GENESEE AV	EASTGATE ML	0	Not Stated	6265691	1900452	Other Visible Injury	2	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
1/28/2017	9:09:00 AM	MIRAMAR RD	NOBEL DR	0	Not Stated	6272739	1899965	Complaint of Pain	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
1/29/2017	7:18:00 AM	NORTH TORREY PINES RD	SCIENCE PARK RD	25	South	6256993.923	1909275.31	Severe Injury	1	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
1/29/2017	11:49:00 AM	GENESEE AV	DECORO ST	30	East	6266072.356	1895578.497	Property Damage Only	0	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
1/30/2017	7:50:00 PM	GENESEE AV	CENTURION SQ	15	South	6266989.03	1894442.047	Other Visible Injury	2	0		Unknown	Other Motor Vehicle	Driver	Driver
2/1/2017	2:40:00 PM	GENESEE AV	ESPLANADE CT	0	Not Stated	6265653	1897643	Property Damage Only	0	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
2/1/2017	4:30:00 PM	GENESEE AV	NOBEL DR	0	Not Stated	6265801	1896539	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Driver
2/2/2017	12:55:00 PM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	240	East	6267948.897	1899175.467	Complaint of Pain	2	0	1	Improper Turning	Fixed Object	Driver	
2/4/2017	10:08:00 PM	EASTGATE ML	EASTER WY	12	East	6266604.471	1900735.524	Complaint of Pain	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
2/5/2017	12:40:00 AM	GENESEE AV	I-5 NB ON RA (E)	0	Not Stated	6262088	1903836	Property Damage Only	0	0		Unknown	Not Stated	Driver	Driver
2/5/2017	7:31:00 PM	GENESEE AV	FEZ ST	62	South	6265603.65	1900788.518	Other Visible Injury	2	0	0	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
2/6/2017	2:55:00 PM	GOVERNOR DR	MERCER ST	0	Not Stated	6266863	1891148	Complaint of Pain	3	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
2/8/2017	2:30:00 AM	RADCLIFFE DR	DENNISON ST	0	Not Stated	6267045	1893245	Property Damage Only	0	0	0	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
2/8/2017	11:18:00 AM	GENESEE AV	DECORO ST	0	Not Stated	6266063	1895607	Other Visible Injury	1	0		Other Than Driver	Other Motor Vehicle	Driver	Driver
2/11/2017	3:44:00 AM	HONORS DR	SANDBURG AV	0	Not Stated	6262967	1889083	Property Damage Only	0	0	0	Unsafe Speed	Parked Motor Vehicle	Driver	Parked Vehicle
2/13/2017	1:28:00 AM	LAJOLLA VILLAGE DR	GENESEE AV	520	West	6265162.251	1898502.985	Other Visible Injury	3	0	1	Pedestrian Violation	Pedestrian	Pedestrian	Driver
2/13/2017	10:07:00 AM	GENESEE AV	I-5 SB ON RA	0	Not Stated	6261227	1904033	Other Visible Injury	1	0		Not Stated	Non-Collision	Bicyclist	
2/14/2017	11:00:00 AM	CAMPUS POINT DR	GENESEE AV	0	Not Stated	6263819	1902101	Property Damage Only	0	0	0		Not Stated	Driver	Driver
2/15/2017	8:00:00 AM	MIRAMAR RD	I-805 NB ON RA (E)	374	West	6270690.044	1899622.786	Other Visible Injury	4	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
2/16/2017	9:30:00 AM	EXECUTIVE DR	EXECUTIVE WY	0	Not Stated	6266880	1899713	Property Damage Only	0	0		Not Stated	Parked Motor Vehicle	Driver	Parked Vehicle
2/21/2017	4:10:00 PM	GOVERNOR DR	GREENWICH DR	12	North	6274042.713	1892379.193	Complaint of Pain	1	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
2/22/2017	8:40:00 AM	GENESEE AV	I-5 NB	0	Not Stated	6261520	1903947	Property Damage Only	0	0	0		Not Stated	Driver	Driver
2/25/2017	12:00:00 PM	VIA MALLORCA	VIA MARIN	530	North	6259163.816	1893468.517	Property Damage Only	0	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Parked Vehicle
2/26/2017	1:15:00 PM	NOBEL DR	DANICA MAE DR	6	East	6263500.837	1897063.612	Complaint of Pain	3	0		Not Stated	Other Motor Vehicle	Driver	Driver
2/27/2017	6:43:00 PM	SCRIPPS CLINIC SOUTH DY	NORTH TORREY PINES RD	0	Not Stated	6257388	1906864	Other Visible Injury	1	0	1	Other Hazardous Movement	Pedestrian	Driver	Pedestrian
2/28/2017	8:05:00 AM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	0	Not Stated	6267712	1899137	Property Damage Only	0	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver

Date	Time	Street	CrossSt	Distance	Direction	X	Y	Injury	NoInjured	NoKilled	PtyAtFault	Cause	InvWith	PartyType1	PartyType2
2/28/2017	3:52:00 PM	LAJOLLA VILLAGE DR	REGENTS RD	100	East	6264441.453	1898291.177	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
2/28/2017	5:20:00 PM	MIRAMAR RD	MIRAMAR PL	0	Not Stated	6276636	1900383	Complaint of Pain	3	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
3/1/2017	11:02:00 AM	ARRIBA ST	REGENTS RD	7	West	6262932	1894563	Other Visible Injury	1	0	1	Other Hazardous Movement	Pedestrian	Driver	Pedestrian
3/2/2017	10:10:00 AM	EXECUTIVE DR	EXECUTIVE WY	24	East	6266895.564	1899731.269	Complaint of Pain	2	0	1	Pedestrian Violation	Other Motor Vehicle	Driver	Driver
3/2/2017	5:19:00 PM	CAMTO FRANCHE	PALMILLA DR	30	South	6261798.223	1893119.586	Property Damage Only	0	0	1	Improper Turning	Fixed Object	Driver	
3/8/2017	6:28:00 AM	MIRAMAR RD	NOBEL DR	0	Not Stated	6272739	1899965	Property Damage Only	0	0		Unknown	Other Motor Vehicle	Driver	Driver
3/8/2017	8:15:00 PM	GOVERNOR DR	PANEL CT	6	North	6272340.832	1891211.411	Complaint of Pain	1	0	1		Parked Motor Vehicle	Driver	Parked Vehicle
3/13/2017	6:03:00 PM	NORTH TORREY PINES RD	EXPEDITION WY	0	Not Stated	6256677	1898164	Severe Injury	3	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
3/15/2017	2:15:00 PM	GENESEE AV	SCRIPPS HOSPITAL DY	30	West	6263161.668	1903056.331	Property Damage Only	0	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
3/15/2017	10:00:00 PM	GENESEE AV	LAJOLLA VILLAGE DR	0	Not Stated	6265667	1898628	Complaint of Pain	1	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
3/16/2017	4:52:00 PM	NOBEL DR	LEBON DR	5	South	6262365	1897126.005	Property Damage Only	0	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
3/16/2017	6:00:00 PM	GOVERNOR DR	GULLSTRAND ST	21	North	6272681.817	1891320.95	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
3/18/2017	2:52:00 PM	NORTH TORREY PINES RD	N TORREY PINE SB OFF RA (S)	31	North	6256861.697	1910026.543	Property Damage Only	0	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
3/21/2017	8:57:00 AM	CARGILL AV	NOBEL DR	20	West	6264899.556	1896402.005	Property Damage Only	0	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
3/22/2017		UNIVERSITY CENTER LN	CAMTO PLAZA CENTRO	0	Not Stated	6262059	1897793	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Parked Vehicle
3/22/2017	3:38:00 PM	VIA ALICANTE	GILMAN DR	0	Not Stated	6258813	1894936	Property Damage Only	0	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
3/23/2017	12:22:00 AM	NOBEL DR	COSTA VERDE BL	0	Not Stated	6264900	1896422	Complaint of Pain	2	0	1	Unsafe Speed	Motor Vehicle on Other Roadway	Driver	Driver
3/24/2017		KARENSUE AV	KARENSUE LN	0	Not Stated	6269845	1890078	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Driver
3/24/2017	10:35:00 PM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	0	Not Stated	6267712	1899137	Property Damage Only	0	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
3/28/2017	1:14:00 PM	EXECUTIVE DR	EXECUTIVE WY	27	South	6266860.887	1899693.933	Complaint of Pain	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
3/31/2017	7:51:00 AM	GOVERNOR DR	GREENWICH DR	300	South	6273838.156	1892143.61	Property Damage Only	0	0	0	Not Stated	Fixed Object	Driver	Driver
4/2/2017	1:00:00 AM	PALMILLA DR	PORTE DE PALMAS	0	Not Stated	6262162	1894327	Property Damage Only	0	0	0	Unknown	Parked Motor Vehicle	Driver	Parked Vehicle
4/2/2017	7:33:00 AM	LAJOLLA VILLAGE DR	I-5 SB OFF RA	0	Not Stated	6260541	1898395	Other Visible Injury	1	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
4/3/2017	12:50:00 PM	GENESEE AV	NOBEL DR	0	Not Stated	6265801	1896539	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Parked Vehicle
4/4/2017		NOBEL DR	DANICA MAE DR	0	Not Stated	6263495	1897065	Property Damage Only	0	0	0		Not Stated	Driver	Parked Vehicle
4/4/2017		VILLA LA JOLLA DR	NOBEL DR	0	Not Stated	6259720	1896858	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Parked Vehicle
4/4/2017	6:20:00 PM	TOWNE CENTRE DR	EXECUTIVE DR	0	Not Stated	6267670	1900148	Property Damage Only	0	0		Other Improper Driving	Parked Motor Vehicle	Driver	Parked Vehicle
4/5/2017	2:46:00 PM	GENESEE AV	RADCLIFFE LN	24	West	6268712.521	1891246.578	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
4/7/2017	12:18:00 PM	GOVERNOR DR	STADIUM ST	0	Not Stated	6265811	1890695	Property Damage Only	0	0	0	Improper Turning	Other Motor Vehicle	Driver	Driver
4/11/2017	5:00:00 PM	GENESEE AV	NOBEL DR	200	North	6265747.385	1896731.68	Property Damage Only	0	0	1	Unsafe Starting or Backing	Parked Motor Vehicle	Driver	Parked Vehicle
4/16/2017	5:42:00 PM	GOVERNOR DR	LIPMANN ST	0	Not Stated	6270138	1891738	Other Visible Injury	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
4/18/2017	9:58:00 PM	ARRIBA ST	CAMAGUILA	48	East	6263595	1894561.084	Property Damage Only	0	0	1	Unsafe Speed	Parked Motor Vehicle	Driver	Driver
4/20/2017	7:25:00 AM	GOVERNOR DR	STRESEMANN ST	431	East	6263365.079	1890611.561	Other Visible Injury	2	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
4/23/2017	10:45:00 AM	LEBON DR	PALMILLA DR	0	Not Stated	6262168	1895865	Property Damage Only	0	0	0		Parked Motor Vehicle	Driver	Parked Vehicle
4/25/2017	11:17:00 AM	LAJOLLA VILLAGE DR	GILMAN DR	0	East	6258347	1898419	Property Damage Only	0	0	1		Fixed Object	Driver	
4/26/2017	9:03:00 AM	NORTH TORREY PINES RD	TORREY PINES SCPARK (N)	35	North	6256450.209	1912452.518	Property Damage Only	0	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
4/27/2017		EXECUTIVE DR	JUDICIAL DR	0	Not Stated	6268346	1900140	Property Damage Only	0	0	0		Not Stated	Driver	Parked Vehicle
4/27/2017	10:00:00 AM	MAHAILA AV	REGENTS RD	0	Not Stated	6264343	1897565	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Parked Vehicle
4/27/2017	4:15:00 PM	NORTH TORREY PINES RD	JOHN JAY HOPKINS DR	515	South	6257281.689	1907502.011	Other Visible Injury	1	0	0	Unsafe Speed	Bicycle	Bicyclist	
4/28/2017		CHARMANT DR	CAMTO VALERIANO	0	Not Stated	6260957	1893291	Property Damage Only	0	0	0		Not Stated	Driver	Parked Vehicle
4/29/2017	4:45:00 PM	GENESEE AV	RADCLIFFE LN	600	South	6268855.593	1890639.223	Other Visible Injury	1	0	1	Improper Turning	Fixed Object	Driver	
5/3/2017	3:14:00 AM	VILLA LA JOLLA DR	VILLA NORTE	210	South	6259578.349	1897651.014	Complaint of Pain	1	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
5/8/2017	4:00:00 PM	ROUS ST	LIPMANN ST	300	North	6270549.088	1893540.939	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
5/8/2017	8:40:00 PM	NOBEL DR	LOMBARD PL	0	Not Stated	6266406	1896633	Property Damage Only	1	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
5/11/2017	6:20:00 AM	LAJOLLA COLONY DR	PORTE LA PAZ	178	North	6261354.236	1892550.559	Severe Injury	1	0	1	Improper Turning	Bicycle	Driver	Bicyclist
5/11/2017	1:45:00 PM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Property Damage Only	0	0	0		Not Stated	Driver	Driver
5/13/2017	11:32:00 AM	GENESEE AV	NORTH TORREY PINES RD	12	West	6257668.753	1905729.564	Complaint of Pain	2	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
5/14/2017	12:55:00 AM	WERNER ST	WHIPPLE AV	100	West	6273205.219	1893523.027	Property Damage Only	0	0	0	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
5/18/2017	1:47:00 PM	GOVERNOR DR	DUNANT ST	12	North	6264021.044	1890943.693	Property Damage Only	0	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
5/19/2017	5:40:00 PM	LAJOLLA VILLAGE DR	I-5 NB ON RA (W)	39	South	6261226.999	1898552.23	Complaint of Pain	1	0		Other Improper Driving	Other Motor Vehicle	Driver	Driver
5/20/2017	11:40:00 PM	CAM ISLAY	CAM JONATA	90	West	6265404.095	1895383.909	Property Damage Only	0	0	0	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
5/22/2017	8:08:00 AM	GENESEE AV	SCIENCE CENTER DR	10	South	6259766.086	1904764.116	Other Visible Injury	2	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
5/23/2017	8:15:00 PM	NOBEL DR	JUDICIAL DR	60	West	6270802.995	1896660.562	Complaint of Pain	2	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
5/25/2017	12:40:00 PM	VILLA LA JOLLA DR	LAJOLLA VILLAGE DR	155	South	6259582.465	1898211.008	Property Damage Only	0	0	0	Unsafe Speed	Motor Vehicle on Other Roadway	Driver	Driver
5/27/2017	7:50:00 PM	GENESEE AV	NOBEL DR	0	Not Stated	6265801	1896539	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Driver
5/28/2017	12:01:00 AM	LAJOLLA VILLAGE DR	GENESEE AV	0	Not Stated	6265667	1898628	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
5/29/2017	9:05:00 PM	COSTA VERDE BL	NOBEL DR	0	Not Stated	6264900	1896422	Other Visible Injury	1	0	1	Other Hazardous Movement	Pedestrian	Driver	Pedestrian
5/30/2017	5:09:00 PM	LAJOLLA VILLAGE DR	EXECUTIVE WY	0	Not Stated	6267017	1899039	Complaint of Pain	1	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
6/1/2017	4:02:00 PM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	0	West	6259584	1898366	Complaint of Pain	1	0		Not Stated	Other Motor Vehicle	Driver	Driver
6/2/2017	1:48:00 AM	GOVERNOR DR	GULLSTRAND ST	150	West	6272521.037	1891262.795	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
6/2/2017	2:40:00 PM	UNIVERSITY CENTER LN	NOBEL DR	0	Not Stated	6261065	1897110	Complaint of Pain	2	0		Not Stated	Pedestrian	Driver	Pedestrian
6/3/2017	11:41:00 PM	GENESEE AV	I-5 SB ON RA	0	Not Stated	6261227	1904033	Complaint of Pain	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
6/6/2017	5:28:00 PM	MIRAMAR RD	EASTGATE ML	0	Not Stated	6274184	1900113	Other Visible Injury	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
6/14/2017	8:22:00 PM	GILMAN DR	VIA ALICANTE	0	Not Stated	6258813	1894936	Property Damage Only	0	0	0	Improper Turning	Other Object	Driver	
6/15/2017	8:12:00 AM	GENESEE AV	I-5 NB OFF RA (E)	0	Not Stated	6261929	1903861	Complaint of Pain	3	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
6/15/2017	12:23:00 PM	TOWNE CENTRE DR	EXECUTIVE DR	24	West	6267669.63	1900124.003	Other Visible Injury	1	0	1	Improper Turning	Not Stated	Driver	
6/20/2017	11:36:00 AM	GENESEE AV	EASTGATE ML	0	Not Stated	6265691	1900452	Property Damage Only	0	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
6/20/2017	6:23:00 PM	LIPMANN ST	ROUS ST	0	Not Stated	6270793	1893367	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
6/21/2017	11:43:00 AM	GENESEE AV	EXECUTIVE SQ	0	Not Stated	6265674	1899154	Complaint of Pain	3	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver

Date	Time	Street	CrossSt	Distance	Direction	X	Y	Injury	NoInjured	NoKilled	PtyAtFault	Cause	InvWith	PartyType1	PartyType2
6/21/2017	3:30:00 PM	GENESEE AV	GOVERNOR DR	0	Not Stated	6268514	1892066	Complaint of Pain	1	0	0	Improper Turning	Other Motor Vehicle	Driver	Driver
6/21/2017	6:45:00 PM	JUDICIAL DR	LAJOLLA VILLAGE DR	0	Not Stated	6268334	1899238	Complaint of Pain	1	0	1	Auto R/W Violation	Bicycle	Driver	Bicyclist
6/22/2017		VISION DR	CAMTO DEL FELIZ	0	Not Stated	6266131	1901633	Property Damage Only	0	0	0	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
6/23/2017	7:16:00 PM	GENESEE AV	NOBEL DR	0	Not Stated	6265801	1896539	Other Visible Injury	1	0	0	Unsafe Speed	Non-Collision	Driver	
6/27/2017	9:44:00 PM	VILLA LA JOLLA DR	NOBEL DR	9	East	6259722.544	1896849.423	Other Visible Injury	1	0	1	Auto R/W Violation	Pedestrian	Driver	Pedestrian
6/28/2017	5:40:00 AM	GENESEE AV	SCIENCE CENTER DR	0	Not Stated	6259758	1904770	Property Damage Only	0	0	0		Not Stated	Driver	Driver
1/4/2016	3:30:00 PM	VILLA LA JOLLA DR	VIA MALLORCA	0	Not Stated	6259457	1895940	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Parked Vehicle
1/7/2016	5:59:00 PM	REGENTS RD	SR-52 WB OFF RA (N)	0	Not Stated	6264250	1887917	Property Damage Only	0	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
1/10/2016	3:22:00 PM	GENESEE AV	SR-52 WB ON RA (S)	130	North	6268681.245	1889961.892	Property Damage Only	0	0	1	Improper Turning	Fixed Object	Driver	
1/11/2016	5:40:00 PM	AVNDA NAVIDAD	VIA SEPULVEDA	0	Not Stated	6266477	1895613	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
1/12/2016	10:57:00 AM	VILLA LA JOLLA DR	LAJOLLA VILLAGE DR	223	South	6259581.79	1898143.01	Other Visible Injury	1	0	1	Auto R/W Violation	Bicycle	Driver	Bicyclist
1/12/2016	2:46:00 PM	GENESEE AV	LUIGI TR	42	South	6267868.83	1893749.8	Complaint of Pain	3	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
1/12/2016	5:07:00 PM	REGENTS RD	PENNANT WY	0	Not Stated	6263887	1889066	Complaint of Pain	0	0	1	Improper Turning	Fixed Object	Driver	
1/15/2016	3:48:00 PM	CHARMANT DR	CAMTO VALERIANO	450	North	6260850.972	1893723.919	Complaint of Pain	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
1/15/2016	11:52:00 PM	NOBEL DR	LEBON DR	0	Not Stated	6262360	1897126	Other Visible Injury	2	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
1/17/2016	5:45:00 PM	GENESEE AV	NOBEL DR	75	North	6265780.89	1896611.25	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
1/18/2016	8:17:00 PM	LAJOLLA VILLAGE DR	GENESEE AV	5	East	6265671.854	1898629.198	Property Damage Only	0	0	1	Driving Under Influence	Other Motor Vehicle	Driver	Driver
1/20/2016	2:00:00 PM	JUDICIAL DR	SYDNEY CT	0	Not Stated	6269442	1898039	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
1/20/2016	5:40:00 PM	REGENTS RD	LAJOLLA VILLAGE DR	30	North	6264356.062	1898270	Complaint of Pain	1	0	0	Unsafe Speed	Other Motor Vehicle	Driver	Driver
1/21/2016	12:30:00 PM	NOBEL DR	MIRAMAR RD	0	Not Stated	6272739	1899965	Property Damage Only	0	0	0	Not Stated	Other Motor Vehicle	Driver	Driver
1/23/2016	12:30:00 AM	EXECUTIVE DR	TOWNE CENTRE DR	150	West	6267520.01	1900146.13	Property Damage Only	0	0	0	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
1/23/2016	1:00:00 AM	EXECUTIVE DR	TOWNE CENTRE DR	0	Not Stated	6267670	1900148	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
1/27/2016	3:52:00 PM	DECORO ST	CAM KIOSCO	0	Not Stated	6265649	1895563	Property Damage Only	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
1/29/2016	4:50:00 PM	CARGILL AV	CAM TICINO	50	South	6264864.913	1894907.25	Property Damage Only	0	0	0	Improper Turning	Other Motor Vehicle	Driver	Driver
1/31/2016	8:45:00 PM	REGENTS RD	HEALTH SCIENCES DR	100	North	6264363.308	1900959.991	Property Damage Only	0	0	0	Unsafe Speed	Other Object	Driver	
2/4/2016	2:21:00 PM	LAJOLLA VILLAGE DR	I-805 SB ON RA (E)	21	North	6270138.655	1899531.789	Other Visible Injury	1	0	1		Other Motor Vehicle	Driver	Driver
2/4/2016	10:30:00 PM	NOBEL DR	LAJOLLA VILLAGE SQ DY	0	Not Stated	6260346	1896990	Property Damage Only	0	0	1	Other Hazardous Movement	Other Motor Vehicle	Driver	Driver
2/5/2016	4:00:00 PM	AVNDA NAVIDAD	AVNDAL ABAHIA	100	South	6267117.687	1895728.741	Property Damage Only	0	0	0	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
2/6/2016		STADIUM ST	ETON AV	40	South	6265823.61	1890250.39	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
2/8/2016	9:59:00 AM	LAJOLLA VILLAGE DR	GENESEE AV	15	North	6265681.563	1898631.594	Property Damage Only	0	0	1		Fixed Object	Driver	
2/9/2016	6:56:00 AM	GENESEE AV	CENTURION SQ	18	West	6266962.969	1894462.275	Other Visible Injury	1	0	1	Improper Passing	Other Motor Vehicle	Driver	Driver
2/9/2016	8:49:00 AM	REGENTS RD	EASTGATE ML	15	East	6264360.479	1900191.073	Other Visible Injury	1	0	1	Unsafe Speed	Non-Collision	Driver	
2/9/2016	6:15:00 PM	MIRAMAR RD	MIRAMAR PL	184	West	6276454.45	1900353.05	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
2/12/2016	7:11:00 PM	GENESEE AV	I-5 NB ON RA (E)	0	Not Stated	6262088	1903836	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
2/19/2016	7:10:00 AM	REGENTS RD	NOBEL DR	0	Not Stated	6264096	1896813	Complaint of Pain	1	0	1	Auto R/W Violation	Parked Motor Vehicle	Driver	Driver
2/20/2016	6:36:00 PM	GENESEE AV	SR-52 WB ON RA (S)	600	West	6268674.08	1890429.121	Other Visible Injury	1	0	0	Auto R/W Violation	Bicycle	Driver	Bicyclist
2/24/2016	11:13:00 AM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	100	East	6267810.7	1899153.02	Complaint of Pain	1	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
3/3/2016	7:40:00 PM	NOBEL DR	UNIVERSITY CENTER LN	0	Not Stated	6261065	1897110	Complaint of Pain	2	0	1	Other Hazardous Movement	Other Motor Vehicle	Driver	Driver
3/5/2016	12:12:00 PM	GILMAN DR	I-5 NB OFF RA	0	Not Stated	6259217	1890199	Complaint of Pain	1	0	0	Improper Turning	Bicycle	Driver	Bicyclist
3/5/2016	1:30:00 PM	LAJOLLA VILLAGE DR	LEBON DR	0	Not Stated	6262774	1898029	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Driver
3/6/2016	3:40:00 AM	NOBEL DR	DANICA MAE DR	0	Not Stated	6263495	1897065	Complaint of Pain	1	0	0	Improper Turning	Other Motor Vehicle	Driver	Parked Vehicle
3/7/2016	6:00:00 PM	I-5 SB	GILMAN DR	0	Not Stated	6259075	1890366	Property Damage Only	0	0	0	Not Stated	Other Motor Vehicle	Driver	Driver
3/8/2016	2:41:00 AM	GOLDEN HAVEN DR	TOWNE CENTRE DR	0	Not Stated	6267799	1897697	Complaint of Pain	1	0	1	Unsafe Speed	Fixed Object	Driver	
3/8/2016	3:20:00 AM	NOBEL DR	GENESEE AV	432	West	6265383.03	1896429.92	Property Damage Only	0	0	1	Improper Turning	Fixed Object	Driver	
3/8/2016	7:15:00 AM	GENESEE AV	CENTURION SQ	0	Not Stated	6266977	1894451	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
3/8/2016	11:05:00 AM	GULLSTRAND ST	ROBBINS ST	303	Not Stated	6272599	1892253	Complaint of Pain	1	0	0	Improper Turning	Fixed Object	Driver	
3/12/2016		CHARMANT DR	LEBON DR	0	West	6262168	1895865	Property Damage Only	0	0	0	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
3/12/2016	10:03:00 AM	MIRAMAR RD	EASTGATE ML	136	West	6274048.045	1900116.516	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
3/13/2016	3:20:00 PM	GENESEE AV	SR-52 WB ON RA (N)	0	Not Stated	6268657	1890254	Property Damage Only	1	0	1	Auto R/W Violation	Motor Vehicle on Other Roadway	Driver	Driver
3/15/2016	1:38:00 PM	NORTH TORREY PINES RD	CALLAN RD	0	Not Stated	6256817	1910284	Other Visible Injury	1	0	1	Unsafe Speed	Bicycle	Driver	Bicyclist
3/18/2016	2:25:00 PM	GENESEE AV	EASTGATE ML	18	East	6265690.763	1900434.002	Property Damage Only	0	0	1	Improper Turning	Not Stated	Driver	Driver
3/18/2016	6:00:00 PM	RAYA WY	AGEE ST	328	West	6269206	1890952.33	Property Damage Only	0	0	1		Other Motor Vehicle	Driver	Driver
3/19/2016	4:41:00 PM	NORTH TORREY PINES RD	TORREY PINES RD	30	West	6256970.192	1897863.46	Property Damage Only	0	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
3/23/2016	4:35:00 PM	LAJOLLA VILLAGE DR	TORREY PINES RD	0	Not Stated	6256997	1897850	Complaint of Pain	1	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
3/25/2016	7:20:00 AM	EXECUTIVE DR	GENESEE AV	295	West	6265384.002	1899542.982	Other Visible Injury	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
3/25/2016	11:25:00 AM	EASTGATE ML	AUTOPORT ML	0	Not Stated	6274130	1900432	Other Visible Injury	1	0	0	Auto R/W Violation	Motor Vehicle on Other Roadway	Driver	Driver
3/25/2016	4:28:00 PM	TOWNE CENTRE DR	GOLDEN HAVEN DR	6	East	6267799.924	1897691.072	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
3/30/2016	9:17:00 AM	CAMPUS POINT DR	CAMPUS POINT CT	3	East	6263203.882	1904266.132	Property Damage Only	0	0	1	Unsafe Speed	Parked Motor Vehicle	Driver	Parked Vehicle
3/31/2016	7:00:00 PM	GENESEE AV	I-5 NB OFF RA (E)	0	East	6261929	1903861	Other Visible Injury	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
4/1/2016	9:00:00 AM	CARNEGIE PL	CARNEGIE ST	120	East	6264653.565	1889005.062	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
4/8/2016		SR-52 WB OFF RA	REGENTS RD (N)	48	North	6264228.453	1887959.892	Property Damage Only	0	0	0	Wrong Side of Road	Fixed Object	Driver	
4/9/2016	1:06:00 PM	NORTH TORREY PINES RD	SCIENCE PARK RD	411	North	6256917.414	1909704.435	Property Damage Only	0	0	1	Improper Turning	Fixed Object	Driver	
4/10/2016	3:00:00 AM	ARRIBA ST	REGENTS RD	5	South	6262944	1894562.931	Property Damage Only	0	0	0	Unsafe Speed	Fixed Object	Driver	
4/10/2016	6:08:00 AM	GENESEE AV	NOBEL DR	371	South	6265901.099	1896181.759	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Driver
4/12/2016		CAM GLORITA	CAM HUERTA	135	East	6264870.905	1894175.723	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
4/13/2016	4:30:00 AM	EASTGATE ML	EASTGATE CT	0	Not Stated	6273462	1901436	Property Damage Only	0	0	1	Unsafe Starting or Backing	Fixed Object	Driver	Other
4/14/2016	5:10:00 AM	LAJOLLA VILLAGE DR	GENESEE AV	600	East	6266242.652	1898795.803	Property Damage Only	0	0	0	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
4/14/2016	1:34:00 PM	GENESEE AV	SCRIPPS HOSPITAL DY	0	Not Stated	6263175	1903030	Complaint of Pain	1	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
4/17/2016	1:01:00 AM	LEBON DR	NOBEL DR	5	West	6262360.043	1897121	Property Damage Only	0	0	0	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle

Date	Time	Street	CrossSt	Distance	Direction	X	Y	Injury	NoInjured	NoKilled	PtyAtFault	Cause	InvWith	PartyType1	PartyType2
4/18/2016	8:08:00 PM	TORREY PINES SCENIC DR	NORTH TORREY PINES RD	735	West	6255924.926	1904413.162	Other Visible Injury	1	0	1	Other Hazardous Movement	Pedestrian	Pedestrian	Driver
4/18/2016	11:08:00 PM	REGENTS RD	NOBEL DR	0	South	6264096	1896813	Complaint of Pain	1	0	0	Improper Turning	Other Motor Vehicle	Driver	Driver
4/19/2016	8:00:00 AM	ARRIBA ST	CAMTO DIA	0	Not Stated	6263157	1894560	Property Damage Only	0	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
4/20/2016	4:44:00 PM	NOBEL DR	I-5 NB OFF RA	0	Not Stated	6261065	1897110	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
4/21/2016	9:21:00 AM	JOHN JAY HOPKINS DR	NORTH TORREY PINES RD	0	West	6257197	1908010	Other Visible Injury	1	0	1	Unsafe Speed	Bicycle	Bicyclist	Driver
4/21/2016	8:29:00 PM	REGENTS RD	ARRIBA ST	0	Not Stated	6262939	1894563	Complaint of Pain	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
4/22/2016	3:58:00 PM	EXECUTIVE DR	TOWNE CENTRE DR	0	Not Stated	6267670	1900148	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Driver
4/24/2016		FIORE TR	RENAISSANCE AV	0	Not Stated	6268521	1897661	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
4/24/2016	2:00:00 PM	LA JOLLA VILLAGE DR	TORREY PINES RD	0	Not Stated	6256997	1897850	Property Damage Only	0	0	0	Not Stated	Other Motor Vehicle	Driver	Driver
4/26/2016	4:30:00 PM	LA JOLLA VILLAGE DR	TOWNE CENTRE DR	0	Not Stated	6267712	1899137	Complaint of Pain	1	0	1	Improper Turning	Pedestrian	Driver	Pedestrian
4/26/2016	9:53:00 PM	ARRIBA ST	REGENTS RD	0	Not Stated	6262939	1894563	Severe Injury	2	0	0	Improper Turning	Pedestrian	Driver	Pedestrian
4/27/2016	6:50:00 AM	GENESEE AV	EXECUTIVE DR	27	North	6265679.356	1899568.998	Other Visible Injury	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
4/27/2016	11:51:00 AM	HOLIDAY CT	VILLA LA JOLLA DR	265	East	6259843.994	1897859.239	Property Damage Only	0	0		Other Improper Driving	Other Motor Vehicle	Driver	Driver
4/27/2016	7:44:00 PM	GENESEE AV	CAMPUS POINT DR	100	South	6263893.519	1902034.328	Complaint of Pain	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
4/27/2016	8:48:00 PM	LA JOLLA VILLAGE DR	LEBON DR	343	East	6263078.572	1897873.422	Complaint of Pain	1	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
4/28/2016		GENESEE AV	FEZ ST	0	Not Stated	6265576	1900844	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	
4/28/2016	5:06:00 PM	EXECUTIVE WY	LA JOLLA VILLAGE DR	0	East	6267017	1899039	Other Visible Injury	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
4/29/2016	12:45:00 AM	MIRAMAR RD	NOBEL DR	0	Not Stated	6272739	1899965	Property Damage Only	0	0	1	Pedestrian Violation	Other Motor Vehicle	Driver	Driver
4/29/2016	2:06:00 PM	MIRAMAR RD	MIRAMAR ML	0	Not Stated	6275295	1900163	Property Damage Only	0	0		Not Stated	Other Motor Vehicle	Driver	Driver
5/1/2016		CHARMANT DR	LA JOLLA COLONY DR	0	Not Stated	6261449	1893013	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
5/1/2016	12:31:00 PM	MIRAMAR RD	I-805 NB ON RA (W)	15	South	6270381.201	1899571.55	Complaint of Pain	1	0	0	Following Too Closely	Other Motor Vehicle	Driver	Driver
5/2/2016	5:10:00 PM	GENESEE AV	REGENTS RD	330	South	6264729.29	1901505.14	Property Damage Only	0	0	1	Unsafe Starting or Backing	Parked Motor Vehicle	Driver	Parked Vehicle
5/5/2016	9:23:00 AM	LA JOLLA VILLAGE DR	GENESEE AV	50	West	6265618.46	1898615.97	Property Damage Only	1	0	1	Unsafe Speed	Not Stated	Driver	
5/5/2016	3:10:00 PM	TOWNE CENTRE DR	EXECUTIVE DR	39	South	6267669.398	1900109.005	Other Visible Injury	2	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/8/2016	6:15:00 AM	JUDICIAL DR	SYDNEY CT	42	West	6269404.419	1898057.753	Other Visible Injury	1	0		Other Improper Driving	Fixed Object	Driver	
5/9/2016	9:10:00 PM	TOWNE CENTRE DR	WESTERRA CT	300	North	6265088.032	1903453.371	Complaint of Pain	1	0	1	Improper Turning	Fixed Object	Driver	
5/12/2016	4:45:00 PM	GOVERNOR DR	I-805 SB OFF RA	0	Not Stated	6274487	1892908	Complaint of Pain	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
5/12/2016	9:06:00 PM	LA JOLLA VILLAGE DR	VILLA LA JOLLA DR	491	West	6259094.65	1898406.205	Property Damage Only	0	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/14/2016	8:26:00 PM	GOVERNOR DR	ERLANGER ST	226	East	6271737.42	1891145.969	Other Visible Injury	1	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
5/16/2016	8:36:00 AM	LEBON DR	LA JOLLA VILLAGE DR	81	South	6262733.46	1897958.86	Other Visible Injury	2	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
5/16/2016	3:46:00 PM	NOBEL DR	DANICA MAE DR	1	East	6263495.97	1897064.76	Other Visible Injury	1	0	0	Improper Turning	Other Motor Vehicle	Driver	Driver
5/17/2016	1:44:00 AM	EASTER WY	EASTGATE ML	21	North	6266586.922	1900752.101	Property Damage Only	0	0	1	Unsafe Speed	Parked Motor Vehicle	Driver	Driver
5/17/2016	11:50:00 AM	LA JOLLA COLONY DR	ROSENDA CT	0	Not Stated	6260760	1892103	Complaint of Pain	3	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
5/18/2016	12:47:00 AM	NORTH TORREY PINES RD	GENESEE AV	0	Not Stated	6257676	1905720	Other Visible Injury	1	0	0	Unsafe Speed	Other Object	Driver	
5/20/2016	12:48:00 PM	GENESEE AV	ESPLANADE CT	0	Not Stated	6265653	1897643	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/21/2016	4:00:00 PM	VILLA LA JOLLA DY	VILLA LA JOLLA DR	31	South	6259743.262	1896398.275	Property Damage Only	0	0	1	Unsafe Starting or Backing	Parked Motor Vehicle	Driver	Parked Vehicle
5/23/2016	10:00:00 PM	GENESEE AV	I-5 NB ON RA (E)	20	South	6262107.77	1903832.975	Complaint of Pain	1	0	0	Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/24/2016	10:30:00 AM	GENESEE AV	APRIL CT	8	West	6268675.147	1890439.046	Property Damage Only	0	0	0	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
5/27/2016	7:00:00 AM	GENESEE AV	APRIL CT	0	Not Stated	6268676	1890447	Property Damage Only	0	0	1	Unsafe Speed	Fixed Object	Driver	
5/27/2016	9:56:00 AM	NOBEL DR	I-5 NB OFF RA	75	East	6261139.743	1897116.193	Complaint of Pain	1	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
5/27/2016	10:59:00 AM	GENESEE AV	SCIENCE CENTER DR	0	Not Stated	6259758	1904770	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/28/2016	5:00:00 PM	GENESEE AV	GOVERNOR DR	5	North	6268512.81	1892070.85	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
5/29/2016	1:35:00 PM	LA JOLLA VILLAGE DR	VILLA LA JOLLA DR	900	East	6260481.16	1898385.02	Other Visible Injury	3	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/29/2016	1:35:00 PM	LA JOLLA VILLAGE DR	LEBON DR	2	West	6262772.27	1898030	Other Visible Injury	3	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/31/2016	12:50:00 PM	GILMAN DR	EVENING WY	0	Not Stated	6258266	1897474	Other Visible Injury	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
5/31/2016	7:58:00 PM	MIRAMAR RD	NOBEL DR	16	West	6272723.21	1899962.415	Complaint of Pain	3	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
6/1/2016	2:00:00 AM	GENESEE AV	DECORO ST	150	North	6266021.025	1895750.992	Property Damage Only	0	0	0	Improper Turning	Parked Motor Vehicle	Driver	Driver
6/2/2016	4:15:00 PM	VILLA LA JOLLA DR	GILMAN DR (N)	10	West	6259780.415	1900235.126	Complaint of Pain	1	0	1	Other Hazardous Movement	Pedestrian	Driver	Pedestrian
6/3/2016	9:16:00 PM	DECORO ST	CARGILL AV	0	Not Stated	6264896	1895562	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
6/5/2016	2:23:00 PM	FRIED AV	RENAULT WY	377	West	6263620.532	1890431.982	Property Damage Only	0	0	1	Wrong Side of Road	Parked Motor Vehicle	Driver	Parked Vehicle
6/6/2016	3:33:00 PM	LA JOLLA VILLAGE DR	LA JOLLA SCENIC WY	24	East	6257443.026	1897862.527	Other Visible Injury	3	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
6/8/2016	5:53:00 PM	REGENTS RD	BERINO CT	110	North	6263138.88	1895546.18	Other Visible Injury	1	0	1	Unsafe Speed	Fixed Object	Driver	
6/9/2016	5:46:00 PM	MIRAMAR RD	MIRAMAR PL	240	West	6276399.201	1900343.935	Complaint of Pain	2	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
6/10/2016	9:15:00 PM	LA JOLLA VILLAGE DR	GILMAN DR	8	North	6258354.94	1898419.978	Other Visible Injury	3	0	0	Unsafe Speed	Other Motor Vehicle	Driver	Driver
6/16/2016	1:10:00 PM	STRESEMANN ST	PENNANT WY	241	North	6262963.234	1889719.783	Other Visible Injury	1	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
6/17/2016		LOMBARD PL	NOBEL DR	0	Not Stated	6266406	1896633	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Driver
6/17/2016	2:26:00 AM	LA JOLLA VILLAGE DR	JUDICIAL DR	150	East	6268482.026	1899262.258	Other Visible Injury	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
6/18/2016	6:16:00 AM	LA JOLLA VILLAGE DR	TOWNE CENTRE DR	0	Not Stated	6267712	1899137	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
6/20/2016		JUDICIAL DR	ILLUMINA WY (N)	120	North	6269859.529	1897776.056	Property Damage Only	0	0	1	Improper Turning	Fixed Object	Driver	
6/25/2016	10:50:00 AM	GENESEE AV	CAMPUS POINT DR	0	Not Stated	6263819	1902101	Other Visible Injury	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
6/27/2016	6:51:00 AM	NOBEL DR	MIRAMAR RD	0	Not Stated	6272739	1899965	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
6/27/2016	5:15:00 PM	UNIVERSITY CENTER LN	NOBEL DR	96	West	6261034.082	1897019.115	Property Damage Only	0	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
6/30/2016	10:33:00 AM	VILLA LA JOLLA DR	HOLIDAY CT	60	North	6259579.594	1897920.997	Other Visible Injury	1	0	1	Unsafe Speed	Fixed Object	Driver	
7/3/2016	1:30:00 AM	LA JOLLA VILLAGE DR	TORREY PINES RD	15	North	6256983.183	1897855.838	Property Damage Only	0	0	0	Improper Turning	Other Motor Vehicle	Driver	Driver
7/3/2016	11:15:00 PM	LA JOLLA VILLAGE DR	I-5 NB OFF RA	0	Not Stated	6261480	1898583	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
7/6/2016		LA JOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Property Damage Only	0	0		Unknown	Parked Motor Vehicle	Driver	Parked Vehicle
7/6/2016	10:39:00 AM	REGENTS RD	BERINO CT	0	Not Stated	6263111	1895458	Complaint of Pain	1	0	1	Improper Turning	Parked Motor Vehicle	Driver	Driver
7/6/2016	1:00:00 PM	VILLA LA JOLLA DR	NOBEL DR	600	North	6259593.668	1897443.87	Property Damage Only	0	0		Not Stated	Other Motor Vehicle	Driver	Driver
7/7/2016	11:05:00 AM	GENESEE AV	I-5 NB OFF RA (E)	680	West	6261268.646	1904020.695	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver

Date	Time	Street	CrossSt	Distance	Direction	X	Y	Injury	NoInjured	NoKilled	PtyAtFault	Cause	InvWith	PartyType1	PartyType2
7/8/2016	12:40:00 PM	VIA MALLORCA	VIA ALICANTE	30	South	6259633.949	1894435.494	Other Visible Injury	1	0	1	Unsafe Speed	Parked Motor Vehicle	Driver	Driver
7/8/2016	2:47:00 PM	GENESEE AV	LA JOLLA VILLAGE DR	0	Not Stated	6265667	1898628	Complaint of Pain	1	0	0	Pedestrian Violation	Pedestrian	Other	Driver
7/12/2016	3:54:00 PM	LA JOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Complaint of Pain	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
7/13/2016	5:00:00 PM	GENESEE AV	I-5 NB ON RA(E)	0	East	6262088	1903836	Property Damage Only	0	0	0	Improper Turning	Other Motor Vehicle	Driver	Driver
7/14/2016	6:15:00 PM	EASTGATE ML	GENESEE AV	0	Not Stated	6265691	1900452	Property Damage Only	0	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
7/14/2016	7:15:00 PM	GOVERNOR DR	MERCER ST	0	Not Stated	6266863	1891148	Property Damage Only	0	0		Other Improper Driving	Parked Motor Vehicle	Driver	Parked Vehicle
7/16/2016	6:47:00 PM	TOWNE CENTRE DR	LA JOLLA VILLAGE DR	160	North	6267683.43	1899294.43	Property Damage Only	0	0	0	Improper Turning	Fixed Object	Driver	
7/19/2016	2:30:00 PM	NOBEL DR	TOWNE CENTRE DR	0	Not Stated	6267338	1896039	Other Visible Injury	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
7/21/2016	4:20:00 PM	GENESEE AV	SCIENCE CENTER DR	0	Not Stated	6259758	1904770	Complaint of Pain	2	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
7/23/2016	9:32:00 AM	NORTH TORREY PINES RD	NORTH TORREY PINES CT	1252	South	6257092.33	1905176.967	Other Visible Injury	1	0	1	Unsafe Speed	Non-Collision	Bicyclist	
7/25/2016	11:15:00 AM	FLOREY ST	GULLSTRAND ST	0	Not Stated	6272566	1893235	Property Damage Only	0	0	1	Unsafe Speed	Fixed Object	Driver	
7/25/2016	2:36:00 PM	MIRAMAR RD	I-805 NB ON RA(W)	0	Not Stated	6270396	1899574	Complaint of Pain	3	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
7/26/2016	8:20:00 AM	REGENTS RD	HEALTH SCIENCES DR	0	Not Stated	6264362	1900860	Complaint of Pain	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
7/27/2016	4:16:00 AM	NOBEL DR	REGENTS RD	0	Not Stated	6264096	1896813	Other Visible Injury	1	0		Unknown	Other Motor Vehicle	Driver	Driver
7/29/2016	3:27:00 PM	GENESEE AV	I-5 NB OFF RA(W)	0	Not Stated	6261752	1903894	Property Damage Only	0	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
7/29/2016	4:40:00 PM	LA JOLLA VILLAGE DR	TOWNE CENTRE DR	0	Not Stated	6267712	1899137	Property Damage Only	0	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
7/29/2016	6:46:00 PM	NOBEL DR	JUDICIAL DR	0	Not Stated	6270841	1896707	Complaint of Pain	2	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
7/30/2016	9:25:00 AM	LA JOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Other Visible Injury	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
7/30/2016	11:02:00 PM	REGENTS RD	GOVERNOR DR	0	Not Stated	6264752	1890969	Property Damage Only	0	0	1	Unsafe Speed	Fixed Object	Driver	
7/31/2016	9:45:00 AM	GENESEE AV	I-5 NB ON RA(E)	0	North	6262088	1903836	Complaint of Pain	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
7/31/2016	5:00:00 PM	TORREY PINES SC PARK	NORTH TORREY PINES RD (N)	0	Not Stated	6256456	1912418	Property Damage Only	0	0	0		Not Stated	Driver	Parked Vehicle
8/5/2016	7:30:00 AM	NOBEL DR	I-805 NB OFF RA	0	Not Stated	6271776	1897812	Complaint of Pain	1	0	0	Unsafe Starting or Backing	Other Object	Driver	
8/5/2016	7:04:00 PM	EASTGATE ML	MIRAMAR RD	0	Not Stated	6274184	1900113	Complaint of Pain	1	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
8/6/2016	8:39:00 PM	NOBEL DR	CAMTO PLAZA CENTRO	1100	West	6260558.269	1897036.717	Property Damage Only	1	0	0	Improper Turning	Parked Motor Vehicle	Driver	Driver
8/7/2016	12:33:00 AM	GENESEE AV	LA JOLLA VILLAGE DR	60	North	6265667.798	1898687.995	Property Damage Only	0	0	0	Following Too Closely	Other Motor Vehicle	Driver	Driver
8/8/2016	3:26:00 PM	MIRAMAR RD	I-805 NB ON RA(E)	15	South	6271044.202	1899681.545	Complaint of Pain	2	0	0	Unsafe Speed	Other Motor Vehicle	Driver	Driver
8/10/2016	9:32:00 AM	MIRAMAR RD	EASTGATE ML	228	West	6273956.076	1900118.895	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
8/10/2016	3:18:00 PM	GILMAN DR	EVENING WY	100	South	6258276.312	1897374.544	Other Visible Injury	1	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
8/11/2016	3:15:00 PM	GOVERNOR DR	RADCLIFFE DR	330	West	6267786.304	1891889.52	Other Visible Injury	0	0	1	Improper Turning	Fixed Object	Driver	
8/11/2016	3:42:00 PM	LA JOLLA VILLAGE DR	REGENTS RD	0	Not Stated	6264356	1898240	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Driver
8/12/2016	6:00:00 AM	REGENTS RD	EXECUTIVE DR	0	Not Stated	6264382	1899547	Property Damage Only	0	0	1	Unsafe Starting or Backing	Parked Motor Vehicle	Driver	Parked Vehicle
8/15/2016	2:22:00 PM	LA JOLLA VILLAGE DR	LEBON DR	201	West	6262600.202	1898129.971	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
8/16/2016	12:05:00 PM	GENESEE AV	APRIL CT	0	South	6268676	1890447	Other Visible Injury	1	0	1	Improper Turning	Other Object	Driver	
8/16/2016	10:14:00 PM	LA JOLLA VILLAGE DR	REGENTS RD	60	East	6264407.579	1898270.558	Other Visible Injury	1	0	1	Improper Turning	Not Stated	Bicyclist	
8/17/2016	5:01:00 PM	EASTGATE ML	REGENTS RD	10	East	6264369	1900206.099	Complaint of Pain	1	0	0	Unsafe Speed	Other Motor Vehicle	Driver	Driver
8/18/2016	6:45:00 PM	LA JOLLA VILLAGE DR	TOWNE CENTRE DR	250	West	6267463.796	1899107.088	Complaint of Pain	4	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
8/20/2016	8:15:00 PM	LA JOLLA VILLAGE DR	LA JOLLA SCENIC WY	16	East	6257435.727	1897859.252	Other Visible Injury	3	0	0	Improper Turning	Other Motor Vehicle	Driver	Driver
8/22/2016	9:20:00 AM	GENESEE AV	ESPLANADE CT	400	South	6265651.755	1897243.09	Complaint of Pain	1	0	0	Other Hazardous Movement	Not Stated	Driver	Pedestrian
8/23/2016	12:53:00 PM	PENNANT WY	STRESEMANN ST	63	East	6262936.664	1889466.465	Complaint of Pain	1	0	0	Unsafe Speed	Not Stated	Driver	Driver
8/23/2016	1:53:00 PM	LA JOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Complaint of Pain	2	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
8/26/2016	5:45:00 PM	LA JOLLA VILLAGE DR	TOWNE CENTRE DR	0	Not Stated	6267712	1899137	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
8/31/2016	1:29:00 AM	CARGILL AV	PLAYMOR TR	24	North	6264782.072	1894691.293	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
8/31/2016	1:29:00 AM	CARGILL AV	PLAYMOR TR	24	North	6264782.072	1894691.293	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Driver
9/2/2016	5:20:00 PM	TORREY PINES RD	NORTH TORREY PINES RD	0	Not Stated	6256997	1897850	Property Damage Only	2	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
9/2/2016	11:00:00 PM	GENESEE AV	GOVERNOR DR	200	South	6268559.186	1891871.164	Property Damage Only	0	0	1	Other Hazardous Movement	Parked Motor Vehicle	Driver	Parked Vehicle
9/3/2016	1:15:00 PM	GOVERNOR DR	GENESEE AV	0	Not Stated	6268514	1892066	Complaint of Pain	1	0		Unknown	Pedestrian	Driver	Pedestrian
9/3/2016	7:27:00 PM	REGENTS RD	SR-52 WB	0	Not Stated	6264408	1887555	Complaint of Pain	1	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
9/7/2016	8:12:00 AM	NOBEL DR	MIRAMAR RD	0	Not Stated	6272739	1899965	Complaint of Pain	1	0	1	Pedestrian Violation	Other Motor Vehicle	Driver	Driver
9/7/2016	2:00:00 PM	MIRAMAR RD	EASTGATE ML	0	Not Stated	6274184	1900113	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
9/10/2016	12:00:00 AM	COSTA VERDE BL	LAS PALMAS SQ	0	Not Stated	6264773	1897433	Property Damage Only	0	0	0	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
9/13/2016	1:15:00 PM	TOWNE CENTRE DR	EASTGATE ML	0	Not Stated	6267618	1901039	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
9/15/2016	2:43:00 AM	PALMILLA DR	CAMTO GRIMALDI	11	North	6262215.422	1893425.119	Property Damage Only	0	0	1	Unsafe Speed	Fixed Object	Driver	
9/16/2016	10:59:00 AM	LA JOLLA VILLAGE DR	JUDICIAL DR	0	Not Stated	6268334	1899238	Property Damage Only	1	0	0	Improper Turning	Non-Collision	Driver	
9/18/2016	12:40:00 PM	GENESEE AV	SR-52 WB ON RA(S)	0	Not Stated	6268717	1889837	Complaint of Pain	1	0	0	Improper Turning	Other Motor Vehicle	Driver	Driver
9/18/2016	3:05:00 PM	GENESEE AV	EXECUTIVE SQ	0	Not Stated	6265674	1899154	Complaint of Pain	1	0	0	Auto R/W Violation	Not Stated	Driver	Driver
9/21/2016	8:30:00 AM	GOVERNOR DR	GENESEE AV	0	Not Stated	6268514	1892066	Property Damage Only	0	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
9/21/2016	6:25:00 PM	TOWNE CENTRE DR	RENAISSANCE AV	0	Not Stated	6267649	1896571	Other Visible Injury	2	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
9/22/2016	7:15:00 AM	EASTER WY	EASTGATE ML	0	Not Stated	6266593	1900732	Other Visible Injury	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
9/23/2016	3:30:00 PM	LA JOLLA VILLAGE DR	REGENTS RD	0	Not Stated	6264356	1898240	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
9/23/2016	4:25:00 PM	NORTH TORREY PINES RD	ALMAHURST RW	0	Not Stated	6256539	1901797	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
9/24/2016	2:00:00 AM	LA JOLLA VILLAGE DR	COSTA VERDE BL	0	Not Stated	6265021	1898468	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Parked Vehicle
9/25/2016	9:13:00 PM	LA JOLLA VILLAGE DR	LA JOLLA SCENIC WY	400	East	6257740.323	1898090.154	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
9/27/2016	5:41:00 AM	CHARMANT DR	LA JOLLA COLONY DR	11002	North	6272363.586	1894397.128	Property Damage Only	0	0		Unknown	Parked Motor Vehicle	Driver	Parked Vehicle
10/1/2016	7:45:00 PM	MIRAMAR RD	I-805 NB ON RA(E)	15	East	6271073.796	1899686.466	Complaint of Pain	1	0	1	Other Hazardous Movement	Other Motor Vehicle	Driver	Driver
10/2/2016	2:40:00 AM	MIRAMAR RD	MIRAMAR PL	543	East	6277171.805	1900471.102	Property Damage Only	0	0	1	Other Improper Driving	Animal	Driver	
10/3/2016	1:00:00 AM	DECORO ST	CARGILL AV	0	Not Stated	6264896	1895562	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
10/5/2016	1:50:00 PM	EASTGATE ML	EASTER WY	700	West	6265924.297	1900525.049	Complaint of Pain	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
10/8/2016	3:00:00 PM	BLOCH ST	SAN CLEMENTE TR	0	Not Stated	6259903	1887205	Property Damage Only	0	0	0	Improper Turning	Other Motor Vehicle		
10/12/2016	6:30:00 PM	GENESEE AV	EASTGATE ML	0	Not Stated	6265691	1900452	Other Visible Injury	1	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver

Date	Time	Street	CrossSt	Distance	Direction	X	Y	Injury	NoInjured	NoKilled	PtyAtFault	Cause	InvWith	PartyType1	PartyType2
10/13/2016	8:29:00 AM	EASTGATE ML	GENESEE AV	350	East	6266025.009	1900556.583	Complaint of Pain	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
10/13/2016	2:24:00 PM	MIRAMAR RD	NOBEL DR	0	Not Stated	6272739	1899965	Complaint of Pain	1	0	0	Auto R/W Violation	Other Motor Vehicle		
10/13/2016	9:52:00 PM	LEBON DR	LAJOLLA VILLAGE DR	9	South	6262769.497	1898021.208	Severe Injury	1	0		Unknown	Pedestrian	Driver	Pedestrian
10/14/2016	1:55:00 AM	LIPMANN ST	ROBBINS ST	0	Not Stated	6270537	1892990	Property Damage Only	0	0	1	Not Stated	Fixed Object	Driver	Parked Vehicle
10/17/2016	5:30:00 AM	VIA MALLORCA	CAMTO EASTBLUFF	0	Not Stated	6259202	1893654	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle		
10/19/2016	1:20:00 PM	NOBEL DR	REGENTS RD	0	Not Stated	6264096	1896813	Property Damage Only	1	0	0	Following Too Closely	Bicycle	Driver	Bicyclist
10/19/2016	4:15:00 PM	EASTGATE ML	MIRAMAR RD	0	Not Stated	6274184	1900113	Property Damage Only	0	0	0	Unknown	Other Motor Vehicle	Driver	Driver
10/20/2016	7:24:00 AM	CALLAN RD	TORREYANA RD	0	Not Stated	6258377	1910451	Other Visible Injury	1	0	1	Improper Turning	Other Object		
10/20/2016	4:38:00 PM	RENAISSANCE AV	FIORE TR	0	Not Stated	6268521	1897661	Other Visible Injury	1	0	1	Unsafe Speed	Non-Collision		
10/21/2016	6:49:00 PM	LEBON DR	NOBEL DR	5	South	6262360.043	1897121	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle		
10/22/2016	4:45:00 PM	TORREY PINES RD	LAJOLLA VILLAGE DR	0	Not Stated	6256997	1897850	Complaint of Pain	5	0	1	Unsafe Speed	Other Motor Vehicle		
10/23/2016	2:32:00 PM	LAJOLLA VILLAGE DR	I-805 SB ON RA (E)	109	West	6270010.298	1899511.227	Other Visible Injury	4	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
10/25/2016	4:45:00 PM	GENESEE AV	RADCLIFFE LN	20	South	6268720.384	1891203.289	Complaint of Pain	1	0	0	Following Too Closely	Other Motor Vehicle	Driver	Driver
10/25/2016	5:17:00 PM	GENESEE AV	LAJOLLA VILLAGE DR	0	Not Stated	6265667	1898628	Property Damage Only	0	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
10/27/2016	4:50:00 PM	LAJOLLA VILLAGE DR	REGENTS RD	0	Not Stated	6264356	1898240	Property Damage Only	0	0	0	Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/1/2016		TOWNE CENTRE DR	RENAISSANCE AV	0	Not Stated	6267649	1896571	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Parked Vehicle
11/1/2016	5:01:00 PM	CAMPUS POINT DR	CAMPUS POINT CT	0	Not Stated	6263203	1904269	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
11/3/2016	6:30:00 AM	LAJOLLA VILLAGE DR	LEBON DR	0	Not Stated	6262774	1898029	Severe Injury	1	0	0	Improper Turning	Other Motor Vehicle	Driver	Driver
11/3/2016	10:08:00 AM	GOVERNOR DR	EDMONTON AV	200	East	6269683.837	1891952.793	Property Damage Only	0	0	1	Other Hazardous Movement	Not Stated	Driver	
11/3/2016	3:28:00 PM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
11/3/2016	7:03:00 PM	LEBON DR	CHARMANT DR	80	North	6262219.938	1895925.841	Complaint of Pain	1	0	1	Improper Turning	Bicycle	Bicyclist	Driver
11/5/2016	6:39:00 PM	GENESEE AV	I-5 NB OFF RA (W)	36	West	6261716.825	1903901.662	Complaint of Pain	2	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
11/8/2016	6:19:00 PM	GENESEE AV	DECORO ST	0	Not Stated	6266063	1895607	Other Visible Injury	1	0	1	Improper Turning	Bicycle	Driver	Driver
11/9/2016		TORREY PINES SCENIC DR	NORTH TORREY PINES RD	0	Not Stated	6256632	1904219	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Parked Vehicle
11/9/2016	3:42:00 PM	TOWNE CENTRE DR	EASTGATE ML	900	North	6267346.665	1901897.124	Complaint of Pain	1	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
11/9/2016	7:50:00 PM	VILLA LA JOLLA DR	VILLA NORTE	285	South	6259581.91	1897576.101	Severe Injury	1	0	1	Other Hazardous Movement	Non-Collision	Bicyclist	
11/10/2016	6:24:00 PM	NOBEL DR	LEBON DR	0	Not Stated	6262360	1897126	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Parked Vehicle
11/11/2016	12:42:00 PM	MIRAMAR RD	EASTGATE ML	0	Not Stated	6274184	1900113	Other Visible Injury	3	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
11/12/2016	10:30:00 PM	STADIUM ST	GOVERNOR DR	0	Not Stated	6265811	1890695	Other Visible Injury	1	0	1	Unsafe Speed	Fixed Object	Driver	
11/13/2016	9:46:00 AM	STADIUM ST	GOVERNOR DR	0	Not Stated	6265811	1890695	Property Damage Only	0	0	0	Improper Turning	Fixed Object	Driver	Other
11/13/2016	6:00:00 PM	CAMPUS POINT DR	GENESEE AV	0	East	6263819	1902101	Property Damage Only	0	0		Other Improper Driving	Parked Motor Vehicle	Driver	Parked Vehicle
11/13/2016	6:26:00 PM	GENESEE AV	I-5 NB OFF RA (E)	300	South	6262225.435	1903814.972	Complaint of Pain	3	0	1	Following Too Closely	Bicycle	Driver	Driver
11/14/2016	10:46:00 AM	EASTGATE ML	MIRAMAR RD	0	Not Stated	6274184	1900113	Property Damage Only	0	0	1	Unsafe Speed	Fixed Object	Driver	
11/16/2016	5:16:00 PM	REGENTS RD	MAHAILA AV	0	Not Stated	6264343	1897565	Complaint of Pain	2	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
11/16/2016	5:57:00 PM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	1500	East	6269192.415	1899378.596	Other Visible Injury	2	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/16/2016	7:01:00 PM	REGENTS RD	GOVERNOR DR	0	Not Stated	6264752	1890969	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
11/18/2016	1:22:00 PM	EXECUTIVE WY	LAJOLLA VILLAGE DR	0	Not Stated	6267017	1899039	Other Visible Injury	1	0	0	Pedestrian Violation	Pedestrian	Pedestrian	Driver
11/18/2016	4:15:00 PM	GENESEE AV	ESPLANADE CT	406	North	6265658.77	1898048.959	Complaint of Pain	1	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
11/18/2016	5:23:00 PM	LAJOLLA VILLAGE DR	I-805 SB OFF RA (W)	240	West	6268933.159	1899336.188	Complaint of Pain	2	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/18/2016	6:55:00 PM	ESPLANADE CT	GENESEE AV	50	West	6265603.008	1897643.877	Property Damage Only	0	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/19/2016	3:00:00 PM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	53	North	6267764.315	1899145.495	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
11/21/2016	6:05:00 PM	ARRIBA ST	CAM AGUILA	0	North	6263547	1894561	Complaint of Pain	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
11/21/2016	10:07:00 PM	GENESEE AV	CENTURION SQ	19	North	6266962.189	1894462.901	Severe Injury	1	0	1	Improper Turning	Fixed Object	Driver	
11/22/2016	11:40:00 PM	REGENTS RD	SR-52 WB	65	North	6264374.125	1887610.463	Property Damage Only	0	0	1	Improper Turning	Not Stated	Driver	
11/28/2016	11:06:00 PM	ARRIBA ST	CARGILL AV	153	West	6264481.534	1894519.373	Property Damage Only	0	0	0	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
11/30/2016	5:20:00 PM	REGENTS RD	LAJOLLA VILLAGE DR	0	Not Stated	6264356	1898240	Property Damage Only	0	0	0	Not Stated	Other Motor Vehicle	Driver	Driver
12/2/2016	6:30:00 PM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	72	East	6267783.069	1899148.54	Complaint of Pain	1	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
12/5/2016	6:44:00 PM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	750	East	6268452.276	1899257.382	Complaint of Pain	2	0	0	Following Too Closely	Other Motor Vehicle	Driver	Driver
12/5/2016	6:44:00 PM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	582	East	6268286.476	1899230.283	Complaint of Pain	2	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
12/10/2016	11:05:00 PM	GENESEE AV	DECORO ST	0	Not Stated	6266063	1895607	Complaint of Pain	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
12/13/2016	1:30:00 PM	GENESEE AV	I-5 NB OFF RA (W)	18	East	6261769.676	1903890.601	Complaint of Pain	2	0	1	Other Hazardous Movement	Other Motor Vehicle	Driver	Driver
12/15/2016		VILLA LA JOLLA DR	NOBEL DR	0	Not Stated	6259720	1896858	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Parked Vehicle
12/18/2016	8:04:00 PM	CAMTO GANDARA	CAMTO SONOMA	0	Not Stated	6259730	1891876	Complaint of Pain	1	0	0	Unsafe Starting or Backing	Pedestrian	Driver	Pedestrian
12/19/2016	8:59:00 AM	NORTH TORREY PINES RD	SALK INSTITUTE RD	0	Not Stated	6256567	1903646	Other Visible Injury	1	0	0	Improper Turning	Bicycle	Bicyclist	Driver
12/19/2016	8:05:00 PM	LAJOLLA VILLAGE DR	GENESEE AV	35	East	6265700.981	1898636.385	Complaint of Pain	1	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
12/20/2016	12:45:00 PM	TOWNE CENTRE DR	GOLDEN HAVEN DR	0	Not Stated	6267799	1897697	Property Damage Only	0	0	0		Other Motor Vehicle	Driver	Driver
12/20/2016	3:47:00 PM	MIRAMAR RD	EASTGATE ML	0	South	6274184	1900113	Complaint of Pain	1	0		Not Stated	Other Motor Vehicle	Driver	Driver
12/26/2016	9:48:00 PM	NORTH TORREY PINES RD	GENESEE AV	60	South	6257628.411	1905683.459	Other Visible Injury	1	0	1	Unsafe Speed	Other Object	Driver	
12/28/2016	1:23:00 AM	TORREY PINES RD	GLENBROOK WY	4752	North	6257641.733	1901081.161	Other Visible Injury	2	0	1	Wrong Side of Road	Other Motor Vehicle	Driver	Driver
10/1/2012	3:42:00 AM	GENESEE AV	CENTURION SQ	327	North	6266720.286	1894653.535	Property Damage Only	0	0		Unsafe Starting or Backing	Fixed Object	Driver	
10/2/2012	1:22:00 AM	COSTA VERDE BL	LAJOLLA VILLAGE DR	160	South	6265059.039	1898312.59	Property Damage Only	0	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
10/2/2012	5:30:00 PM	LAJOLLA VILLAGE DR	EXECUTIVE WY	66	East	6267081.382	1899053.511	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
10/3/2012	9:45:00 AM	NORTH TORREY PINES RD	JOHN JAY HOPKINS DR	360	South	6257256.305	1907654.918	Complaint of Pain	3	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
10/3/2012	4:55:00 PM	NORTH TORREY PINES RD	MUIR COLLEGE DR	983	South	6256526.58	1900814.079	Complaint of Pain	1	0		Unsafe Lane Change	Fixed Object	Driver	
10/4/2012	2:45:00 AM	LIPMANN ST	CATHER AV	330	South	6271056.776	1893701.246	Complaint of Pain	2	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
10/4/2012	1:00:00 PM	TOWNE CENTRE DR	LAJOLLA VILLAGE DR	0	Not Stated	6267712	1899137	Complaint of Pain	1	0		Unsafe Lane Change	Pedestrian	Driver	Pedestrian
10/5/2012	3:26:00 PM	MIRAMAR RD	MIRAMAR ML	541	East	6275828.908	1900250.31	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
10/8/2012	9:37:00 PM	NORTH TORREY PINES RD	SCIENCE PARK RD	0	Not Stated	6256990	1909300	Property Damage Only	0	0		Unsafe Lane Change	Fixed Object	Driver	Driver
10/10/2012	8:00:00 PM	GENESEE AV	JOHN JAY HOPKINS DR	0	Not Stated	6258059	1905404	Complaint of Pain	2	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver

Date	Time	Street	CrossSt	Distance	Direction	X	Y	Injury	NoInjured	NoKilled	PtyAtFault	Cause	InvWith	PartyType1	PartyType2
10/11/2012	8:25:00 PM	TOWNE CENTRE DR	RENAISSANCE AV	0	Not Stated	6267649	1896571	Complaint of Pain	1	0		Other	Other Motor Vehicle	Driver	Driver
10/12/2012	1:06:00 PM	LAJOLLA VILLAGE DR	I-805 SB ON RA (W)	70	East	6269239.116	1899386.088	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
10/12/2012	10:53:00 PM	HOLIDAY CT	VILLA LA JOLLA DR	66	East	6259644.999	1897860.562	Property Damage Only	0	0		Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
10/13/2012	1:24:00 AM	LAJOLLA VILLAGE DR	I-5 SB OFF RA	0	Not Stated	6260541	1898395	Fatal	0	1		Pedestrian Violation	Pedestrian	Pedestrian	Driver
10/13/2012	1:24:00 AM	LAJOLLA VILLAGE DR	I-5 SB OFF RA	0	Not Stated	6260541	1898395	Fatal	0	1		Auto R/W Violation	Pedestrian	Pedestrian	Driver
10/14/2012	3:00:00 AM	GENESEE AV	ESPLANADE CT	10	North	6265653.142	1897652.999	Property Damage Only	0	0		Unsafe Speed	Fixed Object	Driver	
10/15/2012	3:40:00 PM	GENESEE AV	EASTGATE ML	0	Not Stated	6265691	1900452	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
10/16/2012	7:20:00 AM	VILLA LA JOLLA DR	LAJOLLA VILLAGE DR	0	Not Stated	6259584	1898366	Complaint of Pain	1	0		Improper Turning	Pedestrian	Driver	Pedestrian
10/16/2012	4:30:00 PM	MIRAMAR RD	MIRAMAR PL	0	Not Stated	6276636	1900383	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
10/16/2012	9:33:00 PM	NOBEL DR	COSTA VERDE BL	0	Not Stated	6264900	1896422	Complaint of Pain	2	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
10/17/2012	2:57:00 PM	GENESEE AV	SR-52 WB ON RA (N)	0	Not Stated	6268657	1890254	Complaint of Pain	1	0		Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
10/18/2012	8:15:00 AM	LAJOLLA VILLAGE DR	LAJOLLA VILLAGE DR RA (1)	528	East	6257980.29	1898277.617	Complaint of Pain	2	0		Following Too Closely	Other Motor Vehicle	Driver	Driver
10/18/2012	1:02:00 PM	GENESEE AV	EASTGATE ML	76	South	6265689.998	1900376.007	Property Damage Only	0	0		Following Too Closely	Other Motor Vehicle	Driver	Driver
10/18/2012	8:45:00 PM	NOBEL DR	GENESEE AV	1056	East	6266814.789	1896486.768	Property Damage Only	0	0		Fell Asleep	Fixed Object	Driver	
10/21/2012	11:00:00 AM	DECORO ST	CAMI KIOSCO	100	West	6265549	1895562.867	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
10/22/2012	8:18:00 AM	LAJOLLA VILLAGE DR	EXECUTIVE WY	0	Not Stated	6267017	1899039	Property Damage Only	0	0		Unsafe Lane Change	Fixed Object	Driver	
10/25/2012	7:15:00 PM	LEBON DR	UNIVERSITY CENTER LN	45	North	6262517.668	1897676.931	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
10/27/2012	11:09:00 PM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	0	Not Stated	6267712	1899137	Complaint of Pain	2	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
10/29/2012	7:40:00 PM	NOBEL DR	LEBON DR	0	Not Stated	6262360	1897126	Property Damage Only	0	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
10/31/2012	12:06:00 AM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
10/31/2012	9:25:00 AM	COSTA VERDE BL	LAJOLLA VILLAGE DR	635	South	6264984.958	1897854.692	Complaint of Pain	1	0		Unsafe Speed	Fixed Object	Driver	Driver
11/3/2012	8:30:00 PM	AGEE ST	PAVLOV AV	205	South	6269690.31	1891419.178	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
11/6/2012	2:45:00 PM	GENESEE AV	GOVERNOR DR	0	Not Stated	6268514	1892066	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/6/2012	5:45:00 PM	EXECUTIVE DR	TOWNE CENTRE DR	45	West	6267625.003	1900147.441	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/8/2012	2:00:00 PM	LAJOLLA VILLAGE DR	REGENTS RD	0	Not Stated	6264356	1898240	Property Damage Only	0	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/8/2012	5:30:00 PM	ANGELL AV	BAJER ST	1000	South	6260187.357	1890169.148	Complaint of Pain	1	0		Unsafe Speed	Fixed Object	Driver	
11/9/2012	9:02:00 PM	REGENTS RD	BERINO CT	240	North	6263202.301	1895659.631	Complaint of Pain	1	0		Unsafe Speed	Fixed Object	Driver	Driver
11/9/2012	11:40:00 PM	GENESEE AV	ESPLANADE CT	40	North	6265653.568	1897682.996	Property Damage Only	0	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/11/2012	4:01:00 AM	MIRAMAR RD	EASTGATE ML	177	East	6274360.931	1900108.048	Complaint of Pain	1	0		Unsafe Lane Change	Fixed Object	Driver	
11/13/2012	1:05:00 AM	LAJOLLA VILLAGE DR	GENESEE AV	0	Not Stated	6265667	1898628	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
11/16/2012	6:01:00 PM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	1056	East	6268754.248	1899306.868	Property Damage Only	1	0		Other Hazardous Movement	Other Motor Vehicle	Driver	Driver
11/16/2012	6:37:00 PM	GILMAN DR	EVENING WY	81	South	6258273.968	1897393.398	Complaint of Pain	1	0		Auto R/W Violation	Pedestrian	Pedestrian	Driver
11/16/2012	8:41:00 PM	GENESEE AV	NOBEL DR	246	North	6265735.053	1896775.996	Complaint of Pain	1	0		Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
11/21/2012	9:50:00 AM	EASTGATE ML	GENESEE AV	528	West	6265181.636	1900312.96	Complaint of Pain	2	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
11/23/2012	6:24:00 PM	MIRAMAR RD	EASTGATE ML	0	Not Stated	6274184	1900113	Property Damage Only	0	0		Not Stated	Other Motor Vehicle	Driver	Driver
11/26/2012	12:03:00 PM	I-5 NB ON RA	GENESEE AV (W)	85	North	6261769.158	1903977.25	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/27/2012	3:10:00 PM	CARGILL AV	DECORO ST	180	South	6264896	1895382	Complaint of Pain	1	0		Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
11/29/2012	4:22:00 PM	MIRAMAR RD	NOBEL DR	45	East	6272783.396	1899972.351	Complaint of Pain	2	0		Improper Passing	Other Motor Vehicle	Driver	Driver
12/1/2012	6:00:00 PM	LAJOLLA VILLAGE DR	REGENTS RD	315	West	6264081.53	1898085.733	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
12/2/2012	2:19:00 PM	GENESEE AV	SR-52 WB ON RA (N)	0	Not Stated	6268657	1890254	Complaint of Pain	1	0		Auto R/W Violation	Bicycle	Driver	Bicyclist
12/3/2012	1:14:00 PM	GULLSTRAND ST	PAVLOV AV	430	South	6272789.784	1890379.031	Complaint of Pain	1	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
12/3/2012	3:45:00 PM	GENESEE AV	RADCLIFFE LN	0	Not Stated	6268717	1891223	Complaint of Pain	1	0		Improper Turning	Other Motor Vehicle	Driver	Driver
12/4/2012	12:45:00 PM	LA JOLLA COLONY DR	ROSENDA CT	632	East	6261282.853	1892456.254	Complaint of Pain	1	0		Unsafe Speed	Fixed Object	Driver	
12/4/2012	1:50:00 PM	UNIVERSITY CENTER LN	CAMTO PLAZA CENTRO	100	West	6261965.22	1897827.34	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
12/4/2012	4:25:00 PM	GENESEE AV	SCIENCE CENTER DR	528	West	6259304.53	1905037.406	Complaint of Pain	3	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
12/5/2012	12:05:00 PM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	1075	East	6268772.998	1899309.941	Complaint of Pain	2	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
12/7/2012	6:07:00 AM	LAJOLLA VILLAGE DR	I-5 SB ON RA (W)	0	Not Stated	6260360	1898368	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
12/7/2012	5:25:00 PM	EXECUTIVE DR	GENESEE AV	123	East	6265801.99	1899540.465	Complaint of Pain	1	0		Improper Turning	Other Motor Vehicle	Driver	Driver
12/10/2012	12:17:00 PM	MIRAMAR RD	EASTGATE ML	50	West	6274134.017	1900114.293	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
12/11/2012	8:10:00 PM	NOBEL DR	COSTA VERDE BL	0	Not Stated	6264900	1896422	Complaint of Pain	2	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
12/17/2012	6:58:00 AM	NOBEL DR	GENESEE AV	39	East	6265838.456	1896549.865	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
12/21/2012	6:47:00 PM	NOBEL DR	GENESEE AV	36	West	6265766.144	1896529.998	Property Damage Only	0	0		Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
12/22/2012	1:56:00 PM	TOWNE CENTRE DR	GOLDEN HAVEN DR	357	South	6267840.983	1897342.884	Complaint of Pain	2	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
12/26/2012	8:47:00 PM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	0	Not Stated	6267712	1899137	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	
12/31/2012	7:30:00 PM	NOBEL DR	I-805 SB ON RA	0	Not Stated	6271316	1897268	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
1/4/2013	2:55:00 PM	TOWNE CENTRE DR	EXECUTIVE DR	0	Not Stated	6267670	1900148	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
1/6/2013	5:28:00 AM	GENESEE AV	SCIENCE CENTER DR	97	West	6259679.349	1904826.771	Property Damage Only	0	0		Other	Fixed Object	Driver	
1/9/2013	8:22:00 AM	TOWNE CENTRE DR	LAJOLLA VILLAGE DR	120	North	6267690.58	1899255.073	Property Damage Only	0	0		Other	Other Motor Vehicle	Driver	Driver
1/10/2013	6:15:00 PM	MERCER ST	MERCER CT	53	North	6266747.998	1891969.334	Complaint of Pain	1	0		Unsafe Lane Change	Pedestrian	Driver	Pedestrian
1/11/2013	4:40:00 PM	VIA ALICANTE	GILMAN DR	2000	South	6260248.51	1894348.1	Complaint of Pain	2	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
1/13/2013	1:11:00 AM	GENESEE AV	SCRIPPS HOSPITAL DY	1000	North	6262511.281	1903741.485	Property Damage Only	0	0		Unsafe Lane Change	Fixed Object	Driver	
1/16/2013	1:45:00 PM	GENESEE AV	EASTGATE ML	0	Not Stated	6265691	1900452	Complaint of Pain	1	0		Unsafe Speed	Pedestrian	Driver	Pedestrian
1/16/2013	6:40:00 PM	TOWNE CENTRE DR	LAJOLLA VILLAGE DR	288	South	6267738.607	1898850.272	Complaint of Pain	2	0		Following Too Closely	Other Motor Vehicle	Driver	Driver
1/18/2013	6:03:00 PM	EXECUTIVE DR	EXECUTIVE WY	0	Not Stated	6266880	1899713	Complaint of Pain	1	0		Not Stated	Pedestrian	Driver	Pedestrian
1/20/2013	9:40:00 AM	LIPMANN ST	ROBBINS ST	193	South	6270386.657	1892868.979	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
1/20/2013	3:40:00 PM	TOWNE CENTRE DR	NOBEL DR	0	Not Stated	6267338	1896039	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
1/21/2013	7:54:00 AM	GENESEE AV	EXECUTIVE SQ	0	Not Stated	6265674	1899154	Complaint of Pain	2	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
1/23/2013	1:55:00 PM	VIA MALLORCA	CAMTO EASTBLUFF	112	South	6259175.802	1893545.189	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
1/24/2013	10:30:00 AM	GILMAN DR	LAJOLLA VILLAGE DR RA (1)	0	Not Stated	6258303	1898083	Complaint of Pain	2	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver

Date	Time	Street	CrossSt	Distance	Direction	X	Y	Injury	NoInjured	NoKilled	PtyAtFault	Cause	InvWith	PartyType1	PartyType2
2/1/2013	8:15:00 AM	MIRAMAR PL	MARINDUSTRY DR	50	North	6276604.766	1901325.725	Property Damage Only	0	0		Unknown	Other Motor Vehicle	Driver	Driver
2/1/2013	10:16:00 AM	EASTGATE ML	GENESEE AV	0	Not Stated	6265691	1900452	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
2/4/2013		NOBEL DR	DANICA MAE DR	0	East	6263495	1897065	Property Damage Only	0	0		Not Stated	Other Motor Vehicle	Driver	Driver
2/4/2013	1:00:00 AM	CALABRIA CT	RENAISSANCE AV	0	East	6268546	1896312	Property Damage Only	0	0		Unknown	Other Motor Vehicle	Driver	Driver
2/4/2013	8:30:00 AM	GOBAT AV	HABER ST	50	East	6262408.301	1889818.027	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
2/4/2013	5:25:00 PM	LAJOLLA VILLAGE DR	LEBON DR	90	West	6262696.18	1898074.211	Complaint of Pain	2	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
2/7/2013	3:10:00 PM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
2/9/2013	6:02:00 AM	ARRIBA ST	CAMTO DIA	12	North	6263145.001	1894560.165	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
2/9/2013	9:50:00 AM	GENESEE AV	I-5 SB ON RA	0	Not Stated	6261227	1904033	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
2/10/2013	3:10:00 AM	COSTA VERDE BL	LAJOLLA VILLAGE DR	55	South	6265034.052	1898414.571	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
2/10/2013	10:46:00 AM	LAJOLLA VILLAGE DR	REGENTS RD	90	East	6264432.341	1898287.057	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
2/12/2013	8:40:00 AM	DECORO ST	GENESEE AV	0	Not Stated	6266063	1895607	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
2/12/2013	6:20:00 PM	LAJOLLA VILLAGE DR	LAJOLLA SCENIC WY	0	Not Stated	6257421	1897853	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
2/14/2013	3:01:00 PM	GOVERNOR DR	LIPMANN ST	0	Not Stated	6270138	1891738	Complaint of Pain	1	0		Other	Other Motor Vehicle	Driver	
2/15/2013	3:43:00 PM	JOHN JAY HOPKINS DR	GENESEE AV	500	North	6258022.965	1905902.694	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
2/17/2013	12:04:00 AM	REGENTS RD	LAJOLLA VILLAGE DR	228	South	6264353.877	1898012.01	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
2/20/2013	8:37:00 PM	EASTER WY	EASTGATE ML	0	Not Stated	6266593	1900732	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
2/21/2013	6:45:00 PM	REGENTS RD	NOBEL DR	26	South	6264082.281	1896790.914	Complaint of Pain	1	0		Auto R/W Violation	Pedestrian	Pedestrian	Driver
2/22/2013	3:35:00 AM	LAJOLLA VILLAGE DR	I-805 SB OFF RA(W)	40	North	6269209.495	1899381.336	Property Damage Only	0	0		Unsafe Lane Change	Fixed Object	Driver	
2/22/2013	6:54:00 PM	GENESEE AV	GOVERNOR DR	0	Not Stated	6268514	1892066	Complaint of Pain	4	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
2/23/2013	12:40:00 AM	LEBON DR	LAJOLLA VILLAGE DR	20	South	6262763.993	1898011.684	Property Damage Only	0	0		Improper Turning	Other Motor Vehicle	Driver	Driver
2/25/2013	2:19:00 PM	GULLSTRAND ST	PAVLOV AV	0	Not Stated	6272668	1890788	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
2/26/2013	9:39:00 AM	MIRAMAR RD	EASTGATE ML	0	Not Stated	6274184	1900113	Property Damage Only	0	0		Improper Passing	Other Motor Vehicle	Driver	Driver
2/26/2013	5:20:00 PM	MIRAMAR RD	MIRAMAR PL	288	East	6276920.184	1900429.728	Complaint of Pain	5	0		Following Too Closely	Other Motor Vehicle	Driver	Driver
3/2/2013	8:30:00 AM	NORTH TORREY PINES RD	N TORREY PINE NB OFF RA(N)	5808	North	6255106.321	1915820.01	Complaint of Pain	1	0		Unsafe Speed	Bicycle	Bicyclist	
3/5/2013	9:59:00 AM	NORTH TORREY PINES RD	JOHN JAY HOPKINS DR	528	South	6257283.775	1907489.18	Property Damage Only	0	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
3/5/2013	2:58:00 PM	BROMFIELD AV	COZZENS ST	0	Not Stated	6270142	1891097	Complaint of Pain	1	0		Other Equipment	Other Motor Vehicle	Driver	Driver
3/5/2013	5:40:00 PM	GILMAN DR	I-5 SB OFF RA	0	Not Stated	6258965	1890498	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
3/5/2013	6:35:00 PM	VILLA LA JOLLA DR	VILLA LA JOLLA DY	0	Not Stated	6259713	1896405	Property Damage Only	0	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
3/7/2013	11:15:00 AM	GENESEE AV	EXECUTIVE DR	20	North	6265679.264	1899561.998	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
3/7/2013	6:07:00 PM	JOHN JAY HOPKINS DR	GENERAL ATOMICS CT	300	South	6258000.473	1906201.367	Complaint of Pain	2	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
3/8/2013	5:21:00 PM	DECORO ST	GENESEE AV	155	East	6266217.984	1895609.246	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
3/13/2013	6:46:00 AM	LAJOLLA VILLAGE DR	GENESEE AV	48	East	6265713.602	1898639.499	Complaint of Pain	1	0		Other	Fixed Object	Driver	
3/13/2013	11:00:00 AM	GILMAN DR	I-5 NB OFF RA	0	Not Stated	6259217	1890199	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
3/13/2013	9:00:00 PM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	188	East	6259771.571	1898353.307	Complaint of Pain	1	0		Improper Turning	Other Motor Vehicle	Driver	Driver
3/17/2013	12:00:00 PM	GENESEE AV	GOVERNOR DR	160	South	6268551.702	1891910.505	Complaint of Pain	1	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
3/18/2013	8:18:00 AM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	300	East	6259883.363	1898346.624	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
3/18/2013	11:45:00 PM	LAJOLLA VILLAGE DR	LAJOLLA VILLAGE DR RA(1)	51	West	6257531.761	1897912.73	Property Damage Only	0	0		Unsafe Lane Change	Fixed Object	Driver	
3/20/2013	2:11:00 PM	LAJOLLA VILLAGE DR	I-5 NB OFF RA	0	Not Stated	6261480	1898583	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
3/20/2013	9:45:00 PM	NOBEL DR	COSTA VERDE BL	50	East	6264948.965	1896411.915	Complaint of Pain	2	0		Other	Other Motor Vehicle	Driver	Driver
3/22/2013	4:10:00 PM	GREENWICH DR	SHOREHAM PL	174	North	6274474.662	1891994.972	Complaint of Pain	2	0		Ped R/W Violation	Other Motor Vehicle	Driver	Driver
3/24/2013	8:20:00 AM	GILMAN DR	I-5 SB ON RA	126	East	6259045.663	1890401.204	Complaint of Pain	1	0		Unsafe Lane Change	Fixed Object	Driver	
3/27/2013	12:00:00 PM	MERCER LN	WELMER ST	110	East	6266063.99	1892786.531	Property Damage Only	0	0		Other Hazardous Movement	Other Motor Vehicle	Driver	Driver
3/27/2013	6:10:00 PM	CAM KIOSCO	DECORO ST	0	Not Stated	6265649	1895563	Complaint of Pain	1	0		Auto R/W Violation	Bicycle	Driver	Bicyclist
3/30/2013	7:10:00 AM	GOLDEN HAVEN DR	TOWNE CENTRE DR	0	Not Stated	6267799	1897697	Property Damage Only	0	0		Other Equipment	Fixed Object	Driver	
4/4/2013	12:11:00 AM	LAJOLLA VILLAGE DR	TORREY PINES RD	24	East	6257019.275	1897841.072	Property Damage Only	0	0		Unsafe Lane Change	Fixed Object	Driver	
4/4/2013	4:14:00 PM	GENESEE AV	I-5 SB ON RA	0	Not Stated	6261227	1904033	Complaint of Pain	2	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
4/5/2013	11:35:00 AM	RENAISSANCE AV	FIORE TR	0	Not Stated	6268521	1897661	Property Damage Only	0	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
4/11/2013	10:43:00 AM	CAM TRANQUILO	CAM LINDO	39	North	6264256.923	1894048.94	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
4/12/2013	9:33:00 AM	REGENTS RD	EASTGATE ML	100	South	6264368.862	1900106.487	Complaint of Pain	1	0		Unsafe Lane Change	Other Motor Vehicle	Driver	
4/13/2013	3:46:00 AM	LAJOLLA VILLAGE DR	GENESEE AV	0	Not Stated	6265667	1898628	Complaint of Pain	2	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
4/13/2013	1:30:00 PM	GENESEE AV	NOBEL DR	0	Not Stated	6265801	1896539	Complaint of Pain	1	0		Unsafe Starting or Backing	Bicycle	Driver	Bicyclist
4/16/2013	5:40:00 PM	REGENTS RD	LAJOLLA VILLAGE DR	0	Not Stated	6264356	1898240	Complaint of Pain	1	0		Other	Other Motor Vehicle	Driver	Driver
4/17/2013	6:20:00 PM	GENESEE AV	EXECUTIVE SQ	0	Not Stated	6265674	1899154	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
4/17/2013	6:50:00 PM	VIA MALLORCA	VIA MARIN	0	Not Stated	6259128	1892941	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
4/18/2013	8:04:00 PM	LAJOLLA VILLAGE DR	LEBON DR	0	Not Stated	6262774	1898029	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
4/26/2013	2:00:00 PM	MAHAILA AV	CRYSTAL DAWN LN	0	East	6263798	1897526	Property Damage Only	0	0		Unknown	Other Motor Vehicle	Driver	Driver
5/3/2013	9:30:00 AM	LAJOLLA VILLAGE DR	I-805 SB ON RA(W)	0	Not Stated	6269170	1899375	Property Damage Only	0	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/7/2013	6:49:00 AM	MIRAMAR RD	EASTGATE ML	650	West	6273535.252	1900096.387	Property Damage Only	1	0		Other Improper Driving	Other Motor Vehicle	Driver	Driver
5/9/2013	12:09:00 PM	LAJOLLA VILLAGE DR	LEBON DR	600	East	6263330.743	1897827.838	Complaint of Pain	1	0		Ped R/W Violation	Pedestrian	Driver	Pedestrian
5/9/2013	12:20:00 PM	GOVERNOR DR	REGENTS RD	0	Not Stated	6264752	1890969	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
5/9/2013	2:50:00 PM	GENESEE AV	GOVERNOR DR	2110	South	6268676.089	1889986.586	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	
5/9/2013	3:29:00 PM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	24	West	6267688.172	1899134.128	Complaint of Pain	2	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/10/2013	1:25:00 AM	LIPMANN ST	GOVERNOR DR	29	North	6270152.14	1891763.319	Property Damage Only	0	0		Driving Under Influence	Fixed Object	Driver	
5/10/2013	9:56:00 AM	NORTH TORREY PINES RD	CALLAN RD	31	North	6256811.994	1910314.593	Complaint of Pain	1	0		Unsafe Speed	Bicycle	Bicyclist	
5/11/2013	3:15:00 PM	LAJOLLA VILLAGE DR	I-5 SB OFF RA	0	Not Stated	6260541	1898395	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
5/15/2013	12:06:00 AM	MIRAMAR RD	MIRAMAR ML	260	West	6275038.697	1900119.423	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	
5/15/2013	10:40:00 PM	LAJOLLA VILLAGE DR	REGENTS RD	300	East	6264627.569	1898364.18	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
5/16/2013	9:30:00 PM	VILLA LA JOLLA DR	NOBEL DR	0	Not Stated	6259720	1896858	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver

Date	Time	Street	CrossSt	Distance	Direction	X	Y	Injury	NoInjured	NoKilled	PtyAtFault	Cause	InvWith	PartyType1	PartyType2
5/20/2013	7:22:00 AM	LAJOLLA VILLAGE DR	GENESEE AV	570	East	6266214.352	1898785.862	Complaint of Pain	1	0		Fell Asleep	Other Motor Vehicle	Driver	Driver
5/20/2013	6:30:00 PM	REGENTS RD	NOBEL DR	52	North	6264122.833	1896857.542	Property Damage Only	0	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/20/2013	9:05:00 PM	NORTH TORREY PINES RD	GENESEE AV	0	Not Stated	6257676	1905720	Property Damage Only	0	0		Driving Under Influence	Other Motor Vehicle	Driver	
5/24/2013	7:30:00 AM	NOBEL DR	LEBON DR	500	East	6262859.999	1897126.755	Property Damage Only	0	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/24/2013	9:21:00 AM	LAJOLLA VILLAGE DR	EXECUTIVE WY	0	Not Stated	6267017	1899039	Complaint of Pain	2	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/24/2013	8:10:00 PM	GOVERNOR DR	GENESEE AV	0	Not Stated	6268514	1892066	Property Damage Only	0	0		Not Stated	Other Motor Vehicle	Driver	Driver
5/25/2013	10:34:00 PM	GENESEE AV	RADCLIFFE LN	0	Not Stated	6268717	1891223	Property Damage Only	0	0		Following Too Closely	Fixed Object	Driver	Driver
5/29/2013	12:30:00 PM	GENESEE AV	EXECUTIVE DR	60	North	6265679.791	1899601.995	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/29/2013	12:45:00 PM	LAJOLLA VILLAGE DR	I-5 NB OFF RA	100	East	6261579.904	1898579.233	Property Damage Only	0	0		Other	Other Motor Vehicle	Driver	Driver
6/2/2013	12:05:00 AM	NOBEL DR	DANICA MAE DR	202	West	6263296.968	1897104.436	Complaint of Pain	1	0		Fell Asleep	Other Motor Vehicle	Driver	Driver
6/3/2013	7:36:00 AM	CHARMANT DR	LEBON DR	1056	South	6262894.906	1895099.008	Complaint of Pain	1	0		Other	Pedestrian	Driver	Pedestrian
6/7/2013	10:25:00 AM	NORTH TORREY PINES RD	SCIENCE PARK RD	0	Not Stated	6256990	1909300	Property Damage Only	0	0		Other	Other Motor Vehicle	Driver	Driver
6/7/2013	3:10:00 PM	LAJOLLA VILLAGE DR	LAJOLLA SCENIC WY	300	East	6257664.815	1898024.591	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
6/7/2013	8:53:00 PM	COSTA VERDE BL	LAJOLLA VILLAGE DR	450	South	6265055.503	1898025.105	Property Damage Only	0	0		Improper Turning	Other Motor Vehicle	Driver	Driver
6/10/2013	5:30:00 PM	GENESEE AV	DECORO ST	528	North	6265919.76	1896115.161	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
6/13/2013		REGENTS RD	BERINO CT	468	North	6263325.556	1895851.37	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
6/14/2013	7:00:00 PM	TOSCANA WY	TOSCANA DR	111	West	6269507	1897465	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
6/22/2013	12:15:00 AM	CARGILL AV	DECORO ST	274	North	6264896	1895836	Property Damage Only	0	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
6/23/2013	9:13:00 AM	SODERBLOM CT	SODERBLOM AV	170	North	6260011.855	1888363.51	Complaint of Pain	1	0		Ped R/W Violation	Pedestrian	Driver	Pedestrian
6/25/2013	8:30:00 AM	NOBEL DR	REGENTS RD	607	West	6263540.603	1897053.612	Property Damage Only	0	0		Following Too Closely	Bicycle	Driver	Bicyclist
6/25/2013	11:52:00 AM	GENESEE AV	DECORO ST	30	South	6266072.356	1895578.497	Complaint of Pain	1	0		Other	Other Motor Vehicle	Driver	Driver
7/2/2013	9:07:00 AM	NORTH TORREY PINES RD	SCRIPPS CLINIC SOUTH DY	300	South	6257437.806	1906568.171	Complaint of Pain	1	0		Following Too Closely	Other Motor Vehicle	Driver	Driver
7/2/2013	1:15:00 PM	LEBON DR	UNIVERSITY CENTER LN	0	Not Stated	6262487	1897644	Complaint of Pain	1	0		Auto R/W Violation	Pedestrian	Driver	Pedestrian
7/3/2013	12:53:00 PM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	528	West	6259057.718	1898408.462	Complaint of Pain	1	0		Following Too Closely	Other Motor Vehicle	Driver	Driver
7/5/2013	2:52:00 PM	ERLANGER ST	GOVERNOR DR	0	Not Stated	6271512	1891161	Complaint of Pain	1	0		Auto R/W Violation	Pedestrian	Driver	Pedestrian
7/7/2013	4:35:00 AM	NOBEL DR	JUDICIAL DR	0	Not Stated	6270841	1896707	Property Damage Only	0	0		Improper Turning	Other Motor Vehicle	Driver	
7/8/2013	2:45:00 PM	GENESEE AV	NORTH TORREY PINES RD	32	South	6257695.326	1905694.495	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
7/8/2013	5:30:00 PM	VILLA LA JOLLA DR	LA JOLLA VILLAGE DR	53	North	6259588.902	1898418.717	Complaint of Pain	2	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
7/9/2013	12:20:00 AM	NOBEL DR	JUDICIAL DR	0	Not Stated	6270841	1896707	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
7/10/2013	10:15:00 PM	UNIVERSITY CENTER LN	NOBEL DR	0	Not Stated	6261065	1897110	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
7/11/2013	2:52:00 PM	LAJOLLA VILLAGE DR	I-805 SB OFF RA (W)	40	West	6269130.527	1899368.531	Complaint of Pain	1	0		Following Too Closely	Other Motor Vehicle	Driver	Driver
7/12/2013	5:35:00 PM	GILMAN DR	VILLA LA JOLLA DR (N)	0	Not Stated	6259782	1900245	Complaint of Pain	2	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
7/13/2013	3:55:00 PM	GENESEE AV	LA JOLLA VILLAGE DR	0	Not Stated	6265667	1898628	Complaint of Pain	1	0		Auto R/W Violation	Bicycle	Bicyclist	Driver
7/15/2013	7:30:00 PM	GOVERNOR DR	DUNANT ST	91	West	6263928.132	1890899.355	Property Damage Only	0	0		Driving Under Influence	Other Motor Vehicle	Driver	Driver
7/17/2013	10:19:00 PM	GENESEE AV	NOBEL DR	435	South	6265918.367	1896120.133	Property Damage Only	0	0		Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
7/18/2013	10:10:00 PM	NOBEL DR	UNIVERSITY CENTER LN	8	East	6261072.968	1897110.715	Complaint of Pain	2	0		Following Too Closely	Other Motor Vehicle	Driver	Driver
7/20/2013	3:04:00 AM	EASTER WY	VISION DR	10	South	6266317.913	1901633.434	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
7/21/2013	4:20:00 PM	REGENTS RD	ARRIBA ST	642	North	6263013.721	1895197.571	Property Damage Only	0	0		Improper Passing	Other Motor Vehicle	Driver	Driver
7/22/2013	12:07:00 AM	NOBEL DR	I-5 SB ON RA	40	East	6260737.761	1897069.34	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
7/23/2013	2:16:00 PM	EASTGATE ML	MIRAMAR RD	0	North	6274184	1900113	Property Damage Only	0	0		Not Stated	Other Motor Vehicle	Driver	Driver
7/25/2013	8:56:00 AM	MIRAMAR RD	EASTGATE ML	215	East	6274398.916	1900106.985	Property Damage Only	0	0		Improper Passing	Other Motor Vehicle	Driver	Driver
7/27/2013	7:48:00 AM	MIRAMAR RD	I-805 NB OFF RA (W)	0	Not Stated	6270396	1899574	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
7/30/2013	11:50:00 PM	NOBEL DR	UNIVERSITY CENTER LN	210	West	6260856.708	1897083.301	Complaint of Pain	1	0		Following Too Closely	Other Motor Vehicle	Driver	Driver
8/1/2013	8:00:00 PM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	498	East	6260081.326	1898346.171	Property Damage Only	0	0		Not Stated	Other Motor Vehicle	Driver	Driver
8/2/2013	11:16:00 PM	EASTGATE ML	EASTER WY	0	Not Stated	6266593	1900732	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
8/4/2013	2:43:00 PM	RADCLIFFE DR	MILLIKIN AV	28	North	6267992.897	1892325.802	Property Damage Only	0	0		Unsafe Lane Change	Fixed Object	Driver	
8/5/2013	12:49:00 PM	GENESEE AV	LA JOLLA VILLAGE DR	325	South	6265662.381	1898303.033	Property Damage Only	0	0		Other	Other Motor Vehicle	Driver	Driver
8/7/2013	7:10:00 PM	LAJOLLA VILLAGE DR	I-5 NB OFF RA	255	East	6261733.406	1898558.613	Complaint of Pain	2	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
8/9/2013		PALMILLA DR	LA JOLLA COLONY DR	267	West	6261182.242	1893001.625	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
8/9/2013	7:54:00 AM	GENESEE AV	I-5 RA	0	Not Stated	6260823	1904173	Property Damage Only	0	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
8/9/2013	8:52:00 PM	TOWNE CENTRE DR	RENAISSANCE AV	0	Not Stated	6267649	1896571	Complaint of Pain	3	0		Improper Turning	Other Motor Vehicle	Driver	Driver
8/12/2013	9:45:00 AM	GOVERNOR DR	STADIUM ST	35	East	6265845.992	1890695.73	Property Damage Only	0	0		Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
8/12/2013	4:45:00 PM	GENESEE AV	NOBEL DR	357	South	6265897.322	1896195.24	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
8/21/2013	8:05:00 AM	GENESEE AV	EXECUTIVE SQ	0	Not Stated	6265674	1899154	Property Damage Only	0	0		Auto R/W Violation	Bicycle	Driver	Bicyclist
8/22/2013	11:11:00 PM	GENESEE AV	ESPLANADE CT	45	South	6265652.389	1897598.004	Property Damage Only	0	0		Driving Under Influence	Other Motor Vehicle	Driver	Driver
8/23/2013	9:43:00 AM	NOBEL DR	CAMTO PLAZA CENTRO	300	West	6261352.041	1897127.505	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
8/24/2013	11:18:00 PM	GENESEE AV	ESPLANADE CT	0	Not Stated	6265653	1897643	Complaint of Pain	1	0		Unsafe Starting or Backing	Bicycle	Driver	Bicyclist
8/29/2013	12:30:00 AM	NOBEL DR	CAMTO PLAZA CENTRO	150	East	6261801.998	1897129.153	Complaint of Pain	1	0		Unknown	Other Motor Vehicle	Driver	
8/29/2013	12:30:00 AM	NOBEL DR	CAMTO PLAZA CENTRO	150	East	6261801.998	1897129.153	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	
8/30/2013	6:34:00 PM	NOBEL DR	REGENTS RD	32	East	6264124.323	1896798.107	Property Damage Only	0	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
8/31/2013	7:20:00 AM	VIA MALLORCA	VILLA LA JOLLA DR	350	South	6259672.165	1895664.966	Property Damage Only	0	0		Other	Other Motor Vehicle	Driver	Driver
9/1/2013	10:19:00 PM	REGENTS RD	LAHITTE CT	0	Not Stated	6264590	1892214	Complaint of Pain	1	0		Unsafe Speed	Fixed Object	Driver	
9/1/2013	10:19:00 PM	REGENTS RD	LAHITTE CT	0	Not Stated	6264590	1892214	Complaint of Pain	1	0		Driving Under Influence	Fixed Object	Driver	
9/5/2013	8:45:00 AM	LAJOLLA VILLAGE DR	REGENTS RD	0	Not Stated	6264356	1898240	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
9/8/2013		COSTA VERDE BL	LA JOLLA VILLAGE DR	23	East	6265026.458	1898445.657	Property Damage Only	0	0		Unsafe Speed	Fixed Object	Driver	
9/8/2013	1:52:00 AM	NOBEL DR	AVNDA LA BAHIA	1056	East	6268204.917	1895466.687	Property Damage Only	0	0		Unsafe Lane Change	Fixed Object	Driver	
9/8/2013	3:59:00 AM	COSTA VERDE BL	LAJOLLA VILLAGE DR	0	Not Stated	6265021	1898468	Property Damage Only	0	0		Improper Turning	Fixed Object	Driver	
9/11/2013	5:40:00 PM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	0	Not Stated	6267712	1899137	Complaint of Pain	1	0		Ped R/W Violation	Pedestrian	Driver	Pedestrian
9/15/2013	9:30:00 PM	NOBEL DR	REGENTS RD	0	Not Stated	6264096	1896813	Complaint of Pain	1	0		Ped R/W Violation	Pedestrian	Driver	Pedestrian

Date	Time	Street	CrossSt	Distance	Direction	X	Y	Injury	NoInjured	NoKilled	PtyAtFault	Cause	InvWith	PartyType1	PartyType2
9/17/2013	6:30:00 PM	GENESEE AV	CAMPUS POINT DR	25	North	6263800.691	1902118.023	Property Damage Only	0	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
9/19/2013		CAM RAPOSA	CAM LINDO	35	North	6264120.145	1893927.931	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
9/19/2013	7:16:00 PM	GENESEE AV	NORTH TORREY PINES RD	0	Not Stated	6257676	1905720	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
9/20/2013	11:10:00 AM	VILLA LA JOLLA DR	LA JOLLA VILLAGE DR	4	North	6259584.656	1898369.946	Complaint of Pain	1	0		Unsafe Lane Change	Bicycle	Driver	Bicyclist
9/20/2013	2:00:00 PM	GOVERNOR DR	EDMONTON AV	334	West	6269161.951	1892057.5	Complaint of Pain	1	0		Wrong Side of Road	Bicycle	Bicyclist	Driver
9/20/2013	7:29:00 PM	GENESEE AV	I-5 NB OFF RA (W)	0	Not Stated	6261752	1903894	Complaint of Pain	3	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
9/22/2013	8:30:00 PM	GENESEE AV	CAMPUS POINT DR	0	Not Stated	6263819	1902101	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
9/23/2013	9:08:00 AM	MIRAMAR RD	MIRAMAR PL	384	East	6277014.912	1900445.304	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
9/23/2013	8:00:00 PM	HOLIDAY CT	VILLA LA JOLLA DR	238	East	6259816.995	1897859.419	Complaint of Pain	1	0		Auto R/W Violation	Pedestrian	Pedestrian	Driver
9/24/2013	9:00:00 AM	RADCLIFFE LN	GENESEE AV	100	West	6268618.575	1891205.402	Property Damage Only	0	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
9/26/2013	8:15:00 AM	LA JOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Complaint of Pain	2	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
9/26/2013	6:00:00 PM	CAM LITA	CAM HUERTA	36	East	6265037.492	1894717.973	Property Damage Only	0	0		Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
9/27/2013	5:39:00 AM	GENESEE AV	DECORO ST	283	South	6266169.348	1895345.02	Complaint of Pain	1	0		Unsafe Lane Change	Other Motor Vehicle	Driver	
9/29/2013	1:00:00 AM	TONY DR	CONDON DR	477	West	6266460.293	1893691.261	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
9/29/2013	7:20:00 PM	TORREY PINES SCENIC DR	NORTH TORREY PINES RD	1056	West	6255613.592	1904491.34	Complaint of Pain	1	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
9/30/2013	11:45:00 AM	GILMAN DR	VIA ALICANTE	2300	South	6258503.445	1892687.284	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
10/2/2013	8:25:00 PM	RENAISSANCE AV	SHORELINE DR	150	South	6268776.14	1896409.729	Property Damage Only	0	0		Driving Under Influence	Other Motor Vehicle	Driver	Driver
10/8/2013	12:05:00 AM	TOWNE CENTRE DR	EXCALIBUR WY	40	South	6267820.823	1897101.481	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
10/9/2013	4:40:00 PM	GENESEE AV	I-5 NB ON RA (W)	0	North	6261752	1903894	Property Damage Only	0	0		Not Stated	Other Motor Vehicle	Driver	Driver
10/11/2013	2:05:00 PM	NOBEL DR	CAMTO PLAZA CENTRO	20	East	6261672	1897129.887	Complaint of Pain	1	0		Other	Other Motor Vehicle	Driver	Driver
10/13/2013		DENNISON PL	DENNISON ST	100	East	6267187.233	1893801.602	Property Damage Only	0	0		Other	Other Motor Vehicle	Driver	Driver
10/13/2013	6:33:00 PM	SCRIPPS ST	SCRIPPS WY	0	Not Stated	6264973	1890298	Fatal	0	1		Pedestrian Violation	Pedestrian	Pedestrian	Driver
10/14/2013	10:00:00 PM	GENESEE AV	GOVERNOR DR	0	Not Stated	6268514	1892066	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
10/16/2013	3:00:00 PM	LA JOLLA VILLAGE DR	LEBON DR	75	East	6262838.892	1897991.396	Complaint of Pain	1	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
10/16/2013	10:25:00 PM	GENESEE AV	LUIGI TR	0	Not Stated	6267836	1893776	Complaint of Pain	1	0		Improper Turning	Other Motor Vehicle	Driver	Driver
10/18/2013	3:55:00 PM	GENESEE AV	DECORO ST	30	East	6266072.356	1895578.497	Complaint of Pain	1	0		Auto R/W Violation	Bicycle	Driver	Bicyclist
10/19/2013	10:05:00 PM	EXECUTIVE WY	LA JOLLA VILLAGE DR	8	North	6267017.09	1899046.999	Complaint of Pain	1	0		Ped R/W Violation	Pedestrian	Driver	Pedestrian
10/19/2013	10:05:00 PM	EXECUTIVE WY	LA JOLLA VILLAGE DR	0	Not Stated	6267017	1899039	Complaint of Pain	1	0		Improper Turning	Pedestrian	Driver	Pedestrian
10/22/2013	4:45:00 PM	NOBEL DR	I-805 SB ON RA	33	West	6271294.618	1897242.865	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
10/23/2013	9:09:00 AM	GENESEE AV	SCRIPPS HOSPITAL DY	0	Not Stated	6263175	1903030	Complaint of Pain	2	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
10/23/2013	9:45:00 AM	GENESEE AV	I-5 SB OFF RA	140	East	6260954.046	1904123.735	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
10/23/2013	10:28:00 AM	LA JOLLA VILLAGE DR	GENESEE AV	0	Not Stated	6265667	1898628	Fatal	1	1		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
10/25/2013	7:00:00 PM	EASTGATE ML	EASTGATE DR	1056	East	6272028.275	1902103.54	Fatal	0	1		Unsafe Speed	Other Motor Vehicle	Driver	
10/26/2013	4:30:00 PM	GENESEE AV	RADCLIFFE LN	0	North	6268717	1891223	Complaint of Pain	1	0		Unsafe Lane Change	Bicycle	Driver	Bicyclist
10/29/2013	9:07:00 PM	FLOREY ST	PAULING AV	28	West	6272366.133	1893015.311	Complaint of Pain	1	0		Driving Under Influence	Other Motor Vehicle	Driver	Driver
10/30/2013	1:00:00 PM	UNIVERSITY CENTER LN	CAMTO PLAZA CENTRO	50	West	6262011.377	1897808.142	Property Damage Only	0	0		Driving Under Influence	Other Motor Vehicle	Driver	
10/30/2013	2:45:00 PM	NOBEL DR	GENESEE AV	0	Not Stated	6265801	1896539	Property Damage Only	0	0		Not Stated	Other Motor Vehicle	Driver	Driver
10/31/2013	5:26:00 PM	GILMAN DR	GILMAN CT	0	Not Stated	6258697	1890922	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
11/2/2013	3:25:00 PM	GENESEE AV	EXECUTIVE DR	0	Not Stated	6265679	1899542	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/3/2013	12:47:00 PM	ARNOLDSON AV	STRESEMANN ST	670	North	6262803.061	1891588.563	Property Damage Only	0	0		Unsafe Lane Change	Fixed Object	Driver	
11/5/2013	10:01:00 AM	EVENING WY	GILMAN DR	60	East	6258324.862	1897485.631	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
11/8/2013	6:39:00 AM	MIRAMAR RD	I-805 NB ON RA (W)	500	East	6270889.257	1899655.838	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/10/2013	12:15:00 AM	EXECUTIVE DR	EXECUTIVE WY	180	West	6266737.628	1899604.031	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
11/11/2013	8:38:00 PM	LA JOLLA VILLAGE DR	TOWNE CENTRE DR	740	East	6268442.407	1899255.765	Property Damage Only	0	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/13/2013	7:00:00 AM	LA JOLLA VILLAGE DR	LEBON DR	150	West	6262644.3	1898104.352	Complaint of Pain	1	0		Following Too Closely	Other Motor Vehicle	Driver	Driver
11/18/2013	2:40:00 AM	GENESEE AV	CALGARY DR	212	North	6268111.334	1893495.655	Complaint of Pain	1	0		Fell Asleep	Other Motor Vehicle	Driver	
11/18/2013	5:20:00 PM	REGENTS RD	LA JOLLA VILLAGE DR	0	Not Stated	6264356	1898240	Complaint of Pain	1	0		Unsafe Lane Change	Bicycle	Driver	Bicyclist
11/20/2013	8:00:00 AM	GENESEE AV	GOVERNOR DR	0	South	6268514	1892066	Property Damage Only	0	0		Not Stated	Other Motor Vehicle	Driver	Driver
11/21/2013	9:30:00 AM	NOBEL DR	AVN DA LA BAHIA	69	West	6267311.335	1896036.295	Property Damage Only	0	0		Unknown	Other Motor Vehicle	Driver	Driver
11/21/2013	5:45:00 PM	LA JOLLA VILLAGE DR	TOWNE CENTRE DR	315	West	6267399.263	1899099.311	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/22/2013	12:10:00 AM	CARGILL AV	CAMTICINO	0	Not Stated	6264876	1894956	Property Damage Only	0	0		Improper Turning	Fixed Object	Driver	Driver
11/22/2013	9:00:00 AM	SCRIPPS ST	GOVERNOR DR	0	Not Stated	6265214	1890822	Complaint of Pain	1	0		Ped R/W Violation	Pedestrian	Driver	Pedestrian
11/24/2013	10:00:00 PM	LA JOLLA VILLAGE DR	GENESEE AV	0	Not Stated	6265667	1898628	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
11/28/2013	5:35:00 PM	DECORO ST	GENESEE AV	0	Not Stated	6266063	1895607	Property Damage Only	0	0		Auto R/W Violation	Other Motor Vehicle		Driver
11/28/2013	6:43:00 PM	GENESEE AV	NOBEL DR	321	South	6265887.609	1896229.905	Complaint of Pain	1	0		Auto R/W Violation	Pedestrian	Pedestrian	Driver
11/29/2013	7:50:00 AM	LEBON DR	CHARMANT DR	387	North	6262349.627	1896201.489	Complaint of Pain	1	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
12/1/2013	3:05:00 PM	RADCLIFFE DR	GOVERNOR DR	0	Not Stated	6268082	1892032	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
12/1/2013	5:25:00 PM	LA JOLLA VILLAGE DR	GENESEE AV	54	East	6265719.428	1898640.937	Property Damage Only	0	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
12/2/2013		HOLIDAY CT	VILLA LA JOLLA DR	432	East	6260000.816	1897901.449	Property Damage Only	0	0		Improper Turning	Other Motor Vehicle	Driver	Driver
12/3/2013	7:52:00 AM	JOHN JAY HOPKINS DR	GENESEE AV	0	Not Stated	6258059	1905404	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
12/8/2013	10:20:00 AM	VIA MALLORCA	VIA MARIN	1	North	6259128.222	1892941.975	Complaint of Pain	2	0		Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
12/10/2013		MAHALA AV	CRYSTAL DAWN LN	135	East	6263923.515	1897569.926	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
12/10/2013	9:00:00 AM	LA JOLLA VILLAGE DR	TOWNE CENTRE DR	30	East	6267741.612	1899141.808	Property Damage Only	0	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
12/12/2013	8:00:00 AM	GENESEE AV	CENTURION SQ	126	West	6266878.324	1894529.348	Complaint of Pain	1	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
12/13/2013	12:20:00 PM	LA JOLLA VILLAGE DR	I-805 SB OFF RA (W)	0	Not Stated	6269170	1899375	Property Damage Only	0	0		Unsafe Speed	Other Motor Vehicle	Driver	Driver
12/14/2013	10:00:00 AM	REGENTS RD	BERINO CT	84	South	6263077.658	1895380.908	Property Damage Only	0	0		Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
12/18/2013	9:45:00 PM	NORTH TORREY PINES RD	GENESEE AV	0	Not Stated	6257676	1905720	Complaint of Pain	1	0		Auto R/W Violation	Other Motor Vehicle	Driver	Driver
12/21/2013	7:45:00 PM	SHORELINE DR	RENAISSANCE AV	0	Not Stated	6268878	1896519	Property Damage Only	0	0		Other	Fixed Object	Driver	
1/4/2014	7:41:00 PM	NOBEL DR	VILLA LA JOLLA DR	0	Not Stated	6259720	1896858	Property Damage Only	0	0	1	Not Stated	Parked Motor Vehicle	Driver	Parked Vehicle

Date	Time	Street	CrossSt	Distance	Direction	X	Y	Injury	NoInjured	NoKilled	PtyAtFault	Cause	InvWith	PartyType1	PartyType2
1/5/2014	12:00:00 PM	VILLA LA JOLLA DR	NOBEL DR	122	East	6259737.084	1896737.371	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
1/6/2014	8:27:00 PM	VILLA LA JOLLA DR	MORNING WY	38	South	6259637.169	1897206.123	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
1/7/2014	12:46:00 AM	JUDICIAL DR	GOLDEN HAVEN DR	0	North	6268781	1898404	Property Damage Only	0	0	0	Improper Turning	Fixed Object	Driver	
1/9/2014	9:45:00 AM	LA JOLLA VILLAGE DR	I-5 NB	0	Not Stated	6261086	1898520	Complaint of Pain	1	0		Not Stated	Not Stated	Driver	Driver
1/9/2014	7:13:00 PM	TOWNE CENTRE DR	LA JOLLA VILLAGE DR	27	South	6267714.778	1899110.143	Complaint of Pain	1	0	1	Not Stated	Other Motor Vehicle	Driver	Driver
1/10/2014		CHARMANT DR	LEBON DR	0	Not Stated	6262168	1895865	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
1/10/2014	7:45:00 AM	LA JOLLA VILLAGE DR	TOWNE CENTRE DR	0	Not Stated	6267712	1899137	Other Visible Injury	1	0	1	Improper Turning	Bicycle	Driver	Bicyclist
1/11/2014		COSTA VERDE BL	PLAZA DE PALMAS	0	Not Stated	6264773	1897433	Property Damage Only	0	0	0	Not Stated	Parked Motor Vehicle	Driver	Parked Vehicle
1/15/2014	8:53:00 AM	GENESEE AV	I-5 NB OFF RA (E)	0	Not Stated	6261929	1903861	Complaint of Pain	2	0	1	Not Stated	Other Motor Vehicle	Driver	Driver
1/15/2014	4:06:00 PM	CARGILL AV	DECORO ST	5	South	6264896	1895557	Property Damage Only	0	0	1	Ped R/W Violation	Pedestrian	Driver	Pedestrian
1/16/2014	5:31:00 PM	UNIVERSITY CENTER LN	CAMTO PLAZA CENTRO	0	Not Stated	6262059	1897793	Complaint of Pain	2	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
1/18/2014	2:30:00 PM	VILLA LA JOLLA DR	HOLIDAY CT	0	Not Stated	6259579	1897861	Other Visible Injury	3	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
1/18/2014	6:20:00 PM	AUTOPORT ML	MIRAMAR ML	110	East	6275387.82	1900583.289	Property Damage Only	0	0	0	Unsafe Speed	Other Motor Vehicle	Driver	Driver
1/19/2014	1:00:00 PM	GENESEE AV	CENTURION SQ	275	East	6267193.404	1894281.326	Complaint of Pain	1	0	0	Not Stated	Fixed Object	Driver	
1/21/2014	7:50:00 AM	GILMAN DR	VILLA LA JOLLA DR (N)	0	North	6259782	1900245	Complaint of Pain	1	0	0	Improper Turning	Fixed Object	Driver	
1/21/2014	1:36:00 PM	GILMAN DR	VIA ALICANTE	0	Not Stated	6258813	1894936	Complaint of Pain	1	0	1	Not Stated	Other Motor Vehicle	Driver	Driver
1/24/2014	3:19:00 PM	GENESEE AV	SR-52 WB ON RA (N)	120	South	6268657.38	1890134.061	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
1/27/2014	9:20:00 PM	NORTH TORREY PINES RD	LA JOLLA SHORES DR	0	Not Stated	6256591	1899821	Complaint of Pain	1	0	0	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
1/29/2014	8:35:00 PM	LA JOLLA COLONY DR	GILMAN DR	11	East	6259324.982	1890117.124	Complaint of Pain	1	0	1	Improper Turning	Fixed Object	Driver	Driver
1/30/2014	7:25:00 AM	REGENTS RD	NOBEL DR	2	North	6264097.032	1896814.713	Property Damage Only	0	0	1	Not Stated	Bicycle	Driver	Bicyclist
1/31/2014		GENESEE AV	GOVERNOR DR	3	North	6268513.292	1892068.915	Property Damage Only	0	0	1	Wrong Side of Road	Fixed Object	Driver	
1/31/2014	7:45:00 AM	NOBEL DR	I-805 SB ON RA	5	West	6271312.76	1897264.192	Property Damage Only	0	0		Not Stated	Not Stated	Driver	
2/3/2014		LA JOLLA VILLAGE DR	GENESEE AV	0	Not Stated	6265667	1898628	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
2/3/2014	8:00:00 AM	RADCLIFFE DR	GOVERNOR DR	110	South	6268113.823	1891926.704	Complaint of Pain	1	0	0	Improper Turning	Pedestrian	Driver	Pedestrian
2/6/2014	7:30:00 PM	VILLA LA JOLLA DR	LA JOLLA VILLAGE DR	0	Not Stated	6259584	1898366	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Driver
2/7/2014	12:01:00 AM	GOVERNOR DR	LIPMANN ST	0	Not Stated	6270138	1891738	Property Damage Only	0	0	1	Unsafe Speed	Fixed Object	Driver	
2/7/2014	8:47:00 AM	GENESEE AV	DECORO ST	0	Not Stated	6266063	1895607	Complaint of Pain	1	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
2/8/2014	9:30:00 AM	LA JOLLA VILLAGE DR	LEBON DR	0	West	6262774	1898029	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
2/9/2014		LEBON DR	PALMILLA DR	0	Not Stated	6262168	1895865	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Parked Vehicle
2/12/2014	5:53:00 PM	GENESEE AV	EXECUTIVE DR	174	South	6265676.758	1899368.014	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
2/12/2014	6:45:00 PM	LA JOLLA VILLAGE DR	EXECUTIVE WY	90	West	6266929.925	1899016.242	Complaint of Pain	1	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
2/15/2014	4:00:00 PM	GOVERNOR DR	REGENTS RD	27	East	6264777.729	1890960.814	Complaint of Pain	1	0	1	Improper Turning	Fixed Object	Driver	Driver
2/20/2014	8:14:00 PM	GENESEE AV	SCIENCE CENTER DR	0	Not Stated	6259758	1904770	Property Damage Only	0	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
2/21/2014	4:52:00 PM	LA JOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Other Visible Injury	5	0	0	Following Too Closely	Other Motor Vehicle	Driver	Driver
2/23/2014	3:00:00 PM	LA JOLLA VILLAGE DR	GENESEE AV	0	Not Stated	6265667	1898628	Property Damage Only	0	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
2/24/2014	2:45:00 PM	MIRAMAR RD	I-805 NB ON RA (E)	120	East	6271177.367	1899703.728	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
2/25/2014	12:00:00 AM	NOBEL DR	CAMTO PLAZA CENTRO	120	West	6261532.016	1897129.856	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
2/25/2014	12:48:00 PM	MIRAMAR RD	EASTGATE ML	0	Not Stated	6274184	1900113	Property Damage Only	0	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
2/27/2014	9:00:00 AM	GOVERNOR DR	GENESEE AV	0	Not Stated	6268514	1892066	Complaint of Pain	1	0	1	Unsafe Starting or Backing	Pedestrian	Driver	Driver
2/27/2014	5:31:00 PM	REGENTS RD	EASTGATE ML	0	Not Stated	6264359	1900206	Complaint of Pain	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
3/1/2014	1:40:00 PM	EXECUTIVE WY	LA JOLLA VILLAGE DR	0	Not Stated	6267017	1899039	Other Visible Injury	2	0	1	Improper Turning	Parked Motor Vehicle	Driver	Driver
3/2/2014	12:17:00 AM	NORTH TORREY PINES RD	REVELLE COLLEGE DR	0	Not Stated	6256677	1898164	Other Visible Injury	4	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
3/3/2014		LA JOLLA VILLAGE DR	EXECUTIVE WY	86	West	6266933.795	1899017.253	Property Damage Only	0	0		Other Improper Driving	Parked Motor Vehicle	Driver	Parked Vehicle
3/3/2014	9:13:00 AM	JOHN JAY HOPKINS DR	CRAY CT	0	Not Stated	6257596	1907989	Complaint of Pain	2	0	1	Auto R/W Violation	Motor Vehicle on Other Roadway	Driver	Driver
3/3/2014	6:00:00 PM	PALMILLA DR	ARRIBA ST	800	North	6262329.12	1895516.195	Property Damage Only	0	0	1	Unsafe Starting or Backing	Parked Motor Vehicle	Driver	Parked Vehicle
3/3/2014	6:54:00 PM	TOWNE CENTRE DR	RENAISSANCE AV	107	South	6267608.948	1896471.786	Severe Injury	1	0		Unknown	Not Stated	Bicyclist	
3/5/2014	7:30:00 PM	LA JOLLA VILLAGE DR	I-5 NB OFF RA	350	West	6261134.801	1898531.113	Complaint of Pain	1	0	1	Not Stated	Other Motor Vehicle	Driver	Driver
3/7/2014	6:13:00 PM	TOWNE CENTRE DR	EXECUTIVE DR	0	Not Stated	6267670	1900148	Severe Injury	1	0	1	Not Stated	Other Motor Vehicle	Driver	Driver
3/8/2014	1:14:00 PM	VILLA LA JOLLA DR	HOLIDAY CT	63	South	6259578.492	1897798.002	Complaint of Pain	2	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
3/9/2014	12:55:00 PM	GENESEE AV	I-5 NB	92	West	6261431.704	1903972.776	Other Visible Injury	1	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
3/10/2014	12:11:00 PM	TOWNE CENTRE DR	LA JOLLA VILLAGE DR	36	South	6267715.704	1899101.191	Complaint of Pain	1	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
3/12/2014	8:00:00 AM	NORTH TORREY PINES RD	SCIENCE PARK RD	0	Not Stated	6256990	1909300	Complaint of Pain	1	0	1	Improper Turning	Bicycle	Driver	Bicyclist
3/12/2014	12:19:00 PM	TOWNE CENTRE DR	LA JOLLA VILLAGE DR	372	South	6267742.927	1898766.384	Complaint of Pain	1	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
3/13/2014	4:21:00 AM	NOBEL DR	I-805 NB	0	West	6271569	1897567	Property Damage Only	0	0	1	Improper Turning	Fixed Object	Driver	
3/13/2014	1:07:00 PM	GOVERNOR DR	REGENTS RD	0	Not Stated	6264752	1890969	Property Damage Only	0	0	1	Unsafe Lane Change	Parked Motor Vehicle	Driver	Parked Vehicle
3/17/2014	2:30:00 PM	LA JOLLA VILLAGE DR	REGENTS RD	0	Not Stated	6264356	1898240	Other Visible Injury	1	0	1	Not Stated	Other Motor Vehicle	Driver	Driver
3/19/2014	4:51:00 PM	LA JOLLA VILLAGE DR	TOWNE CENTRE DR	2	East	6267713.974	1899137.321	Other Visible Injury	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
3/24/2014	7:00:00 AM	AVNDA LA BAHIA	NOBEL DR	35	South	6267297.46	1895973.671	Property Damage Only	0	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
3/25/2014	5:42:00 PM	GILMAN DR	VILLA LA JOLLA DR (N)	0	Not Stated	6259782	1900245	Complaint of Pain	1	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
3/27/2014	9:15:00 AM	CRAY CT	JOHN JAY HOPKINS DR	0	Not Stated	6257596	1907989	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Parked Vehicle
3/28/2014		LA JOLLA VILLAGE DR	GENESEE AV	0	Not Stated	6265667	1898628	Property Damage Only	0	0	1	Not Stated	Parked Motor Vehicle	Driver	Parked Vehicle
3/29/2014	9:38:00 PM	LA JOLLA VILLAGE DR	GENESEE AV	614	East	6266255.97	1898800.119	Other Visible Injury	1	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
4/1/2014	8:02:00 AM	GENESEE AV	SCIENCE CENTER DR	0	Not Stated	6259758	1904770	Property Damage Only	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
4/1/2014	8:02:00 AM	GENESEE AV	SCIENCE CENTER DR	0	Not Stated	6259758	1904770	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
4/4/2014	5:45:00 PM	CHARMANT DR	LEBON DR	0	West	6262168	1895865	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
4/7/2014	12:45:00 PM	SHORELINE DR	NOBEL DR	0	Not Stated	6269691	1895672	Complaint of Pain	4	0	1	Not Stated	Other Motor Vehicle	Driver	Driver
4/8/2014	4:05:00 PM	REGENTS RD	EXECUTIVE DR	105	North	6264384.052	1899651.98	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
4/9/2014	6:50:00 AM	NORTH TORREY PINES RD	SCIENCE PARK RD	210	South	6257022.951	1909092.601	Complaint of Pain	2	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
4/9/2014	12:00:00 PM	VIA MALLORCA	VILLA LA JOLLA DR	0	Not Stated	6259457	1895940	Property Damage Only	0	0	1	Unsafe Speed	Fixed Object	Driver	

Date	Time	Street	CrossSt	Distance	Direction	X	Y	Injury	NoInjured	NoKilled	PtyAtFault	Cause	InvWith	PartyType1	PartyType2
4/10/2014	10:20:00 AM	GILMAN DR	VILLA LA JOLLA DR (N)	600	North	6259188.984	1900323.368	Complaint of Pain	1	0	1	Improper Turning	Bicycle	Bicyclist	Bicyclist
4/10/2014	4:10:00 PM	EXECUTIVE DR	EXECUTIVE WY	0	Not Stated	6266880	1899713	Other Visible Injury	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
4/13/2014	11:00:00 PM	RENAISSANCE AV	FIORE TR	0	Not Stated	6268521	1897661	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
4/14/2014	4:20:00 PM	LAJOLLA VILLAGE DR	I-805 SB ON RA (E)	120	West	6269999.429	1899509.534	Complaint of Pain	0	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
4/16/2014	10:00:00 AM	MARINDUSTRY DR	MIRAMAR PL	75	East	6276685	1901275.803	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Parked Vehicle
4/18/2014	9:27:00 PM	SYRACUSE WY	SYRACUSE AV	161	North	6267457.584	1889611.644	Complaint of Pain	1	0	1	Unsafe Starting or Backing	Pedestrian	Driver	Pedestrian
4/19/2014	5:40:00 AM	NORTH TORREY PINES RD	SCIENCE PARK RD	1	North	6256989.844	1909300.988	Other Visible Injury	1	0	1	Improper Turning	Fixed Object	Driver	
4/19/2014	2:48:00 PM	NORTH TORREY PINES RD	LA JOLLA SHORES DR	0	Not Stated	6256591	1899821	Other Visible Injury	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
4/21/2014	12:00:00 PM	REGENTS RD	BERINO CT	0	Not Stated	6263111	1895458	Complaint of Pain	1	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
4/23/2014	6:58:00 PM	VILLA LA JOLLA DR	LA JOLLA VILLAGE DR	0	Not Stated	6259584	1898366	Other Visible Injury	1	0		Other Improper Driving	Other Motor Vehicle	Driver	Parked Vehicle
4/25/2014	2:40:00 PM	I-805 NB OFF RA	NOBEL DR	30	South	6271788.348	1897784.659	Property Damage Only	0	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
4/26/2014	3:30:00 PM	MIRAMAR RD	MIRAMAR PL	0	Not Stated	6276636	1900383	Other Visible Injury	2	0	0	Not Stated	Other Motor Vehicle	Driver	Driver
4/27/2014	11:30:00 AM	GENESEE AV	NOBEL DR	100	South	6265827.981	1896442.709	Property Damage Only	0	0	1	Improper Turning	Not Stated	Driver	Driver
4/28/2014	12:05:00 PM	GENESEE AV	GOVERNOR DR	35	West	6268505.736	1892100.01	Complaint of Pain	4	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
4/28/2014	7:40:00 PM	GENESEE AV	REGENTS RD	276	South	6264682.607	1901532.282	Other Visible Injury	1	0		Other Than Driver	Not Stated	Bicyclist	
5/2/2014	4:40:00 AM	GILMAN DR	GILMAN CT	0	South	6258697	1890922	Other Visible Injury	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
5/2/2014	5:10:00 PM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	391	East	6259974.341	1898344.774	Complaint of Pain	1	0	0	Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/6/2014	9:59:00 PM	GENESEE AV	LA JOLLA VILLAGE DR	0	Not Stated	6265667	1898628	Complaint of Pain	1	0	0	Not Stated	Other Motor Vehicle	Driver	Driver
5/9/2014	11:00:00 AM	GILMAN DR	EVENING WY	246	South	6258300.285	1897230.558	Other Visible Injury	1	0	1	Wrong Side of Road	Not Stated	Driver	
5/9/2014	2:59:00 PM	MIRAMAR RD	MIRAMAR PL	0	Not Stated	6276636	1900383	Complaint of Pain	1	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
5/9/2014	4:25:00 PM	TORREY PINES RD	NORTH TORREY PINES RD	0	Not Stated	6256997	1897850	Property Damage Only	0	0	0	Unsafe Speed	Motor Vehicle on Other Roadway	Driver	Driver
5/11/2014		UNIVERSITY CENTER LN	LEBON DR	129	West	6262378.617	1897713.46	Property Damage Only	0	0	1	Unsafe Starting or Backing	Parked Motor Vehicle	Driver	Parked Vehicle
5/13/2014	12:47:00 AM	REGENTS RD	LAHITTE CT	30	North	6264569.055	1892235.478	Property Damage Only	0	0	1	Unsafe Speed	Fixed Object	Driver	
5/13/2014	7:50:00 AM	GENESEE AV	CAMPUS POINT DR	281	South	6264035.667	1901922.358	Complaint of Pain	1	0	1	Unsafe Speed	Bicycle	Driver	Bicyclist
5/14/2014	1:03:00 PM	GENESEE AV	GOVERNOR DR	255	South	6268574.087	1891818.18	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
5/14/2014	3:27:00 PM	GENESEE AV	EXECUTIVE DR	0	Not Stated	6265679	1899542	Other Visible Injury	2	0	1	Unsafe Speed	Motor Vehicle on Other Roadway	Driver	Driver
5/14/2014	7:36:00 PM	EASTGATE ML	EASTER WY	0	Not Stated	6266593	1900732	Other Visible Injury	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
5/15/2014	5:30:00 PM	GENESEE AV	SR-52 WB ON RA (N)	0	Not Stated	6268657	1890254	Complaint of Pain	1	0	1	Other Hazardous Movement	Other Motor Vehicle	Driver	Driver
5/17/2014	1:57:00 AM	COSTA VERDE BL	NOBEL DR	0	Not Stated	6264900	1896422	Severe Injury	1	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
5/18/2014	7:05:00 AM	LAJOLLA VILLAGE DR	LEBON DR	0	Not Stated	6262774	1898029	Other Visible Injury	1	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
5/19/2014	10:20:00 AM	MIRAMAR RD	EASTGATE ML	9	South	6274192.996	1900112.748	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
5/20/2014	9:00:00 AM	GENESEE AV	GOVERNOR DR	0	Not Stated	6268514	1892066	Property Damage Only	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/27/2014	4:45:00 PM	NORTH TORREY PINES RD	SCIENCE PARK RD	27	West	6256985.781	1909326.668	Other Visible Injury	1	0	0	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
5/27/2014	4:47:00 PM	GENESEE AV	SCIENCE CENTER DR	0	Not Stated	6259758	1904770	Property Damage Only	0	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
5/27/2014	4:49:00 PM	GENESEE AV	EASTGATE ML	0	Not Stated	6265691	1900452	Property Damage Only	0	0	1	Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
5/27/2014	5:42:00 PM	GENESEE AV	SR-52 WB ON RA (N)	0	Not Stated	6268657	1890254	Other Visible Injury	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
5/28/2014	5:52:00 PM	JUDICIAL DR	EXECUTIVE DR	350	South	6268340.822	1899790.077	Other Visible Injury	1	0	1	Other Hazardous Movement	Bicycle	Driver	Driver
5/29/2014	3:00:00 PM	NOBEL DR	REGENTS RD	0	Not Stated	6264096	1896813	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
5/31/2014	9:30:00 AM	REGENTS RD	PORTE DE MERANO	0	Not Stated	6263009	1894162	Property Damage Only	0	0	1	Not Stated	Fixed Object	Driver	
5/31/2014	10:00:00 AM	GENESEE AV	SR-52 WB	300	North	6268904.609	1889530.42	Other Visible Injury	1	0	1	Unsafe Speed	Fixed Object	Driver	
6/1/2014		TONY DR	CONDON DR	0	West	6266777	1893448	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
6/5/2014	10:00:00 AM	REGENTS RD	NOBEL DR	0	Not Stated	6264096	1896813	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
6/9/2014	11:15:00 AM	CAMPUS POINT DR	CAMPUS POINT CT	6	East	6263204.763	1904263.265	Property Damage Only	0	0	1	Improper Turning	Fixed Object	Driver	
6/10/2014	6:45:00 PM	GENESEE AV	SR-52 WB ON RA (S)	0	Not Stated	6268717	1889837	Other Visible Injury	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
6/11/2014	10:30:00 AM	GENESEE AV	LA JOLLA VILLAGE DR	0	Not Stated	6265667	1898628	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
6/11/2014	10:35:00 AM	NORTH TORREY PINES RD	SCRIPPS CLINIC SOUTH DY	10	South	6257389.961	1906854.194	Property Damage Only	0	0	0	Unsafe Starting or Backing	Motor Vehicle on Other Roadway	Driver	Driver
6/11/2014	5:23:00 PM	MIRAMAR RD	NOBEL DR	0	Not Stated	6272739	1899965	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
6/12/2014	5:48:00 PM	GILMAN DR	VIA ALICANTE	1	South	6258812.692	1894935.049	Complaint of Pain	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
6/15/2014		VIA ANDAR	VIA REALZAR	36	South	6267124.277	1896516.985	Property Damage Only	0	0	1	Unsafe Starting or Backing	Parked Motor Vehicle	Driver	Parked Vehicle
6/17/2014	4:00:00 PM	GOVERNOR DR	EDMONTON AV	170	East	6269655.468	1891962.552	Property Damage Only	0	0	1	Wrong Side of Road	Fixed Object	Driver	
6/19/2014	7:15:00 PM	GENESEE AV	DECORO ST	0	Not Stated	6266063	1895607	Other Visible Injury	3	0		Not Stated	Other Motor Vehicle	Driver	Driver
6/21/2014	4:58:00 PM	VISION DR	EASTER WY	90	West	6266225.159	1901637.652	Property Damage Only	0	0	1	Unsafe Starting or Backing	Parked Motor Vehicle	Driver	Parked Vehicle
6/24/2014	6:51:00 AM	REGENTS RD	NOBEL DR	100	West	6264042.327	1896728.629	Complaint of Pain	1	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
6/25/2014	1:09:00 AM	LEBON DR	NOBEL DR	0	Not Stated	6262360	1897126	Property Damage Only	0	0	1	Unsafe Speed	Parked Motor Vehicle	Driver	Parked Vehicle
6/27/2014	8:49:00 AM	CAMPUS POINT DR	MEDICAL CENTER DR	54	North	6262730.518	1901375.722	Property Damage Only	0	0	1	Not Stated	Other Motor Vehicle	Driver	Driver
6/27/2014	2:40:00 PM	SCRIPPS HOSPITAL DY	GENESEE AV	0	Not Stated	6263175	1903030	Complaint of Pain	1	0	1	Other Hazardous Movement	Other Motor Vehicle	Driver	Driver
6/28/2014	5:00:00 AM	VILLA LA JOLLA DR	VILLA NORTE	111	North	6259580.099	1897971.995	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
6/30/2014	5:40:00 PM	COSTA VERDE BL	LAS PALMAS SQ	0	North	6264773	1897433	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
7/1/2014	9:00:00 AM	REGENTS RD	PLAZA DE PALMAS	9	North	6264343.762	1897573.968	Complaint of Pain	1	0	0	Ped R/W Violation	Pedestrian	Driver	Pedestrian
7/1/2014	5:30:00 PM	GENESEE AV	I-5 SB	14	West	6261417.511	1903976.747	Property Damage Only	1	0	0	Improper Turning	Bicycle	Bicyclist	
7/6/2014	8:59:00 PM	NOBEL DR	COSTA VERDE BL	0	South	6264900	1896422	Complaint of Pain	1	0	1	Ped R/W Violation	Pedestrian	Driver	Pedestrian
7/9/2014	8:30:00 AM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	27	North	6259557.091	1898368.215	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
7/11/2014	8:55:00 AM	LAJOLLA VILLAGE DR	I-5 NB ON RA (E)	200	West	6261454.474	1898582.129	Other Visible Injury	1	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
7/11/2014	1:50:00 PM	LAJOLLA VILLAGE DR	GENESEE AV	200	East	6265861.088	1898676.264	Other Visible Injury	1	0	1	Pedestrian Violation	Pedestrian	Pedestrian	Driver
7/18/2014	8:26:00 AM	JOHN JAY HOPKINS DR	GENERAL ATOMICS CT	177	South	6257991.237	1906324.02	Complaint of Pain	1	0		Other Than Driver	Other Object	Driver	
7/18/2014	9:38:00 AM	NORTH TORREY PINES RD	SALK INSTITUTE RD	15	West	6256566.773	1903631.002	Other Visible Injury	1	0	1	Improper Turning	Bicycle	Bicyclist	Driver
7/18/2014	5:47:00 PM	EXECUTIVE DR	EXECUTIVE WY	0	Not Stated	6266880	1899713	Property Damage Only	1	0	0	Following Too Closely	Bicycle	Bicyclist	Driver
7/18/2014	9:10:00 PM	LAJOLLA VILLAGE DR	GENESEE AV	20	West	6265647.587	1898623.192	Complaint of Pain	5	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
7/20/2014	10:09:00 AM	GENESEE AV	APRIL CT	0	South	6268676	1890447	Complaint of Pain	1	0	1	Auto R/W Violation	Bicycle	Driver	Bicyclist

Date	Time	Street	CrossSt	Distance	Direction	X	Y	Injury	NoInjured	NoKilled	PtyAtFault	Cause	InvWith	PartyType1	PartyType2
7/22/2014	6:30:00 PM	GENESEE AV	SR-52 WB ON RA(S)	0	Not Stated	6268717	1889837	Complaint of Pain	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
7/23/2014	7:10:00 AM	REGENTS RD	BERINO CT	1	North	6263110.034	1895458.258	Other Visible Injury	1	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
7/23/2014	3:20:00 PM	MIRAMAR RD	EASTGATE ML	58	South	6274241.977	1900111.377	Property Damage Only	0	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
7/25/2014	1:57:00 AM	LAJOLLA VILLAGE DR	I-805 SB ON RA(W)	0	Not Stated	6269170	1899375	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
7/25/2014	1:10:00 PM	GENESEE AV	I-5 NB OFF RA(W)	300	East	6262047.448	1903842.179	Complaint of Pain	2	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
7/25/2014	7:00:00 PM	RED DEER ST	CALGARY AV	0	North	6269246	1892955	Property Damage Only	0	0	0	Improper Turning	Parked Motor Vehicle	Driver	Driver
7/26/2014	1:40:00 PM	MIRAMAR RD	NOBEL DR	1690	West	6271072.158	1899686.193	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
7/30/2014	5:46:00 AM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Complaint of Pain	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
8/1/2014	5:30:00 PM	REGENTS RD	PENNANT WY	0	Not Stated	6263887	1889066	Property Damage Only	0	0	1	Driving Under Influence	Fixed Object	Driver	
8/7/2014	3:34:00 AM	LAJOLLA VILLAGE DR	EXECUTIVE WY	0	Not Stated	6267017	1899039	Complaint of Pain	1	0	0	Unsafe Speed	Other Motor Vehicle	Driver	Driver
8/9/2014	10:20:00 PM	MIRAMAR RD	NOBEL DR	15	East	6272753.799	1899967.45	Property Damage Only	0	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
8/10/2014	3:43:00 AM	GENESEE AV	CENTURION SQ	20	North	6266961.41	1894463.528	Fatal	0	1		Unsafe Speed	Other Motor Vehicle	Driver	
8/11/2014	11:35:00 AM	VILLA LA JOLLA DR	LAJOLLA VILLAGE DR	0	Not Stated	6259584	1898366	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
8/13/2014	9:19:00 PM	VISION DR	EASTER WY	300	East	6266607.551	1901709.437	Complaint of Pain	1	0	0	Unsafe Starting or Backing	Pedestrian	Driver	Pedestrian
8/17/2014	12:05:00 PM	MIRAMAR PL	MARIN DUSTRY DR	200	West	6276584.743	1901474.369	Complaint of Pain	1	0	1	Not Stated	Fixed Object	Driver	
8/19/2014	12:10:00 PM	GENESEE AV	NOBEL DR	0	Not Stated	6265801	1896539	Other Visible Injury	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
8/22/2014	11:23:00 AM	PAVLOV AV	KANTOR ST	154	West	6271997.278	1890793.316	Complaint of Pain	1	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
8/25/2014	10:10:00 PM	GENESEE AV	NORTH TORREY PINES RD	0	Not Stated	6257676	1905720	Property Damage Only	0	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
8/27/2014	9:00:00 PM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
8/29/2014	2:17:00 AM	GENESEE AV	GOVERNOR DR	0	Not Stated	6268514	1892066	Property Damage Only	0	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
8/29/2014	7:30:00 AM	GILMAN DR	EVENING WY	400	North	6258275.282	1897873.136	Property Damage Only	0	0		Not Stated	Non-Collision	Driver	Driver
8/29/2014	11:00:00 AM	LAJOLLA VILLAGE DR	LEBON DR	75	East	6262838.892	1897991.396	Complaint of Pain	2	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
9/2/2014		EASTER WY	EASTGATE ML	40	North	6266581.424	1900770.288	Property Damage Only	0	0	1	Unsafe Starting or Backing	Fixed Object	Driver	
9/2/2014	10:14:00 AM	TOWNE CENTRE DR	GOLDEN HAVEN DR	0	Not Stated	6267799	1897697	Complaint of Pain	2	0		Not Stated	Not Stated	Driver	Driver
9/2/2014	10:26:00 AM	NORTH TORREY PINES RD	SCRIPPS CLINIC SOUTH DY	27	South	6257392.924	1906837.456	Other Visible Injury	2	0	0	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
9/3/2014	11:17:00 PM	VIA MARIN	VIA MALLORCA	67	East	6259189.795	1892915.109	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
9/4/2014	10:45:00 AM	MIRAMAR RD	MIRAMAR PL	250	West	6276389.334	1900342.308	Complaint of Pain	1	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
9/4/2014	2:52:00 PM	LAJOLLA VILLAGE DR	REGENTS RD	705	West	6263739.75	1897898.503	Complaint of Pain	1	0	1	Ped R/W Violation	Pedestrian	Driver	Pedestrian
9/5/2014		COSTA VERDE BL	CARGILL AV	0	Not Stated	6264900	1896422	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Parked Vehicle
9/5/2014	3:50:00 PM	GOVERNOR DR	I-805 SB ON RA(S)	0	Not Stated	6274280	1892662	Other Visible Injury	1	0	0	Improper Turning	Parked Motor Vehicle	Driver	Driver
9/9/2014	9:10:00 AM	GENESEE AV	RADCLIFFE LN	0	Not Stated	6268717	1891223	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
9/10/2014	5:55:00 PM	GENESEE AV	JOHN JAY HOPKINS DR	0	Not Stated	6258059	1905404	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Driver
9/11/2014	11:00:00 PM	COSTA VERDE BL	LAJOLLA VILLAGE DR	300	West	6264949.806	1898759.43	Property Damage Only	0	0	0	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
9/11/2014	11:00:00 PM	LAJOLLA VILLAGE DR	COSTA VERDE BL	0	Not Stated	6265021	1898468	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
9/12/2014	9:35:00 AM	GOVERNOR DR	REGENTS RD	48	East	6264797.74	1890954.446	Other Visible Injury	1	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
9/14/2014	12:10:00 PM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Complaint of Pain	2	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
9/14/2014	7:37:00 PM	GILMAN DR	VIA ALICANTE	937	South	6258522.657	1894050.094	Severe Injury	1	0	0	Improper Turning	Pedestrian	Driver	Pedestrian
9/15/2014	5:31:00 PM	NORTH TORREY PINES RD	SCIENCE PARK RD	0	North	6256990	1909300	Complaint of Pain	1	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
9/16/2014	7:15:00 AM	GENESEE AV	DECORO ST	0	Not Stated	6266063	1895607	Complaint of Pain	1	0	0	Not Stated	Not Stated	Driver	Driver
9/18/2014	12:55:00 AM	LAHITTE CT	REGENTS RD	13	East	6264599.792	1892222.551	Other Visible Injury	1	0	1	Unsafe Speed	Fixed Object	Driver	
9/18/2014	7:30:00 AM	ARRIBA ST	PALMILLA DR	0	Not Stated	6262163	1894742	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
9/18/2014	3:15:00 PM	MERCER ST	STETSON AV	75	South	6266773.9	1891273.397	Other Visible Injury	1	0	1	Improper Turning	Fixed Object	Driver	
9/20/2014	8:35:00 AM	GENESEE AV	SR-52 WB ON RA(S)	10	South	6268720.624	1889827.68	Other Visible Injury	2	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
9/22/2014	6:29:00 PM	LEBON DR	CHARMANT DR	18	South	6262156.286	1895851.333	Complaint of Pain	1	0	1	Unsafe Speed	Non-Collision	Bicyclist	
9/22/2014	8:13:00 PM	NOBEL DR	I-5 SB ON RA	89	East	6260786.394	1897075.325	Other Visible Injury	1	0	1	Improper Turning	Fixed Object	Driver	
9/24/2014	12:03:00 AM	LAJOLLA VILLAGE DR	REGENTS RD	822	West	6263629.008	1897860.973	Complaint of Pain	1	0	1	Not Stated	Parked Motor Vehicle	Driver	Parked Vehicle
9/24/2014	8:49:00 AM	GOVERNOR DR	I-805 SB ON RA(S)	0	Not Stated	6274280	1892662	Other Visible Injury	1	0	0	Improper Turning	Other Motor Vehicle	Driver	Driver
9/24/2014	5:54:00 PM	LAJOLLA VILLAGE DR	I-805 SB ON RA(E)	96	West	6270023.143	1899513.227	Complaint of Pain	1	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
9/25/2014	5:30:00 PM	REGENTS RD	LAJOLLA VILLAGE DR	0	Not Stated	6264356	1898240	Complaint of Pain	1	0		Not Stated	Not Stated	Bicyclist	
9/26/2014		CAMPUS POINT DR	CAMPUS POINT CT	0	Not Stated	6263203	1904269	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Parked Vehicle
9/26/2014	1:18:00 PM	GENESEE AV	SR-52 WB ON RA(N)	0	Not Stated	6268657	1890254	Other Visible Injury	2	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
9/26/2014	4:20:00 PM	LAJOLLA VILLAGE DR	GENESEE AV	17	West	6265650.499	1898623.913	Complaint of Pain	1	0	0	Unsafe Speed	Other Motor Vehicle	Driver	Driver
9/28/2014	2:12:00 PM	GENESEE AV	RADCLIFFE LN	10	East	6268718.737	1891213.152	Other Visible Injury	1	0	0	Auto R/W Violation	Bicycle	Driver	Bicyclist
9/30/2014		NOBEL DR	LEBON DR	537	East	6262896.999	1897126.813	Property Damage Only	0	0	1	Not Stated	Parked Motor Vehicle	Driver	Parked Vehicle
9/30/2014	7:54:00 AM	GENESEE AV	SCRIPPS HOSPITAL DY	43	North	6263155.569	1903067.812	Complaint of Pain	2	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
10/1/2014	2:15:00 AM	REGENTS RD	BERINO CT	500	South	6262963.859	1894981.641	Property Damage Only	0	0	0	Not Stated	Parked Motor Vehicle	Driver	Parked Vehicle
10/3/2014	2:45:00 AM	NOBEL DR	UNIVERSITY CENTER LN	0	Not Stated	6261065	1897110	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
10/3/2014	11:15:00 AM	NOBEL DR	REGENTS RD	0	Not Stated	6264096	1896813	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Driver
10/7/2014	7:20:00 PM	REGENTS RD	ARRIBA ST	0	Not Stated	6262939	1894563	Property Damage Only	0	0	1	Unsafe Starting or Backing	Parked Motor Vehicle	Driver	Parked Vehicle
10/10/2014	7:25:00 AM	GENESEE AV	CENTURION SQ	0	Not Stated	6266977	1894451	Other Visible Injury	1	0	1	Unsafe Speed	Other Object	Bicyclist	
10/10/2014	9:50:00 AM	NOBEL DR	LEBON DR	500	East	6262859.999	1897126.755	Complaint of Pain	1	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
10/10/2014	6:01:00 PM	EASTGATE ML	AUTOPORT ML	300	North	6273972.27	1900687.09	Complaint of Pain	1	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
10/11/2014	1:00:00 AM	NOBEL DR	VIA LAS RAMBLAS	0	Not Stated	6266847	1896465	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
10/11/2014	3:25:00 AM	VIA ALICANTE	GILMAN DR	300	East	6259094.626	1894834.605	Property Damage Only	0	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
10/11/2014	6:00:00 PM	LAJOLLA VILLAGE DR	GENESEE AV	0	Not Stated	6265667	1898628	Property Damage Only	0	0	0	Improper Turning	Other Motor Vehicle	Driver	Driver
10/12/2014	12:53:00 PM	RENAISSANCE AV	TOSCANA WY	0	Not Stated	6268762	1897257	Other Visible Injury	1	0	0	Traffic Signals and Signs	Pedestrian	Driver	Pedestrian
10/13/2014	5:10:00 AM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	15	North	6259569.051	1898367.23	Property Damage Only	0	0	0	Unsafe Speed	Other Motor Vehicle	Driver	Driver
10/15/2014	6:29:00 PM	TOSCANA DR	SHORELINE DR	0	East	6269377	1896178	Other Visible Injury	1	0	1	Unsafe Speed	Parked Motor Vehicle	Driver	Parked Vehicle
10/21/2014	5:33:00 PM	REGENTS RD	EASTGATE ML	0	Not Stated	6264359	1900206	Other Visible Injury	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver

Date	Time	Street	CrossSt	Distance	Direction	X	Y	Injury	NoInjured	NoKilled	PtyAtFault	Cause	InvWith	PartyType1	PartyType2
10/21/2014	8:32:00 PM	REGENTS RD	LAJOLLA VILLAGE DR	0	Not Stated	6264356	1898240	Complaint of Pain	2	0	0	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
10/23/2014	1:15:00 AM	VIA MALLORCA	VILLA LA JOLLA DR	20	North	6259443.916	1895955.126	Other Visible Injury	1	0	1	Unsafe Speed	Not Stated	Bicyclist	
10/23/2014	6:35:00 AM	REGENTS RD	SR-52 WB OFF RA (N)	0	Not Stated	6264250	1887917	Complaint of Pain	1	0	0	Not Stated	Not Stated	Driver	Driver
10/24/2014	1:20:00 PM	EASTGATE ML	EASTGATE CT	200	North	6273300.373	1901553.8	Complaint of Pain	3	0	0	Not Stated	Other Motor Vehicle	Driver	Driver
10/25/2014	1:33:00 AM	GENESEE AV	NOBEL DR	0	Not Stated	6265801	1896539	Other Visible Injury	2	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
10/26/2014	2:00:00 AM	REGENTS RD	BERINO CT	70	Not Stated	6263111	1895458	Property Damage Only	0	0	0	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
10/26/2014	10:50:00 PM	EASTGATE ML	REGENTS RD	0	Not Stated	6264359	1900206	Property Damage Only	0	0	1	Improper Turning	Fixed Object	Driver	
10/27/2014	8:31:00 PM	NOBEL DR	I-5 SB ON RA	2	West	6260696.023	1897064.698	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
10/28/2014	8:56:00 AM	GENESEE AV	EASTGATE ML	17	South	6265690.776	1900435.001	Property Damage Only	0	0	1	Not Stated	Other Motor Vehicle	Driver	Driver
10/31/2014	7:45:00 AM	GENESEE AV	GOVERNOR DR	0	Not Stated	6268514	1892066	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
10/31/2014	6:32:00 PM	REGENTS RD	GOVERNOR DR	105	South	6264701.485	1890876.95	Complaint of Pain	2	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/1/2014	4:32:00 PM	LAJOLLA VILLAGE DR	GENESEE AV	0	Not Stated	6265667	1898628	Property Damage Only	0	0	1	Improper Turning	Non-Collision	Driver	Parked Vehicle
11/4/2014	11:07:00 AM	GENESEE AV	REGENTS RD	0	Not Stated	6264444	1901671	Other Visible Injury	1	0	1	Traffic Signals and Signs	Pedestrian	Driver	Pedestrian
11/4/2014	3:30:00 PM	UNIVERSITY CENTER LN	NOBEL DR	0	Not Stated	6261065	1897110	Property Damage Only	0	0	0	Not Stated	Parked Motor Vehicle	Driver	Parked Vehicle
11/5/2014	5:15:00 PM	GILMAN DR	I-5 NB ON RA	0	West	6259217	1890199	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/6/2014	7:51:00 AM	GILMAN DR	LAJOLLA VILLAGE DR	0	Not Stated	6258347	1898419	Property Damage Only	0	0	1	Traffic Signals and Signs	Fixed Object	Driver	Driver
11/7/2014	8:18:00 AM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	1	East	6259584.998	1898365.932	Complaint of Pain	2	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
11/8/2014	5:24:00 PM	REGENTS RD	GOVERNOR DR	0	Not Stated	6264752	1890969	Complaint of Pain	2	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
11/9/2014	3:01:00 PM	CAM NOGUERA	CAM LINDO	200	North	6263572.472	1893882.511	Other Visible Injury	1	0	1	Unsafe Speed	Pedestrian	Driver	Pedestrian
11/10/2014		GILMAN DR	GILMAN CT	0	North	6258697	1890922	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
11/10/2014	7:14:00 PM	COSTA VERDE BL	NOBEL DR	350	North	6264891.56	1896769.177	Other Visible Injury	2	0	0	Improper Turning	Other Motor Vehicle	Driver	Driver
11/11/2014	4:00:00 PM	GILMAN DR	LAJOLLA VILLAGE DR	0	Not Stated	6258347	1898419	Complaint of Pain	1	0	0	Other Hazardous Movement	Other Motor Vehicle	Driver	Driver
11/12/2014	5:28:00 AM	LAJOLLA VILLAGE DR	GENESEE AV	0	Not Stated	6265667	1898628	Complaint of Pain	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
11/16/2014	10:25:00 AM	HOLIDAY CT	VILLA LA JOLLA DR	0	Not Stated	6259579	1897861	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Driver
11/17/2014	8:14:00 AM	JUDICIAL DR	EXECUTIVE DR	120	South	6268344.036	1900020.054	Complaint of Pain	1	0		Not Stated	Other Motor Vehicle	Driver	Driver
11/18/2014	12:45:00 PM	GREENWICH DR	GOVERNOR DR	0	Not Stated	6274035	1892370	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
11/19/2014	7:25:00 PM	MIRAMAR RD	EASTGATE ML	0	Not Stated	6274184	1900113	Other Visible Injury	4	0	1	Unsafe Lane Change	Other Motor Vehicle	Driver	Driver
11/20/2014	2:44:00 PM	TOWNE CENTRE DR	EXECUTIVE DR	0	Not Stated	6267670	1900148	Complaint of Pain	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
11/20/2014	7:40:00 PM	NOBEL DR	REGENTS RD	30	South	6264122.553	1896799.038	Property Damage Only	0	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
11/21/2014	1:30:00 PM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	0	Not Stated	6267712	1899137	Other Visible Injury	1	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
11/21/2014	2:30:00 PM	LAJOLLA VILLAGE DR	I-5 SB OFF RA	0	Not Stated	6260541	1898395	Complaint of Pain	1	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
11/22/2014	10:45:00 PM	LAJOLLA VILLAGE DR	GENESEE AV	0	Not Stated	6265667	1898628	Property Damage Only	0	0	1	Not Stated	Other Motor Vehicle	Driver	Driver
11/23/2014	10:57:00 AM	GENESEE AV	CENTURION SQ	41	South	6267009.468	1894425.975	Complaint of Pain	1	0	0	Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/25/2014	8:41:00 AM	EASTGATE DR	EASTGATE ML	327	North	6270901.719	1902312.978	Other Visible Injury	1	0	1	Wrong Side of Road	Other Motor Vehicle	Driver	Driver
11/29/2014	9:00:00 AM	LAJOLLA VILLAGE DR	EXECUTIVE WY	35	East	6267051.087	1899046.939	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Driver
12/1/2014		LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Property Damage Only	0	0		Unknown	Other Motor Vehicle	Driver	Driver
12/2/2014	10:38:00 AM	MIRAMAR RD	MIRAMAR PL	1	East	6276636.987	1900383.162	Property Damage Only	0	0		Other Improper Driving	Parked Motor Vehicle	Driver	Parked Vehicle
12/4/2014	11:05:00 PM	ESPLANADE CT	GENESEE AV	0	Not Stated	6265653	1897643	Property Damage Only	0	0	1	Improper Turning	Fixed Object	Driver	
12/5/2014	6:12:00 PM	NOBEL DR	COSTA VERDE BL	12	East	6264911.699	1896419.328	Property Damage Only	0	0	1	Not Stated	Other Motor Vehicle	Driver	Driver
12/9/2014	4:29:00 PM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	33	East	6267744.573	1899142.289	Complaint of Pain	1	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
12/11/2014	5:30:00 PM	GENESEE AV	GOVERNOR DR	300	North	6268443.16	1892357.51	Complaint of Pain	1	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
12/13/2014	11:09:00 PM	GENESEE AV	NOBEL DR	0	Not Stated	6265801	1896539	Complaint of Pain	1	0	0	Auto R/W Violation	Motor Vehicle on Other Roadway	Driver	Driver
12/15/2014	5:14:00 PM	EASTGATE ML	REGENTS RD	6	West	6264353	1900205.941	Complaint of Pain	1	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
12/16/2014	10:30:00 AM	GILMAN DR	VILLA LA JOLLA DR (N)	115	North	6259670.38	1900272.61	Other Visible Injury	2	0		Not Stated	Not Stated	Driver	Driver
12/17/2014	8:06:00 AM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	291	East	6267999.238	1899183.642	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
12/20/2014	9:45:00 PM	GENESEE AV	LAJOLLA VILLAGE DR	0	Not Stated	6265667	1898628	Other Visible Injury	1	0	1	Pedestrian Violation	Pedestrian	Pedestrian	Driver
12/29/2014	11:08:00 PM	LEBON DR	LAJOLLA VILLAGE DR	0	Not Stated	6262774	1898029	Fatal	1	1	1	Pedestrian Violation	Pedestrian	Pedestrian	Driver
12/30/2014	5:40:00 PM	TOWNE CENTRE DR	GOLDEN HAVEN DR	0	Not Stated	6267799	1897697	Complaint of Pain	1	0	1	Other Hazardous Movement	Pedestrian	Driver	Pedestrian
1/7/2015		VIA ALICANTE	VIA MALLORCA	93	East	6259723.98	1894408.46	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
1/8/2015	12:23:00 PM	CAMTO MALLORCA	CAMTO SONOMA	60	North	6259194.879	1891755.919	Other Visible Injury	1	0	1	Improper Turning	Fixed Object	Driver	Other
1/8/2015	11:15:00 PM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Complaint of Pain	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
1/9/2015	2:00:00 AM	CAMTO EASTBLUFF	VIA MALLORCA	500	Not Stated	6259202	1893654	Property Damage Only	0	0	1		Fixed Object	Driver	
1/9/2015	7:11:00 PM	MIRAMAR RD	I-805 NB	186	West	6270061.163	1899520.717	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
1/9/2015	9:21:00 PM	PALMILLA DR	ARRIBA ST	0	Not Stated	6262163	1894742	Complaint of Pain	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
1/14/2015	6:39:00 AM	PENNANT WY	REGENTS RD	18	West	6263869	1889066	Other Visible Injury	1	0	1	Improper Turning	Motor Vehicle on Other Roadway	Driver	Driver
1/14/2015	12:16:00 PM	GENESEE AV	GOVERNOR DR	100	East	6268537.56	1891968.81	Other Visible Injury	1	0	0	Improper Turning	Other Motor Vehicle	Driver	Driver
1/15/2015	6:30:00 PM	TOWNE CENTRE DR	EXECUTIVE DR	0	Not Stated	6267670	1900148	Complaint of Pain	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
1/19/2015	10:20:00 AM	NORTH TORREY PINES RD	JOHN JAY HOPKINS DR	0	Not Stated	6257197	1908010	Complaint of Pain	1	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
1/19/2015	6:10:00 PM	GENESEE AV	EASTGATE ML	32	West	6265688.02	1900483.859	Complaint of Pain	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
1/20/2015	1:58:00 PM	GENESEE AV	JOHN JAY HOPKINS DR	0	Not Stated	6258059	1905404	Severe Injury	2	0	1	Improper Turning	Fixed Object	Driver	
1/24/2015	5:04:00 PM	GENESEE AV	LUIGI TR	0	Not Stated	6267836	1893776	Complaint of Pain	2	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
1/24/2015	6:35:00 PM	MIRAMAR RD	I-805 NB	32	West	6270213.372	1899544.134	Other Visible Injury	2	0	0	Unsafe Speed	Other Motor Vehicle	Driver	Driver
1/25/2015	1:04:00 PM	RENAISSANCE AV	TOSCANA WY	6	West	6268758.321	1897261.739	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
1/25/2015	4:45:00 PM	GILMAN DR	LAJOLLA VILLAGE DR	600	South	6258268.808	1897824.117	Other Visible Injury	1	0		Not Stated	Not Stated	Bicyclist	
1/25/2015	8:40:00 PM	RADCLIFFE DR	GOVERNOR DR	66	North	6268062.83	1892095.15	Property Damage Only	0	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
1/28/2015	9:40:00 AM	EXECUTIVE DR	EXECUTIVE WY	500	West	6266429.57	1899533	Property Damage Only	0	0	1	Unsafe Speed	Fixed Object	Driver	
1/28/2015	6:23:00 PM	REGENTS RD	MIRAMAR ST (N)	0	Not Stated	6264382	1899547	Complaint of Pain	1	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
1/29/2015	8:45:00 AM	NORTH TORREY PINES RD	LA JOLLA SHORES DR	0	Not Stated	6256591	1899821	Complaint of Pain	0	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
2/3/2015	2:00:00 PM	LAJOLLA VILLAGE DR	REGENTS RD	6	West	6264350.539	1898237.516	Other Visible Injury	1	0	1	Pedestrian Violation	Bicycle	Bicyclist	Driver

Date	Time	Street	CrossSt	Distance	Direction	X	Y	Injury	NoInjured	NoKilled	PtyAtFault	Cause	InvWith	PartyType1	PartyType2
2/4/2015	5:52:00 AM	MIRAMAR RD	NOBEL DR	0	West	6272739	1899965	Complaint of Pain	1	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
2/4/2015	4:00:00 PM	LAJOLLA VILLAGE DR	EXECUTIVE WY	0	Not Stated	6267017	1899039	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
2/4/2015	4:00:00 PM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Driver
2/5/2015	5:28:00 PM	GOVERNOR DR	I-805 SB OFF RA	0	Not Stated	6274487	1892908	Complaint of Pain	1	0	1	Not Stated	Other Motor Vehicle	Driver	Driver
2/6/2015	2:44:00 PM	VILLA LA JOLLA DR	LAJOLLA VILLAGE DR	0	Not Stated	6259584	1898366	Other Visible Injury	2	0	1	Unsafe Speed	Bicycle	Bicyclist	Driver
2/7/2015	7:10:00 PM	GENESEE AV	NOBEL DR	305	North	6265719.237	1896832.836	Complaint of Pain	1	0	1	Improper Turning	Fixed Object	Driver	
2/9/2015	11:56:00 AM	NOBEL DR	LEBON DR	270	East	6262630	1897126.397	Complaint of Pain	1	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
2/9/2015	9:38:00 PM	LAJOLLA VILLAGE DR	LEBON DR	0	Not Stated	6262774	1898029	Other Visible Injury	3	0	1	Not Stated	Other Motor Vehicle	Driver	Driver
2/10/2015	9:34:00 PM	TOWNE CENTRE DR	TOWNE CENTRE CT	34	North	6266506.238	1903180.131	Property Damage Only	1	0	0	Following Too Closely	Other Motor Vehicle	Driver	Driver
2/11/2015	5:19:00 AM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Other Visible Injury	1	0	0	Pedestrian Violation	Pedestrian	Pedestrian	Driver
2/11/2015	9:00:00 AM	NOBEL DR	UNIVERSITY CENTER LN	0	East	6261065	1897110	Complaint of Pain	1	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
2/12/2015	7:46:00 PM	NORTH TORREY PINES RD	N TORREY PINE NB OFF RA(N)	0	Not Stated	6256804	1910364	Other Visible Injury	1	0	1	Ped R/W Violation	Pedestrian	Driver	Pedestrian
2/13/2015	12:40:00 PM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	1	East	6267712.987	1899137.16	Other Visible Injury	3	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
2/15/2015	11:59:00 AM	NOBEL DR	I-805 NB OFF RA	64	South	6271734.691	1897763.117	Other Visible Injury	1	0	0	Unsafe Speed	Fixed Object	Driver	
2/18/2015	12:53:00 AM	GENESEE AV	LAJOLLA VILLAGE DR	60	West	6265666.147	1898568.006	Complaint of Pain	2	0	0	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
2/18/2015	11:00:00 AM	LAJOLLA VILLAGE DR	I-5 SB ON RA(E)	0	Not Stated	6260815	1898457	Other Visible Injury	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
2/18/2015	3:39:00 PM	LAJOLLA VILLAGE DR	EXECUTIVE WY	75	South	6266944.437	1899020.035	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
2/21/2015	10:14:00 PM	DECORO ST	GENESEE AV	55	West	6266058.962	1895571.443	Property Damage Only	0	0	0	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
2/24/2015	4:23:00 PM	LAJOLLA VILLAGE DR	LAJOLLA SCENIC WY	10	North	6257430.225	1897856.859	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
2/25/2015	7:30:00 AM	UNIVERSITY CENTER LN	NOBEL DR	0	Not Stated	6261065	1897110	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
2/25/2015	3:45:00 PM	GENESEE AV	SR-52 WB ON RA(N)	0	Not Stated	6268657	1890254	Complaint of Pain	1	0	1	Not Stated	Other Motor Vehicle	Driver	Driver
2/26/2015	10:00:00 AM	MAHAILA AV	DANICA MAE DR	5	South	6263551.999	1897504.903	Property Damage Only	0	0		Unknown	Not Stated	Driver	Driver
2/26/2015	3:30:00 PM	GENESEE AV	GOVERNOR DR	0	Not Stated	6268514	1892066	Other Visible Injury	1	0	1	Improper Turning	Bicycle	Bicyclist	Driver
3/3/2015	6:58:00 AM	NORTH TORREY PINES RD	JOHN JAY HOPKINS DR	2	South	6257197.329	1908008.027	Other Visible Injury	1	0	1	Not Stated	Bicycle	Driver	Bicyclist
3/5/2015	7:25:00 PM	PALMILLA DR	ARRIBA ST	0	Not Stated	6262163	1894742	Property Damage Only	0	0	1	Auto R/W Violation	Not Stated	Driver	Driver
3/6/2015	8:53:00 AM	LAJOLLA VILLAGE DR	REGENTS RD	78	West	6264287.019	1898203.811	Other Visible Injury	1	0	0	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
3/9/2015	6:06:00 AM	MIRAMAR PL	MARINDUSTRY DR	525	North	6276440.235	1901753.746	Other Visible Injury	4	0	1	Improper Turning	Other Motor Vehicle	Driver	Parked Vehicle
3/9/2015	7:50:00 AM	CARGILL AV	CAM MILITA	18	North	6264665.544	1894506.81	Complaint of Pain	1	0	1	Ped R/W Violation	Pedestrian	Driver	Pedestrian
3/9/2015	4:02:00 PM	NORTH TORREY PINES RD	SCIENCE PARK RD	580	South	6257081.009	1908727.185	Other Visible Injury	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
3/10/2015	4:50:00 PM	MIRAMAR RD	I-805 NB OFF RA(W)	10	West	6270386.134	1899572.367	Complaint of Pain	1	0	0	Unsafe Speed	Other Motor Vehicle	Driver	Driver
3/12/2015	8:30:00 AM	LAJOLLA VILLAGE DR	GENESEE AV	170	East	6265832.035	1898668.783	Complaint of Pain	1	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
3/13/2015		LAJOLLA VILLAGE DR	GENESEE AV	0	Not Stated	6265667	1898628	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Driver
3/15/2015	12:01:00 AM	GOVERNOR DR	COZZENS ST	250	East	6270628.756	1891435.583	Property Damage Only	0	0	0	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
3/15/2015	11:30:00 PM	LAJOLLA VILLAGE DR	GILMAN DR	315	East	6258661.27	1898431.911	Property Damage Only	0	0	1	Improper Turning	Fixed Object	Driver	
3/19/2015	7:25:00 PM	STRESEMANN ST	DUCOMMUN AV	30	North	6262844.38	1890684.73	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
3/19/2015	10:40:00 PM	LAJOLLA VILLAGE DR	EXECUTIVE WY	204	South	6266820.841	1898983.144	Property Damage Only	0	0		Other Improper Driving	Parked Motor Vehicle	Driver	Parked Vehicle
3/21/2015	4:32:00 AM	COSTA VERDE BL	NOBEL DR	200	North	6264914.455	1896621.358	Other Visible Injury	1	0	0	Not Stated	Parked Motor Vehicle	Driver	Parked Vehicle
3/25/2015	6:20:00 PM	MIRAMAR RD	MIRAMAR ML	0	Not Stated	6275295	1900163	Other Visible Injury	1	0	0	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
3/28/2015	4:40:00 PM	NORTH TORREY PINES RD	NORTH TORREY PINES CT	0	Not Stated	6257513	1906133	Complaint of Pain	1	0	0	Following Too Closely	Other Motor Vehicle	Driver	Driver
3/28/2015	10:34:00 PM	ZENAKO ST	TAMILYNN ST	9	North	6269061.525	1889846.055	Other Visible Injury	2	0	1	Unsafe Speed	Fixed Object	Driver	
3/28/2015	10:34:00 PM	ZENAKO ST	TAMILYNN ST	9	North	6269061.525	1889846.055	Other Visible Injury	2	0	1	Unsafe Speed	Fixed Object	Driver	
3/30/2015	7:10:00 AM	LAJOLLA VILLAGE DR	I-5 SB OFF RA	0	Not Stated	6260541	1898395	Property Damage Only	0	0	1	Ped R/W Violation	Bicycle	Driver	Bicyclist
4/1/2015	3:10:00 PM	GENESEE AV	SCIENCE CENTER DR	0	Not Stated	6259758	1904770	Complaint of Pain	2	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
4/2/2015	8:25:00 AM	LAJOLLA VILLAGE DR	I-805 SB ON RA(W)	420	West	6268755.528	1899307.078	Complaint of Pain	1	0	0	Not Stated	Other Motor Vehicle	Driver	Driver
4/2/2015	2:50:00 PM	EASTGATE ML	OLSON DR	186	East	6272188.975	1902120.01	Other Visible Injury	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
4/5/2015	12:04:00 PM	GENESEE AV	I-5 SB OFF RA	27	West	6260797.83	1904182.772	Other Visible Injury	1	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
4/6/2015	3:10:00 PM	GOVERNOR DR	REGENTS RD	40	East	6264790.117	1890956.872	Complaint of Pain	2	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
4/8/2015	2:50:00 PM	GILMAN DR	EVENING WY	712	North	6258316.11	1898182.453	Complaint of Pain	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
4/9/2015	12:10:00 PM	MIRAMAR RD	I-805 NB ON RA(W)	420	West	6269981.16	1899508.409	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
4/9/2015	2:25:00 PM	GENESEE AV	SCRIPPS HOSPITAL DY	60	East	6263203.273	1902977.079	Other Visible Injury	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
4/10/2015	1:50:00 PM	NOBEL DR	UNIVERSITY CENTER LN	26	East	6261090.9	1897112.277	Property Damage Only	0	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
4/11/2015	12:50:00 AM	LAJOLLA VILLAGE DR	GENESEE AV	0	Not Stated	6265667	1898628	Property Damage Only	0	0		Unknown	Other Motor Vehicle	Driver	Driver
4/13/2015	1:57:00 AM	RADCLIFFE DR	DENNISON ST	108	East	6267152.955	1893243.403	Property Damage Only	0	0	0	Unsafe Speed	Parked Motor Vehicle	Driver	Parked Vehicle
4/14/2015	8:00:00 PM	CAMPUS POINT DR	CAMPUS POINT CT	0	Not Stated	6263203	1904269	Property Damage Only	1	0	1	Unsafe Speed	Fixed Object	Driver	
4/17/2015	11:53:00 AM	GOVERNOR DR	RADCLIFFE DR	0	Not Stated	6268082	1892032	Complaint of Pain	1	0	0	Not Stated	Other Motor Vehicle	Driver	Driver
4/17/2015	3:58:00 PM	GENESEE AV	GOVERNOR DR	470	North	6268403.029	1892522.712	Other Visible Injury	1	0	1	Not Stated	Pedestrian	Pedestrian	Driver
4/20/2015	2:30:00 PM	NOBEL DR	DANICA MAE DR	0	Not Stated	6263495	1897065	Other Visible Injury	1	0	1	Not Stated	Bicycle	Bicyclist	Driver
4/22/2015	2:25:00 PM	GENESEE AV	I-5 NB	0	Not Stated	6261520	1903947	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Driver
4/23/2015	3:20:00 PM	LAJOLLA VILLAGE DR	LAJOLLA SCENIC WY	350	East	6257702.569	1898057.372	Other Visible Injury	1	0		Not Stated	Bicycle	Bicyclist	Driver
4/25/2015	11:23:00 AM	UNIVERSITY CENTER LN	CAMTO PLAZA CENTRO	120	West	6261946.969	1897835.52	Property Damage Only	0	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
4/27/2015	10:25:00 AM	REGENTS RD	EASTGATE ML	30	North	6264356.658	1900235.907	Complaint of Pain	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
4/28/2015	2:39:00 PM	MIRAMAR RD	EASTGATE ML	0	Not Stated	6274184	1900113	Complaint of Pain	1	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
4/30/2015	7:40:00 AM	GOVERNOR DR	RADCLIFFE DR	0	Not Stated	6268082	1892032	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
5/1/2015	3:24:00 PM	GOVERNOR DR	GENESEE AV	0	Not Stated	6268514	1892066	Complaint of Pain	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
5/3/2015	1:16:00 AM	RENAISSANCE AV	SHORELINE DR	300	North	6268970.223	1896799.673	Other Visible Injury	1	0	0	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
5/3/2015	7:05:00 PM	GENESEE AV	SCRIPPS HOSPITAL DY	35	West	6263159.322	1903060.747	Complaint of Pain	2	0	0	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
5/5/2015	2:10:00 PM	NOBEL DR	UNIVERSITY CENTER LN	0	Not Stated	6261065	1897110	Complaint of Pain	1	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
5/5/2015	6:10:00 PM	LAJOLLA VILLAGE DR	EXECUTIVE WY	90	East	6267104.899	1899058.304	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/6/2015	7:31:00 AM	GOLDEN HAVEN DR	JUDICIAL DR	4	West	6268778.431	1898400.934	Other Visible Injury	1	0	0	Pedestrian Violation	Pedestrian	Pedestrian	Driver

Date	Time	Street	CrossSt	Distance	Direction	X	Y	Injury	NoInjured	NoKilled	PtyAtFault	Cause	InvWith	PartyType1	PartyType2
5/7/2015	8:00:00 AM	RADCLIFFE LN	GENESEE AV	10	West	6268707.163	1891221.202	Property Damage Only	0	0	1	Not Stated	Other Motor Vehicle	Driver	Driver
5/7/2015	4:22:00 PM	VILLA LA JOLLA DR	NOBEL DR	550	North	6259600.207	1897394.301	Complaint of Pain	1	0		Not Stated	Other Motor Vehicle	Driver	Driver
5/12/2015	11:00:00 AM	LA JOLLA VILLAGE DR	LA JOLLA SCENIC WY	105	West	6257320.828	1897821.963	Other Visible Injury	1	0	1	Unsafe Speed	Non-Collision	Driver	
5/15/2015	1:00:00 PM	NORTH TORREY PINES RD	JOHN JAY HOPKINS DR	200	South	6257229.947	1907812.732	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/15/2015	7:45:00 PM	VILLA LA JOLLA DR	NOBEL DR	0	Not Stated	6259720	1896858	Property Damage Only	0	0		Unknown	Motor Vehicle on Other Roadway	Driver	Pedestrian
5/15/2015	8:05:00 PM	VILLA LA JOLLA DR	NOBEL DR	0	Not Stated	6259720	1896858	Property Damage Only	0	0	0	Not Stated	Non-Collision	Driver	Driver
5/16/2015	8:40:00 PM	EXECUTIVE SQ	GENESEE AV	0	Not Stated	6265674	1899154	Other Visible Injury	1	0	1	Not Stated	Fixed Object	Bicyclist	
5/18/2015	4:15:00 PM	MIRAMAR RD	NOBEL DR	0	Not Stated	6272739	1899965	Complaint of Pain	1	0	1	Not Stated	Other Motor Vehicle	Driver	Driver
5/19/2015	12:16:00 PM	GENESEE AV	JOHN JAY HOPKINS DR	22	West	6258040.109	1905415.275	Property Damage Only	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/20/2015	2:50:00 PM	LA JOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Complaint of Pain	1	0	1	Not Stated	Other Motor Vehicle	Driver	Driver
5/22/2015	3:25:00 PM	VILLA LA JOLLA DR	NOBEL DR	0	Not Stated	6259720	1896858	Property Damage Only	1	0		Not Stated	Other Motor Vehicle	Driver	Driver
5/27/2015	1:45:00 PM	GENESEE AV	LA JOLLA VILLAGE DR	0	Not Stated	6265667	1898628	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Driver
5/27/2015	3:55:00 PM	LA JOLLA VILLAGE DR	LEBON DR	0	West	6262774	1898029	Property Damage Only	0	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/29/2015	4:32:00 PM	GILMAN DR	I-5 SB ON RA	0	Not Stated	6258965	1890498	Other Visible Injury	3	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
5/31/2015	5:30:00 PM	NOBEL DR	I-5 NB OFF RA	0	Not Stated	6261065	1897110	Other Visible Injury	1	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
6/1/2015	2:35:00 PM	EASTGATE ML	EASTER WY	105	West	6266492.562	1900701.387	Property Damage Only	0	0	1	Improper Turning	Fixed Object	Driver	
6/3/2015	9:38:00 AM	STRESEMANN ST	LAMAS ST	240	North	6262536.204	1888954.961	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
6/3/2015	5:30:00 PM	LA JOLLA VILLAGE DR	GENESEE AV	279	West	6265396.183	1898560.925	Complaint of Pain	2	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
6/3/2015	6:00:00 PM	MIRAMAR RD	MIRAMAR PL	0	Not Stated	6276636	1900383	Other Visible Injury	1	0		Not Stated	Other Motor Vehicle	Driver	Driver
6/6/2015	4:45:00 AM	ARRIBA ST	CAMTO DIA	5	North	6263152	1894560.069	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
6/6/2015	9:50:00 AM	GENESEE AV	I-5 SB OFF RA	0	Not Stated	6260823	1904173	Other Visible Injury	2	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
6/10/2015	9:45:00 AM	GENESEE AV	NOBEL DR	0	Not Stated	6265801	1896539	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
6/10/2015	1:35:00 PM	VILLA LA JOLLA DR	MORNING WY	100	North	6259608.541	1897341.069	Property Damage Only	0	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
6/11/2015	4:20:00 PM	MIRAMAR RD	I-805 NB OFF RA (W)	279	West	6270120.52	1899529.849	Complaint of Pain	2	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
6/12/2015	4:59:00 PM	NOBEL DR	LA JOLLA VILLAGE SQ DY	110	Not Stated	6260346	1896990	Property Damage Only	0	0	1	Improper Turning	Fixed Object	Driver	Driver
6/15/2015	5:30:00 AM	GOLDEN HAVEN DR	TOWNE CENTRE DR	0	South	6267799	1897697	Property Damage Only	0	0	0	Not Stated	Fixed Object	Driver	
6/15/2015	9:46:00 AM	GENESEE AV	CENTURION SQ	34	South	6267003.965	1894430.302	Property Damage Only	0	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
6/17/2015	7:49:00 AM	GENESEE AV	LA JOLLA VILLAGE DR	0	Not Stated	6265667	1898628	Complaint of Pain	1	0	1	Auto R/W Violation	Bicycle	Driver	Driver
6/17/2015	8:04:00 AM	GENESEE AV	LA JOLLA VILLAGE DR	41	North	6265667.546	1898668.996	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
6/17/2015	4:00:00 PM	LA JOLLA VILLAGE DR	VILLA LA JOLLA DR	267	East	6259850.391	1898347.982	Other Visible Injury	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
6/19/2015	8:50:00 PM	LA JOLLA VILLAGE DR	GENESEE AV	60	West	6265608.76	1898613.575	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
6/23/2015	6:10:00 PM	LA JOLLA VILLAGE DR	REGENTS RD	120	East	6264459.736	1898299.285	Property Damage Only	0	0	0	Not Stated	Other Motor Vehicle	Driver	Driver
6/25/2015	1:56:00 PM	LA JOLLA COLONY DR	PORTE LA PAZ	84	South	6261169.571	1892369.221	Property Damage Only	0	0	0	Unsafe Speed	Fixed Object	Driver	
6/27/2015	2:15:00 PM	GENESEE AV	I-5 SB OFF RA	0	Not Stated	6260823	1904173	Complaint of Pain	4	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
6/30/2015		GILMAN DR	LA JOLLA VILLAGE DR	0	Not Stated	6258347	1898419	Complaint of Pain	1	0	1	Auto R/W Violation	Motor Vehicle on Other Roadway	Driver	Driver
6/30/2015	10:35:00 PM	MIRAMAR RD	NOBEL DR	0	Not Stated	6272739	1899965	Complaint of Pain	1	0	0	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
7/1/2015	12:02:00 PM	GOVERNOR DR	MERCER ST	0	Not Stated	6266863	1891148	Complaint of Pain	1	0		Unknown	Other Motor Vehicle	Driver	Driver
7/1/2015	3:55:00 PM	MIRAMAR RD	I-805 NB	48	East	6270292.355	1899556.84	Complaint of Pain	1	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
7/1/2015	9:43:00 PM	MAHAILA AV	DANICA MAE DR	300	West	6263247.057	1897510.843	Other Visible Injury	1	0	1	Improper Turning	Fixed Object	Driver	
7/3/2015	3:41:00 PM	LA JOLLA VILLAGE DR	VILLA LA JOLLA DR	109	West	6259475.367	1898374.941	Property Damage Only	0	0	1	Unsafe Speed	Not Stated	Driver	Driver
7/5/2015	12:24:00 PM	NORTH TORREY PINES RD	TORREY PINES SCENIC DR	0	Not Stated	6256632	1904219	Complaint of Pain	1	0	1	Improper Turning	Bicycle	Driver	Bicyclist
7/8/2015	9:00:00 AM	COSTA VERDE BL	NOBEL DR	0	Not Stated	6264900	1896422	Property Damage Only	0	0	1	Improper Turning	Motor Vehicle on Other Roadway	Driver	Driver
7/11/2015	6:44:00 PM	MIRAMAR RD	MIRAMAR PL	0	Not Stated	6276636	1900383	Complaint of Pain	1	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
7/12/2015	12:31:00 AM	NOBEL DR	TOWNE CENTRE DR	26	West	6267312.274	1896036.25	Complaint of Pain	1	0	0	Unsafe Speed	Other Motor Vehicle	Driver	Driver
7/12/2015	10:31:00 PM	LA JOLLA VILLAGE DR	REGENTS RD	0	Not Stated	6264356	1898240	Complaint of Pain	1	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
7/12/2015	11:50:00 PM	REGENTS RD	LAHITTE CT	30	North	6264569.055	1892235.478	Other Visible Injury	1	0	1	Unsafe Speed	Fixed Object	Driver	
7/13/2015		VILLA LA JOLLA DR	NOBEL DR	0	Not Stated	6259720	1896858	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Parked Vehicle
7/13/2015	9:48:00 AM	LA JOLLA VILLAGE DR	I-805 SB OFF RA (E)	54	North	6270171.191	1899537.304	Complaint of Pain	1	0	0	Following Too Closely	Other Motor Vehicle	Driver	Driver
7/13/2015	5:10:00 PM	NOBEL DR	REGENTS RD	0	Not Stated	6264096	1896813	Property Damage Only	0	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
7/13/2015	7:04:00 PM	REGENTS RD	LA JOLLA VILLAGE DR	0	Not Stated	6264356	1898240	Property Damage Only	0	0		Unknown	Other Motor Vehicle	Driver	Driver
7/13/2015	8:55:00 PM	CAM GLORITA	CAM HUERTA	176	East	6264906.405	1894195.972	Property Damage Only	1	0	0	Unsafe Speed	Pedestrian	Driver	Driver
7/14/2015	12:04:00 PM	REGENTS PARK RW	REGENTS RD	0	Not Stated	6264360	1898655	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Parked Vehicle
7/15/2015	8:00:00 PM	REGENTS RD	SR-52 WB	0	Not Stated	6264408	1887555	Property Damage Only	0	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
7/16/2015	6:45:00 PM	LA JOLLA VILLAGE DR	VILLA LA JOLLA DR	0	Not Stated	6259584	1898366	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
7/17/2015		UNIVERSITY CENTER LN	NOBEL DR	0	Not Stated	6261065	1897110	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Parked Vehicle
7/17/2015	6:18:00 PM	TORREY PINES SCENIC DR	NORTH TORREY PINES RD	528	North	6256125.694	1904362.749	Property Damage Only	0	0	0	Not Stated	Fixed Object	Parked Vehicle	
7/17/2015	6:50:00 PM	NOBEL DR	LEBON DR	54	East	6262414	1897126.061	Property Damage Only	0	0	0	Not Stated	Bicycle	Driver	Bicyclist
7/18/2015	1:50:00 AM	LA JOLLA VILLAGE DR	EXECUTIVE WY	0	Not Stated	6267017	1899039	Property Damage Only	0	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
7/18/2015	1:50:00 AM	LA JOLLA VILLAGE DR	EXECUTIVE WY	0	Not Stated	6267017	1899039	Property Damage Only	0	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
7/19/2015	12:45:00 PM	SCRIPPS HOSPITAL DY	GENESEE AV	0	Not Stated	6263175	1903030	Complaint of Pain	1	0	1	Ped R/W Violation	Pedestrian	Driver	Pedestrian
7/21/2015	11:47:00 AM	REGENTS RD	NOBEL DR	0	Not Stated	6264096	1896813	Other Visible Injury	1	0	1	Not Stated	Pedestrian	Driver	Driver
7/22/2015	11:52:00 AM	GENESEE AV	I-5 NB OFF RA (E)	0	Not Stated	6261929	1903861	Property Damage Only	0	0		Other Improper Driving	Other Motor Vehicle	Driver	Driver
7/23/2015	9:20:00 AM	TOWNE CENTRE DR	GOLDEN HAVEN DR	0	Not Stated	6267799	1897697	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
7/26/2015	11:27:00 AM	RESEARCH PL	ILLUMINA WY (N)	0	Not Stated	6270078	1897951	Property Damage Only	0	0	0	Unsafe Starting or Backing	Parked Motor Vehicle	Driver	Parked Vehicle
7/27/2015		GENERAL ATOMICS CT	TOWER DR	0	Not Stated	6258470	1906538	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Parked Vehicle
7/28/2015	5:10:00 PM	GENESEE AV	DECORO ST	159	North	6266018.612	1895759.663	Other Visible Injury	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
8/3/2015		GENESEE AV	LA JOLLA VILLAGE DR	0	Not Stated	6265667	1898628	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Parked Vehicle
8/3/2015	8:20:00 AM	LA JOLLA VILLAGE DR	LEBON DR	0	Not Stated	6262774	1898029	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Driver
8/4/2015		ROBBINS ST	LIPMANN ST	5	South	6270541.796	1892988.586	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle

Date	Time	Street	CrossSt	Distance	Direction	X	Y	Injury	NoInjured	NoKilled	PtyAtFault	Cause	InvWith	PartyType1	PartyType2
8/5/2015	3:20:00 AM	LAJOLLA VILLAGE DR	GENESEE AV	6	South	6265661.176	1898626.558	Property Damage Only	0	0	0	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
8/6/2015	7:37:00 AM	GENESEE AV	APRIL CT	0	South	6268676	1890447	Complaint of Pain	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
8/6/2015	9:05:00 PM	MIRAMAR RD	I-805 NB	0	Not Stated	6270245	1899549	Other Visible Injury	1	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
8/7/2015	5:42:00 PM	NOBEL DR	I-805 NB OFF RA	0	Not Stated	6271776	1897812	Other Visible Injury	1	0	1	Wrong Side of Road	Bicycle	Bicyclist	Driver
8/8/2015	5:52:00 PM	GILMAN DR	GILMAN CT	7	South	6258699.244	1890915.37	Other Visible Injury	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
8/10/2015	12:43:00 AM	CAMAGUILA	CAMCALMA	42	North	6263549.341	1894411.995	Property Damage Only	0	0	1	Improper Turning	Fixed Object	Driver	Other
8/14/2015	6:00:00 AM	JOHN HOPKINS CT	JOHN JAY HOPKINS DR	0	Not Stated	6258031	1905796	Property Damage Only	0	0	0	Unsafe Speed	Not Stated	Driver	Parked Vehicle
8/15/2015	10:46:00 AM	MIRAMAR RD	I-805 NB	57	East	6270301.234	1899558.31	Complaint of Pain	2	0	0	Unsafe Speed	Not Stated	Driver	Driver
8/17/2015		GENESEE AV	EASTGATE ML	0	Not Stated	6265691	1900452	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Parked Vehicle
8/18/2015	12:34:00 PM	GENESEE AV	RADCLIFFE LN	0	Not Stated	6268717	1891223	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
8/18/2015	12:36:00 PM	LAJOLLA VILLAGE DR	I-5 SB OFF RA	10	West	6260531.136	1898393.356	Property Damage Only	0	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
8/20/2015	1:00:00 AM	REGENTS PARK RW	REGENTS RD	0	Not Stated	6264360	1898655	Property Damage Only	0	0		Not Stated	Not Stated	Driver	Driver
8/20/2015	11:39:00 PM	GENESEE AV	SCRIPPS HOSPITAL DY	0	Not Stated	6263175	1903030	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
8/22/2015	12:00:00 PM	REGENTS RD	SR-52 WB	6	East	6264410.997	1887549.802	Other Visible Injury	1	0	0	Traffic Signals and Signs	Bicycle	Bicyclist	Driver
8/23/2015	12:00:00 AM	LAJOLLA VILLAGE DR	GENESEE AV	400	East	6266053.275	1898731.547	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
8/24/2015	8:58:00 AM	VIA ALICANTE	GILMAN DR	132	East	6258939.333	1894897.739	Other Visible Injury	1	0	1	Improper Turning	Non-Collision	Bicyclist	
8/24/2015	11:26:00 PM	GENESEE AV	SCRIPPS HOSPITAL DY	94	South	6263219.294	1902947.09	Complaint of Pain	2	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
8/26/2015	12:15:00 PM	ESPLANADE CT	GENESEE AV	162	West	6265491.025	1897645.842	Property Damage Only	0	0	1	Unknown	Other Motor Vehicle	Driver	Driver
8/27/2015	6:50:00 PM	LAJOLLA VILLAGE DR	TOWNE CENTRE DR	0	Not Stated	6267712	1899137	Other Visible Injury	4	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
9/4/2015	9:30:00 AM	REGENTS RD	PLAZA DE PALMAS	0	Not Stated	6264343	1897565	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Driver
9/4/2015	4:45:00 PM	GOVERNOR DR	MERCER ST	0	Not Stated	6266863	1891148	Complaint of Pain	1	0	1	Improper Turning	Non-Collision	Bicyclist	
9/9/2015	5:30:00 PM	VIA ANDAR	VIA AMABLE	49	South	6266960.811	1896990.476	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
9/14/2015	10:15:00 AM	MIRAMAR RD	EASTGATE ML	0	Not Stated	6274184	1900113	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
9/15/2015	10:46:00 AM	GENESEE AV	CENTURION SQ	27	North	6266955.953	1894467.913	Fatal	2	1	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
9/15/2015	5:30:00 PM	REGENTS RD	LAJOLLA VILLAGE DR	175	North	6264356.364	1898415	Complaint of Pain	1	0	1	Following Too Closely	Other Motor Vehicle	Driver	Driver
9/16/2015	3:00:00 PM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	300	West	6259285.011	1898390.608	Complaint of Pain	1	0	0	Following Too Closely	Other Motor Vehicle	Driver	Driver
9/21/2015	7:49:00 PM	LAJOLLA VILLAGE DR	EXECUTIVE WY	250	East	6267262.854	1899083.578	Other Visible Injury	0	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
9/22/2015	6:00:00 AM	GENESEE AV	LAJOLLA VILLAGE DR	54	North	6265667.719	1898681.995	Complaint of Pain	1	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
9/23/2015	4:06:00 PM	JUDICIAL DR	LAJOLLA VILLAGE DR	0	Not Stated	6268334	1899238	Complaint of Pain	1	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
9/23/2015	10:06:00 PM	NOBEL DR	GENESEE AV	220	West	6265587.989	1896483.988	Other Visible Injury	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
9/24/2015	8:50:00 AM	GENESEE AV	EXECUTIVE DR	247	North	6265682.257	1899788.979	Other Visible Injury	1	0		Other Improper Driving	Other Motor Vehicle	Driver	Driver
9/24/2015	4:25:00 PM	GILMAN DR	VIA ALICANTE	4752	South	6259070.898	1890370.923	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
9/24/2015	5:45:00 PM	PALMILLA DR	ARRIBA ST	36	South	6262156.166	1894706.656	Property Damage Only	0	0	1	Other Hazardous Movement	Other Motor Vehicle	Driver	Driver
9/25/2015	2:52:00 PM	GENESEE AV	SCIENCE CENTER DR	0	Not Stated	6259758	1904770	Complaint of Pain	1	0	1	Not Stated	Other Motor Vehicle	Driver	Driver
9/25/2015	8:57:00 PM	NORTH TORREY PINES RD	REVELLE COLLEGE DR	0	Not Stated	6256677	1898164	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
9/29/2015	8:00:00 AM	REGENTS RD	SR-52 WB	200	North	6264314.677	1887731.589	Property Damage Only	0	0	0	Improper Turning	Fixed Object	Driver	
9/30/2015		EXECUTIVE WY	LAJOLLA VILLAGE DR	0	Not Stated	6267017	1899039	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Parked Vehicle
10/1/2015	8:57:00 PM	LEBON DR	PALMILLA DR	8	North	6262173.206	1895871.074	Other Visible Injury	1	0	1	Ped R/W Violation	Pedestrian	Driver	Pedestrian
10/2/2015	9:30:00 PM	GENESEE AV	REGENTS RD	0	Not Stated	6264444	1901671	Other Visible Injury	1	0	1	Improper Turning	Bicycle	Bicyclist	Driver
10/3/2015	7:54:00 AM	EASTGATE ML	TOWNE CENTRE DR	0	Not Stated	6267618	1901039	Other Visible Injury	2	0		Not Stated	Motor Vehicle on Other Roadway	Driver	Driver
10/4/2015	3:20:00 PM	GENESEE AV	I-5 NB	0	Not Stated	6261520	1903947	Property Damage Only	0	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver
10/6/2015	1:30:00 AM	EASTER WY	EASTGATE ML	580	North	6266423.49	1901286.675	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
10/7/2015		CAMPUS POINT DR	CAMPUS POINT CT	0	Not Stated	6263203	1904269	Property Damage Only	0	0	0	Not Stated	Not Stated	Driver	Parked Vehicle
10/8/2015	11:04:00 AM	GENESEE AV	EXECUTIVE SQ	20	South	6265673.734	1899134.002	Complaint of Pain	1	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
10/9/2015	10:15:00 PM	LAJOLLA VILLAGE DR	COSTA VERDE BL	8	South	6265013.23	1898466.094	Complaint of Pain	1	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
10/11/2015	8:00:00 AM	GENESEE AV	CENTURION SQ	0	Not Stated	6266977	1894451	Other Visible Injury	1	0	1	Improper Turning	Bicycle	Driver	Bicyclist
10/11/2015	9:27:00 AM	NORTH TORREY PINES RD	TORREY PINES PARK RD (N)	1230	South	6252375.165	1918049.931	Other Visible Injury	1	0		Other Than Driver	Other Object	Bicyclist	
10/12/2015	10:00:00 AM	EXECUTIVE DR	GENESEE AV	0	Not Stated	6265679	1899542	Property Damage Only	0	0	1	Unsafe Starting or Backing	Parked Motor Vehicle	Driver	Parked Vehicle
10/15/2015		SYRACUSE AV	SYRACUSE WY	66	Not Stated	6267557	1889486	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Other	Driver
10/18/2015	11:10:00 PM	LAJOLLA VILLAGE DR	VILLA LA JOLLA DR	27	South	6259610.938	1898364.177	Complaint of Pain	2	0		Not Stated	Other Motor Vehicle	Driver	Driver
10/19/2015	1:08:00 AM	NOBEL DR	LEBON DR	0	Not Stated	6262360	1897126	Other Visible Injury	1	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
10/20/2015	6:50:00 AM	GENESEE AV	RADCLIFFE LN	0	Not Stated	6268717	1891223	Complaint of Pain	1	0	0	Following Too Closely	Other Motor Vehicle	Driver	Driver
10/21/2015	4:33:00 AM	REGENTS RD	REGENTS PARK RW	6	West	6264359.898	1898649.001	Other Visible Injury	1	0	1	Hazardous Parking	Other Object	Driver	
10/25/2015	12:35:00 PM	GENESEE AV	I-5 SB	0	Not Stated	6261431	1903973	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
10/25/2015	3:20:00 PM	GOVERNOR DR	GREENWICH DR	168	West	6273924.767	1892243.222	Complaint of Pain	2	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
10/26/2015	8:50:00 AM	EASTGATE ML	EASTGATE DR	200	East	6271176.386	1902019.756	Complaint of Pain	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
10/26/2015	8:00:00 PM	NOBEL DR	LAJOLLA VILLAGE SQ DY	150	East	6260492.464	1897022.364	Property Damage Only	0	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
10/28/2015	10:30:00 AM	GREENWICH DR	GOVERNOR DR	0	South	6274035	1892370	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
10/29/2015	5:51:00 PM	OLSON DR	EASTGATE ML	0	Not Stated	6272004	1902101	Complaint of Pain	1	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
10/30/2015	2:44:00 PM	TOSCANA DR	SHORELINE DR	0	Not Stated	6269377	1896178	Other Visible Injury	2	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
11/3/2015	3:35:00 PM	GENESEE AV	EXECUTIVE SQ	0	Not Stated	6265674	1899154	Other Visible Injury	1	0	1	Auto R/W Violation	Bicycle	Bicyclist	Driver
11/5/2015	7:20:00 PM	EASTGATE ML	EASTER WY	0	Not Stated	6266593	1900732	Complaint of Pain	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
11/6/2015	6:56:00 AM	GENESEE AV	I-5 SB OFF RA	28	East	6260849.209	1904163.147	Complaint of Pain	2	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
11/6/2015	5:50:00 PM	LAJOLLA VILLAGE DR	LEBON DR	156	West	6262639.112	1898107.366	Complaint of Pain	1	0	0	Improper Turning	Fixed Object	Driver	
11/7/2015	6:43:00 AM	GENESEE AV	I-5 NB	0	Not Stated	6261520	1903947	Property Damage Only	0	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
11/8/2015	12:45:00 PM	GENESEE AV	I-5 SB OFF RA	16	East	6260837.977	1904167.37	Property Damage Only	0	0	1	Improper Turning	Other Motor Vehicle	Driver	Driver
11/10/2015	5:31:00 PM	GENESEE AV	LUIGI TR	0	Not Stated	6267836	1893776	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/15/2015	12:34:00 AM	LAJOLLA VILLAGE DR	EXECUTIVE WY	0	Not Stated	6267017	1899039	Property Damage Only	0	0	1	Unsafe Speed	Parked Motor Vehicle	Driver	Driver
11/16/2015	9:57:00 AM	GENESEE AV	NOBEL DR	4	South	6265802.079	1896535.148	Complaint of Pain	2	0	0	Unknown	Other Motor Vehicle	Driver	Driver

Date	Time	Street	CrossSt	Distance	Direction	X	Y	Injury	NoInjured	NoKilled	PtyAtFault	Cause	InvWith	PartyType1	PartyType2
11/18/2015	3:26:00 PM	EASTGATE ML	OLSON DR	12	West	6271992.057	1902099.828	Property Damage Only	0	0		Not Stated	Fixed Object	Driver	
11/19/2015	9:48:00 PM	NORTH TORREY PINES RD	TORREY PINES SCPARK (N)	100	North	6256439.454	1912516.622	Severe Injury	1	0		Other Than Driver	Animal	Driver	
11/19/2015	10:24:00 PM	VIA MARIN	VIA SONOMA	194	West	6259962.832	1892570.171	Property Damage Only	0	0	1	Unsafe Starting or Backing	Parked Motor Vehicle	Driver	Parked Vehicle
11/19/2015	10:30:00 PM	VIA MARIN	VIA SONOMA	210	West	6259948.177	1892576.593	Property Damage Only	0	0	1	Unsafe Starting or Backing	Parked Motor Vehicle	Driver	Parked Vehicle
11/21/2015	5:56:00 PM	NOBEL DR	UNIVERSITY CENTER LN	0	Not Stated	6261065	1897110	Complaint of Pain	1	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/23/2015	2:40:00 PM	NOBEL DR	COSTA VERDE BL	70	West	6264832.147	1896439.078	Property Damage Only	0	0	0	Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/24/2015	6:24:00 PM	GILMAN DR	VILLA LA JOLLA DR (N)	0	Not Stated	6259782	1900245	Other Visible Injury	1	0	1	Other Hazardous Movement	Pedestrian	Driver	Pedestrian
11/25/2015	12:38:00 PM	GILMAN DR	I-5 SB	0	Not Stated	6259075	1890366	Complaint of Pain	2	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
11/25/2015	7:03:00 PM	GENESEE AV	NOBEL DR	33	South	6265809.904	1896507.224	Other Visible Injury	3	0	1	Traffic Signals and Signs	Other Motor Vehicle	Driver	Driver
11/29/2015	5:58:00 PM	NOBEL DR	LA JOLLA VILLAGE SQ DY	295	East	6260634.043	1897053.657	Other Visible Injury	1	0	0	Improper Turning	Fixed Object	Driver	
12/1/2015	12:45:00 PM	NORTH TORREY PINES RD	TORREY PINES SCPARK (S)	0	Not Stated	6256637	1911342	Property Damage Only	0	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
12/1/2015	1:08:00 PM	LA JOLLA VILLAGE DR	EXECUTIVE WY	0	Not Stated	6267017	1899039	Complaint of Pain	1	0	1	Other Hazardous Movement	Pedestrian	Pedestrian	Driver
12/4/2015	11:19:00 AM	JUDICIAL DR	EXECUTIVE DR	0	Not Stated	6268346	1900140	Other Visible Injury	1	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
12/5/2015	9:10:00 PM	ESPLANADE CT	GENESEE AV	9	West	6265644.001	1897643.158	Complaint of Pain	2	0	1	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
12/10/2015	7:43:00 AM	GENESEE AV	GOVERNOR DR	0	Not Stated	6268514	1892066	Complaint of Pain	1	0	1	Auto R/W Violation	Bicycle	Bicyclist	Driver
12/10/2015	10:24:00 AM	LA JOLLA VILLAGE DR	GENESEE AV	42	East	6265707.77	1898638.06	Complaint of Pain	1	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
12/11/2015	3:30:00 PM	GENESEE AV	EASTGATE ML	0	Not Stated	6265691	1900452	Property Damage Only	0	0	1	Improper Turning	Not Stated	Driver	Driver
12/12/2015	8:30:00 PM	NOBEL DR	LEBON DR	162	West	6262198	1897126.91	Property Damage Only	1	0	1	Pedestrian Violation	Pedestrian	Pedestrian	Driver
12/13/2015	12:25:00 AM	CHARMANT DR	LEBON DR	1000	West	6261241.518	1896078.265	Property Damage Only	0	0	1	Improper Turning	Parked Motor Vehicle	Driver	Parked Vehicle
12/14/2015	6:40:00 PM	LA JOLLA VILLAGE DR	LEBON DR	0	Not Stated	6262774	1898029	Other Visible Injury	2	0	0	Auto R/W Violation	Other Motor Vehicle	Driver	Driver
12/21/2015	11:16:00 AM	NOBEL DR	LOMBARD PL	79	East	6266483.4	1896617.37	Complaint of Pain	2	0	1	Unsafe Speed	Other Motor Vehicle	Driver	Driver
12/22/2015	9:25:00 PM	NOBEL DR	I-5 SB ON RA	0	Not Stated	6260698	1897065	Property Damage Only	0	0		Unknown	Other Object	Driver	
12/28/2015	3:00:00 PM	LA JOLLA VILLAGE DR	I-5 SB OFF RA	0	Not Stated	6260541	1898395	Property Damage Only	0	0	1	Unsafe Starting or Backing	Other Motor Vehicle	Driver	Driver

APPENDIX B

PEDESTRIAN ENVIRONMENTAL
QUALITY EVALUATION (PEQE)
SUPPORTING INFORMATION

ID		North									
		Physical				Operations				Control	ADA
	Name	High Vis Xwalk	Raised Xwalk	Advanced Stop	CurbExt	Ped Countdown	Ped Lead Interval	No-Turn on Red Sign or Signal	Additional Pedestrian Signage	No Control, Stop Control, Signalized	Missing, substandard, ADA compliant
5	Genesee Ave & N. Torrey Pines Rd										
6	Genesee Ave & John Hopkins Dr (S)	1	0	0	0	0	0	1	0	2	1
7	N. Torrey Pines Rd & UCSD Northpoint Dwy										
8	N. Torrey Pines Rd & Pangea Dr	0	0	0	0	0	0	0	0	2	1
9	Genesee Ave & Science Center Dr	0	0	0	0	0	0	0	0	2	1
10	Genesee Ave & I-5 SB Ramps	1	0	1	0	1	0	0	0	2	2
11	Genesee Ave & I-5 NB Ramps	1	0	1	0	1	0	0	0	2	2
12	Genesee Ave & Scripps Hospital										
13	Genesee Ave & Campus Point Dr	0	0	0	0	1	0	0	0	2	2
23	N. Torrey Pines Rd & La Jolla Shores Dr	0	0	0	0	1	0	1	0	2	1
24	N. Torrey Pines Rd & Revelle College Dr	0	0	0	0	1	0	0	0	2	1
25	La Jolla Village Dr & Torrey Pines Rd										
26	La Jolla Village Dr & La Jolla Scenic Dr										
27	La Jolla Village Dr & Gilman Dr	0	0	0	0	0	0	0	0	2	2
28	La Jolla Village Dr & Villa La Jolla Dr	0	0	0	0	0	0	0	0	2	2
29	La Jolla Village Dr & I-5 SB Off-Ramps	1	0	0	0	1	0	0	1	2	1
30	La Jolla Village Dr & I-5 NB Off-Ramps										
31	La Jolla Village Dr & Lebon Dr	0	0	0	0	0	0	0	0	2	2
32	Nobel Dr & Villa La Jolla Dr	1	0	0	0	1	0	0	0	2	2
33	Nobel Dr & La Jolla Village Square Dwy	0	0	0	0	1	0	0	0	2	2
34	Nobel Dr & I-5 SB On Ramp										
35	Nobel Dr & I-5 NB Off-Ramp/University Center Ln	0	0	0	0	0	0	0	0	2	1
36	Gilman Dr & Villa La Jolla Dr	0	0	0	0	1	0	0	0	2	1
37	Palmilla Dr & Lebon Dr	1	0	0	0	0	0	0	0	2	2
38	Regents Rd & Berino Ct	0	0	0	0	0	0	1	0	2	2
40	Regents Rd & Arriba St	0	0	0	0	0	0	0	0	2	2
41	Nobel Dr & Costa Verde Blvd/Cargill Ave	0	0	0	0	0	0	0	0	2	2
42	Nobel Dr & Lebon Dr	1	0	0	0	1	0	0	0	2	2
43	Regents Rd & Plaza De Palmas	0	0	0	0	0	0	0	0	2	2
44	La Jolla Village Dr & Regents Rd	0	0	0	0	1	0	0	0	2	2
45	Regents Rd & Regents Park Row	0	0	0	0	1	0	0	0	2	2
46	Regents Rd & Executive Dr	1	0	0	0	1	0	0	0	2	2
47	Regents Rd & Eastgate Mall	1	0	0	0	1	0	0	0	2	2

ID		East									
		Physical				Operations				Control	ADA
	Name	High Vis Xwalk	Raised Xwalk	Advanced Stop	CurbExt	Ped Countdown	Ped Lead Interval	No-Turn on Red Sign or Signal	Additional Pedestrian Signage	No Control, Stop Control, Signalized	Missing, substandard, ADA compliant
5	Genesee Ave & N. Torrey Pines Rd	1	0	0	0	0	1	0	0	2	1
6	Genesee Ave & John Hopkins Dr (S)	0	0	0	0	0	1	0	0	2	1
7	N. Torrey Pines Rd & UCSD Northpoint Dwy	0	0	0	0	0	0	0	0	2	1
8	N. Torrey Pines Rd & Pangea Dr	0	0	0	0	0	0	0	0	2	1
9	Genesee Ave & Science Center Dr										
10	Genesee Ave & I-5 SB Ramps										
11	Genesee Ave & I-5 NB Ramps										
12	Genesee Ave & Scripps Hospital	0	0	0	0	1	0	0	0	2	2
13	Genesee Ave & Campus Point Dr	0	0	0	0	1	0	0	0	2	2
23	N. Torrey Pines Rd & La Jolla Shores Dr	0	0	0	0	1	0	0	0	2	1
24	N. Torrey Pines Rd & Revelle College Dr	0	0	0	0	0	0	0	0	2	1
25	La Jolla Village Dr & Torrey Pines Rd	0	0	0	0	0	0	0	0	2	2
26	La Jolla Village Dr & La Jolla Scenic Dr										
27	La Jolla Village Dr & Gilman Dr	0	0	0	0	0	0	0	0	2	2
28	La Jolla Village Dr & Villa La Jolla Dr										
29	La Jolla Village Dr & I-5 SB Off-Ramps										
30	La Jolla Village Dr & I-5 NB Off-Ramps										
31	La Jolla Village Dr & Lebon Dr	0	0	0	0	1	0	0	0	2	2
32	Nobel Dr & Villa La Jolla Dr	0	0	0	0	1	0	0	0	2	2
33	Nobel Dr & La Jolla Village Square Dwy										
34	Nobel Dr & I-5 SB On Ramp										
35	Nobel Dr & I-5 NB Off-Ramp/University Center Ln	0	0	0	0	0	0	0	0	2	2
36	Gilman Dr & Villa La Jolla Dr	1	0	0	0	1	0	0	0	2	2
37	Palmilla Dr & Lebon Dr										
38	Regents Rd & Berino Ct	0	0	0	0	0	0	1	0	2	2
40	Regents Rd & Arriba St	0	0	0	0	0	0	0	0	2	2
41	Nobel Dr & Costa Verde Blvd/Cargill Ave	0	0	0	0	0	0	0	0	2	2
42	Nobel Dr & Lebon Dr	0	0	0	0	1	0	0	0	2	2
43	Regents Rd & Plaza De Palmas	0	0	0	0	0	0	0	0	2	2
44	La Jolla Village Dr & Regents Rd	0	0	0	0	1	0	0	0	2	2
45	Regents Rd & Regents Park Row	0	0	0	0	1	0	0	0	2	2
46	Regents Rd & Executive Dr	1	0	0	0	1	0	0	0	2	2
47	Regents Rd & Eastgate Mall	1	0	0	0	1	0	0	0	2	2

ID		South									
		Physical				Operations				Control	ADA
	Name	High Vis Xwalk	Raised Xwalk	Advanced Stop	CurbExt	Ped Countdown	Ped Lead Interval	No-Turn on Red Sign or Signal	Additional Pedestrian Signage	No Control, Stop Control, Signalized	Missing, substandard, ADA compliant
5	Genesee Ave & N. Torrey Pines Rd	1	0	0	0	0	0	0	0	2	1
6	Genesee Ave & John Hopkins Dr (S)										
7	N. Torrey Pines Rd & UCSD Northpoint Dwy	0	0	0	0	0	0	0	0	2	1
8	N. Torrey Pines Rd & Pangea Dr	0	0	0	0	0	0	0	0	2	1
9	Genesee Ave & Science Center Dr										
10	Genesee Ave & I-5 SB Ramps	1	0	1	0	1	0	0	0	2	2
11	Genesee Ave & I-5 NB Ramps	1	0	1	0	1	0	0	0	2	2
12	Genesee Ave & Scripps Hospital	1	0	0	0	1	0	0	0	2	2
13	Genesee Ave & Campus Point Dr	0	0	0	0	1	0	0	0	2	1
23	N. Torrey Pines Rd & La Jolla Shores Dr	0	0	0	0	1	0	1	0	2	1
24	N. Torrey Pines Rd & Revelle College Dr										
25	La Jolla Village Dr & Torrey Pines Rd	0	0	0	0	0	1	0	0	2	2
26	La Jolla Village Dr & La Jolla Scenic Dr	0	0	0	0	0	0	0	0	2	2
27	La Jolla Village Dr & Gilman Dr										
28	La Jolla Village Dr & Villa La Jolla Dr	1	0	0	0	0	0	0	0	2	2
29	La Jolla Village Dr & I-5 SB Off-Ramps										
30	La Jolla Village Dr & I-5 NB Off-Ramps	0	0	0	0	0	0	0	0	2	2
31	La Jolla Village Dr & Lebon Dr	1	0	0	0	0	0	0	0	2	2
32	Nobel Dr & Villa La Jolla Dr	1	0	0	0	1	0	0	0	2	2
33	Nobel Dr & La Jolla Village Square Dwy	0	0	0	0	1	0	0	0	2	1
34	Nobel Dr & I-5 SB On Ramp	0	0	0	0	0	0	0	0	2	1
35	Nobel Dr & I-5 NB Off-Ramp/University Center Ln	0	0	0	0	0	0	0	0	2	1
36	Gilman Dr & Villa La Jolla Dr										
37	Palmilla Dr & Lebon Dr										
38	Regents Rd & Berino Ct	0	0	0	0	0	0	1	0	2	2
40	Regents Rd & Arriba St	0	0	0	0	0	0	0	0	2	2
41	Nobel Dr & Costa Verde Blvd/Cargill Ave	0	0	0	0	0	0	0	0	2	2
42	Nobel Dr & Lebon Dr	1	0	0	0	1	0	0	0	2	2
43	Regents Rd & Plaza De Palmas	0	0	0	0	0	0	0	0	2	2
44	La Jolla Village Dr & Regents Rd	0	0	0	0	1	0	0	0	2	2
45	Regents Rd & Regents Park Row										
46	Regents Rd & Executive Dr	1	0	0	0	0	0	0	0	2	2
47	Regents Rd & Eastgate Mall	1	0	0	0	1	0	0	0	2	2

ID		West									
		Physical				Operations				Control	ADA
	Name	High Vis Xwalk	Raised Xwalk	Advanced Stop	CurbExt	Ped Countdown	Ped Lead Interval	No-Turn on Red Sign or Signal	Additional Pedestrian Signage	No Control, Stop Control, Signalized	Missing, substandard, ADA compliant
5	Genesee Ave & N. Torrey Pines Rd										
6	Genesee Ave & John Hopkins Dr (S)										
7	N. Torrey Pines Rd & UCSD Northpoint Dwy	0	0	0	0	0	0	0	0	2	1
8	N. Torrey Pines Rd & Pangea Dr	0	0	0	0	0	0	0	0	2	1
9	Genesee Ave & Science Center Dr	0	0	0	0	0	0	0	0	2	1
10	Genesee Ave & I-5 SB Ramps										
11	Genesee Ave & I-5 NB Ramps										
12	Genesee Ave & Scripps Hospital										
13	Genesee Ave & Campus Point Dr										
23	N. Torrey Pines Rd & La Jolla Shores Dr	0	0	0	0	1	0	0	0	2	1
24	N. Torrey Pines Rd & Revelle College Dr	0	0	0	0	0	0	0	0	2	1
25	La Jolla Village Dr & Torrey Pines Rd										
26	La Jolla Village Dr & La Jolla Scenic Dr	0	0	0	0	0	0	0	0	2	2
27	La Jolla Village Dr & Gilman Dr	0	0	0	0	0	0	0	0	2	2
28	La Jolla Village Dr & Villa La Jolla Dr	0	0	0	0	0	0	0	0	2	2
29	La Jolla Village Dr & I-5 SB Off-Ramps										
30	La Jolla Village Dr & I-5 NB Off-Ramps										
31	La Jolla Village Dr & Lebon Dr										
32	Nobel Dr & Villa La Jolla Dr	0	0	0	0	1	0	0	0	2	2
33	Nobel Dr & La Jolla Village Square Dwy	0	0	0	0	1	0	0	0	2	2
34	Nobel Dr & I-5 SB On Ramp										
35	Nobel Dr & I-5 NB Off-Ramp/University Center Ln										
36	Gilman Dr & Villa La Jolla Dr										
37	Palmilla Dr & Lebon Dr	1	0	0	0	0	0	0	0	2	2
38	Regents Rd & Berino Ct										
40	Regents Rd & Arriba St	0	0	0	0	0	0	0	0	2	2
41	Nobel Dr & Costa Verde Blvd/Cargill Ave	0	0	0	0	0	0	0	0	2	2
42	Nobel Dr & Lebon Dr	0	0	0	0	1	0	0	0	2	2
43	Regents Rd & Plaza De Palmas	0	0	0	0	0	0	0	0	2	2
44	La Jolla Village Dr & Regents Rd	0	0	0	0	1	0	0	0	2	2
45	Regents Rd & Regents Park Row	0	0	0	0	1	0	0	0	2	2
46	Regents Rd & Executive Dr	1	0	0	0	0	0	0	0	2	2
47	Regents Rd & Eastgate Mall	1	0	0	0	1	0	0	0	2	2

ID		North									
		Physical				Operations				Control	ADA
	Name	High Vis Xwalk	Raised Xwalk	Advanced Stop	CurbExt	Ped Countdown	Ped Lead Interval	No-Turn on Red Sign or Signal	Additional Pedestrian Signage	No Control, Stop Control, Signalized	Missing, substandard, ADA compliant
48	Regents Rd & County Day Ln/ Health Science Dr	1	0	0	0	1	0	0	0	2	2
49	Genesee Ave & Regents Rd										
50	Genesee Ave & Eastgate Mall	1	0	0	0	1	0	0	0	2	2
51	Genesee Ave & Executive Dr	1	0	0	0	1	0	0	0	2	2
52	Executive Way & Executive Dr	0	0	0	0	1	0	0	0	2	1
53	Towne Centre Dr & Executive Dr	0	0	0	0	1	0	0	0	2	2
54	Towne Centre Dr & Eastgate Mall	0	0	0	0	0	0	0	0	2	2
55	Judicial Dr & Eastgate Mall	0	0	0	0	0	0	0	0	2	1
56	La Jolla Village Dr & I-805 SB Ramps	0	0	0	0	0	0	0	0	2	2
57	La Jolla Village Dr & I-805 NB Ramps	0	0	0	0	0	0	0	0	2	2
58	Towne Centre Dr & Golden Haven Dr	0	0	0	0	0	0	0	0	2	1
59	Genesee Ave & Esplanade Ct										
60	Genesee Ave & Nobel Dr	1	0	0	0	1	0	0	0	2	2
61	Nobel Dr & Lombard Place	0	0	0	0	1	0	0	0	2	2
62	Nobel Dr & Shoreline Dr	1	0	0	0	0	0	1	0	2	1
63	Nobel Dr & Towne Centre Dr	0	0	0	0	1	0	0	0	2	1
65	Genesee Ave & Executive Square										
66	Genesee Ave & Decoro St	1	0	0	0	1	0	0	0	2	2
67	Genesee Ave & Centurion Square	1	0	0	0	1	0	0	0	2	2
68	Miramar Rd & Eastgate Mall	1	0	0	0	0	0	0	0	2	1
69	Miramar Rd & Miramar Mall	0	0	0	0	0	0	0	0	2	2
70	Miramar Rd & Nobel Dr										
71	Nobel Dr & Judicial Dr										
74	Genesee Ave & Governor Dr	1	0	0	0	1	0	0	0	2	2
75	Regents Rd & Governor Dr	1	0	0	0	1	0	0	0	2	2
88	Gilman Dr & I-5 NB Ramps										
89	Gilman Dr & I-5 SB Ramps										
90	Genesee Ave & La Jolla Village Dr										
91	La Jolla Village Dr & Executive Way	0	0	0	0	1	0	0	0	2	2
92	La Jolla Village Dr & Towne Centre Dr	1	0	0	0	1	0	0	1	2	2
93	Nobel Dr & I-805 SB On-Ramp										
94	Nobel Dr & Caminito Plaza Centro	0	0	0	0	0	0	0	0	2	2
96	Miramar Rd & Miramar Place	0	0	0	0	0	0	0	0	2	2
97	Nobel Dr & Regents Rd	1	0	0	0	1	0	0	0	2	2
98	Nobel Dr & I-805 NB Off-Ramp										
99	Nobel Dr & Avenue of Flags	0	0	0	0	1	0	0	0	2	2

ID		East									
		Physical				Operations				Control	ADA
	Name	High Vis Xwalk	Raised Xwalk	Advanced Stop	CurbExt	Ped Countdown	Ped Lead Interval	No-Turn on Red Sign or Signal	Additional Pedestrian Signage	No Control, Stop Control, Signalized	Missing, substandard, ADA compliant
48	Regents Rd & County Day Ln/ Health Science Dr	1	0	0	0	1	0	0	0	2	2
49	Genesee Ave & Regents Rd	1	0	0	0	1	0	0	0	2	2
50	Genesee Ave & Eastgate Mall	1	0	0	0	1	0	0	0	2	2
51	Genesee Ave & Executive Dr	1	0	0	0	1	0	0	0	2	2
52	Executive Way & Executive Dr	0	0	0	0	1	0	0	0	2	1
53	Towne Centre Dr & Executive Dr	0	0	0	0	1	0	0	0	2	2
54	Towne Centre Dr & Eastgate Mall	0	0	0	0	0	0	0	0	2	2
55	Judicial Dr & Eastgate Mall	0	0	0	0	0	0	0	0	2	1
56	La Jolla Village Dr & I-805 SB Ramps										
57	La Jolla Village Dr & I-805 NB Ramps	0	0	0	0	0	0	0	1	2	2
58	Towne Centre Dr & Golden Haven Dr	0	0	0	0	0	0	0	0	2	1
59	Genesee Ave & Esplanade Ct	1	0	0	0	1	0	0	0	2	2
60	Genesee Ave & Nobel Dr	1	0	0	0	1	0	0	0	2	2
61	Nobel Dr & Lombard Place	0	0	0	0	1	0	0	0	2	2
62	Nobel Dr & Shoreline Dr										
63	Nobel Dr & Towne Centre Dr	0	0	0	0	1	0	0	0	2	1
65	Genesee Ave & Executive Square	1	0	0	0	0	0	0	0	2	2
66	Genesee Ave & Decoro St	1	0	0	0	1	0	0	0	2	2
67	Genesee Ave & Centurion Square	1	0	0	0	1	0	0	0	2	2
68	Miramar Rd & Eastgate Mall										
69	Miramar Rd & Miramar Mall	0	0	0	0	0	0	0	0	2	2
70	Miramar Rd & Nobel Dr										
71	Nobel Dr & Judicial Dr										
74	Genesee Ave & Governor Dr	1	0	0	0	1	0	0	0	2	2
75	Regents Rd & Governor Dr	1	0	0	0	1	0	0	0	2	2
88	Gilman Dr & I-5 NB Ramps	0	0	0	0	0	0	0	0	2	2
89	Gilman Dr & I-5 SB Ramps										
90	Genesee Ave & La Jolla Village Dr										
91	La Jolla Village Dr & Executive Way	0	0	0	0	1	0	0	0	2	2
92	La Jolla Village Dr & Towne Centre Dr	1	0	0	0	1	0	0	1	2	2
93	Nobel Dr & I-805 SB On-Ramp	0	0	0	0	0	0	0	0	2	2
94	Nobel Dr & Caminito Plaza Centro	0	0	0	0	0	0	0	0	2	2
96	Miramar Rd & Miramar Place	0	0	0	0	0	0	0	0	2	2
97	Nobel Dr & Regents Rd	1	0	0	0	1	0	0	0	2	2
98	Nobel Dr & I-805 NB Off-Ramp	0	0	0	0	1	0	0	0	2	2
99	Nobel Dr & Avenue of Flags	0	0	0	0	1	0	0	0	2	2

ID		South									
		Physical				Operations				Control	ADA
	Name	High Vis Xwalk	Raised Xwalk	Advanced Stop	CurbExt	Ped Countdown	Ped Lead Interval	No-Turn on Red Sign or Signal	Additional Pedestrian Signage	No Control, Stop Control, Signalized	Missing, substandard, ADA compliant
48	Regents Rd & County Day Ln/ Health Science Dr	1	0	0	0	1	0	0	0	2	2
49	Genesee Ave & Regents Rd	1	0	0	0	1	0	0	0	2	2
50	Genesee Ave & Eastgate Mall	1	0	0	0	1	0	0	0	2	2
51	Genesee Ave & Executive Dr	1	0	0	0	1	0	0	0	2	2
52	Executive Way & Executive Dr	0	0	0	0	1	0	0	0	2	1
53	Towne Centre Dr & Executive Dr	0	0	0	0	1	0	0	0	2	2
54	Towne Centre Dr & Eastgate Mall	0	0	0	0	0	0	0	0	2	2
55	Judicial Dr & Eastgate Mall	0	0	0	0	0	0	0	0	2	1
56	La Jolla Village Dr & I-805 SB Ramps										
57	La Jolla Village Dr & I-805 NB Ramps										
58	Towne Centre Dr & Golden Haven Dr										
59	Genesee Ave & Esplanade Ct	1	0	0	0	1	0	0	0	2	2
60	Genesee Ave & Nobel Dr	0	0	0	0	1	0	0	0	2	2
61	Nobel Dr & Lombard Place	0	0	0	0	1	0	0	0	2	2
62	Nobel Dr & Shoreline Dr	1	0	0	0	0	0	1	0	2	2
63	Nobel Dr & Towne Centre Dr	0	0	0	0	1	0	0	0	2	1
65	Genesee Ave & Executive Square										
66	Genesee Ave & Decoro St	1	0	0	0	1	0	0	0	2	2
67	Genesee Ave & Centurion Square	1	0	0	0	1	0	0	0	2	2
68	Miramar Rd & Eastgate Mall										
69	Miramar Rd & Miramar Mall										
70	Miramar Rd & Nobel Dr	0	0	0	0	0	0	0	0	2	1
71	Nobel Dr & Judicial Dr	0	0	0	0	0	0	0	0	2	2
74	Genesee Ave & Governor Dr	1	0	0	0	1	0	0	0	2	2
75	Regents Rd & Governor Dr	1	0	0	0	1	0	0	0	2	2
88	Gilman Dr & I-5 NB Ramps	0	0	0	0	0	0	0	0	2	2
89	Gilman Dr & I-5 SB Ramps	0	0	0	0	0	0	0	0	2	2
90	Genesee Ave & La Jolla Village Dr	1	0	0	0	0	0	0	0	2	2
91	La Jolla Village Dr & Executive Way	0	0	0	0	1	0	0	0	2	2
92	La Jolla Village Dr & Towne Centre Dr	1	0	0	0	1	0	0	1	2	2
93	Nobel Dr & I-805 SB On-Ramp										
94	Nobel Dr & Caminito Plaza Centro	0	0	0	0	0	0	0	0	2	2
96	Miramar Rd & Miramar Place										
97	Nobel Dr & Regents Rd	1	0	0	0	1	0	0	0	2	2
98	Nobel Dr & I-805 NB Off-Ramp										
99	Nobel Dr & Avenue of Flags										

ID		West									
		Physical				Operations				Control	ADA
	Name	High Vis Xwalk	Raised Xwalk	Advanced Stop	CurbExt	Ped Countdown	Ped Lead Interval	No-Turn on Red Sign or Signal	Additional Pedestrian Signage	No Control, Stop Control, Signalized	Missing, substandard, ADA compliant
48	Regents Rd & County Day Ln/ Health Science Dr	1	0	0	0	1	0	0	0	2	2
49	Genesee Ave & Regents Rd										
50	Genesee Ave & Eastgate Mall	1	0	0	0	1	0	0	0	2	2
51	Genesee Ave & Executive Dr	1	0	0	0	1	0	0	0	2	2
52	Executive Way & Executive Dr	0	0	0	0	1	0	0	0	2	1
53	Towne Centre Dr & Executive Dr	0	0	0	0	1	0	0	0	2	2
54	Towne Centre Dr & Eastgate Mall	0	0	0	0	0	0	0	0	2	2
55	Judicial Dr & Eastgate Mall	0	0	0	0	0	0	0	0	2	2
56	La Jolla Village Dr & I-805 SB Ramps										
57	La Jolla Village Dr & I-805 NB Ramps										
58	Towne Centre Dr & Golden Haven Dr										
59	Genesee Ave & Esplanade Ct	1	0	0	0	1	0	0	0	2	2
60	Genesee Ave & Nobel Dr	0	0	0	0	1	0	0	0	2	2
61	Nobel Dr & Lombard Place	0	0	0	0	1	0	0	0	2	2
62	Nobel Dr & Shoreline Dr	0	0	0	0	0	0	0	0	2	1
63	Nobel Dr & Towne Centre Dr	0	0	0	0	1	0	0	0	2	1
65	Genesee Ave & Executive Square	1	0	0	0	0	0	0	0	2	2
66	Genesee Ave & Decoro St	1	0	0	0	1	0	0	0	2	2
67	Genesee Ave & Centurion Square										
68	Miramar Rd & Eastgate Mall	1	0	0	0	0	0	0	0	2	1
69	Miramar Rd & Miramar Mall	0	0	0	0	0	0	0	0	2	2
70	Miramar Rd & Nobel Dr	0	0	0	0	0	0	0	0	2	1
71	Nobel Dr & Judicial Dr	0	0	0	0	0	0	0	0	2	2
74	Genesee Ave & Governor Dr	1	0	0	0	1	0	0	0	2	2
75	Regents Rd & Governor Dr	1	0	0	0	1	0	0	0	2	2
88	Gilman Dr & I-5 NB Ramps										
89	Gilman Dr & I-5 SB Ramps										
90	Genesee Ave & La Jolla Village Dr	1	0	0	0	1	0	0	0	2	2
91	La Jolla Village Dr & Executive Way										
92	La Jolla Village Dr & Towne Centre Dr	1	0	0	0	1	0	0	1	2	2
93	Nobel Dr & I-805 SB On-Ramp										
94	Nobel Dr & Caminito Plaza Centro	0	0	0	0	0	0	0	0	2	2
96	Miramar Rd & Miramar Place										
97	Nobel Dr & Regents Rd	1	0	0	0	1	0	0	0	2	2
98	Nobel Dr & I-805 NB Off-Ramp										
99	Nobel Dr & Avenue of Flags										

APPENDIX C

BICYCLE LEVEL OF TRAFFIC STRESS (BLTS)
SUPPORTING INFORMATION

SEGMENT	SPEED	NE SCORE - Alongside Parking Lane - Street Width	NE SCORE - Alongside Parking Lane - Bike + Parking Lane Width	NE SCORE - Alongside Parking Lane - Speed Limit	NE SCORE - Alongside Parking Lane - Blockage	NE SCORE - Not Alongside Parking - Num Lanes	NE SCORE - Not Alongside Parking - Bike Lane Width	NE SCORE - Not Alongside Parking - Speed Limit	NE SCORE - Not Alongside Parking - Blockage	NE SCORE - Mixed Traffic	NE SCORE - Pocket Bike Lanes	NE SCORE - Mixed and Pocket Bike Lane	NE SCORE - Unsignalized Crossing w/o Median Refuge	NE SCORE - Unsignalized Crossing w/ Median Refuge	NE Score Seg	NE Score Int	NE Score All
EASTGATE ML	25					0	0	0	0	2	<Null>	<Null>	<Null>	<Null>	2	0	2
EASTGATE ML	45					3	2	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
EASTGATE ML	35					3	0	3	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
EASTGATE ML	45					3	2	4	1	0	4	<Null>	<Null>	<Null>	4	4	4
EASTGATE ML	45					3	2	3	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
EASTGATE ML	45					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
EASTGATE ML	45					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
EASTGATE ML	45					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
EASTGATE ML	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
EASTGATE ML	45					3	2	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
EASTGATE ML	45					3	2	3	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
EASTGATE ML	45					3	2	3	1	0	4	<Null>	<Null>	<Null>	3	4	4
EASTGATE ML	45					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
EASTGATE ML	45					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
EASTGATE ML	45					3	2	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
EXECUTIVE DR	30					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	3	0	3
EXECUTIVE DR	30					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	3	0	3
EXECUTIVE DR	30					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	3
EXECUTIVE DR	30					0	0	0	0	1	<Null>	<Null>	<Null>	<Null>	1	0	1
EXECUTIVE DR	30					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	3	0	3
EXECUTIVE DR	30					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	3	0	3
EXECUTIVE SQ	20					0	0	0	0	1	<Null>	<Null>	<Null>	<Null>	1	0	1
EXECUTIVE WY	20					0	0	0	0	3	<Null>	<Null>	<Null>	<Null>	3	0	3
GENESEE AV	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GENESEE AV	45					3	2	3	1	0	4	<Null>	<Null>	<Null>	3	4	4
GENESEE AV	45					3	2	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GENESEE AV	45					3	2	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GENESEE AV	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GENESEE AV	45					3	2	4	1	0	3	<Null>	<Null>	<Null>	4	3	4
GENESEE AV	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GENESEE AV	45					3	2	4	1	0	4	<Null>	<Null>	<Null>	4	4	4
GENESEE AV	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GENESEE AV	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GENESEE AV	45					3	2	4	3	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GENESEE AV	20					3	2	1	3	0	<Null>	<Null>	<Null>	<Null>	3	0	3
GENESEE AV	45					3	2	4	3	0	<Null>	<Null>	<Null>	<Null>	4	0	4
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GENESEE AV	45					3	1	4	3	0	3	<Null>	<Null>	<Null>	4	3	4
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GENESEE AV	45					3	2	4	3	0	4	<Null>	<Null>	<Null>	4	4	4
GENESEE AV	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GENESEE AV	45					3	1	4	3	0	4	<Null>	<Null>	<Null>	4	4	4
GENESEE AV	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GENESEE AV	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GENESEE AV	45					3	1	3	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GENESEE AV	45					3	2	4	3	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GENESEE AV	45					3	1	4	3	3	4	<Null>	<Null>	<Null>	4	4	4
GENESEE AV	45					3	2	4	3	0	4	<Null>	<Null>	<Null>	4	4	4
GENESEE AV	45					3	2	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GENESEE AV	45					3	2	3	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GENESEE AV	45					3	1	3	1	0	3	<Null>	<Null>	<Null>	4	3	4
GENESEE AV	45					3	2	4	3	0	4	<Null>	<Null>	<Null>	4	4	4
GENESEE AV	45					3	2	4	3	0	<Null>	<Null>	<Null>	<Null>	4	0	4

SEGMENT	SPEED	NE SCORE - Alongside Parking Lane - Street Width	NE SCORE - Alongside Parking Lane - Bike + Parking Lane Width	NE SCORE - Alongside Parking Lane - Speed Limit	NE SCORE - Alongside Parking Lane - Blockage	NE SCORE - Not Alongside Parking - Num Lanes	NE SCORE - Not Alongside Parking - Bike Lane Width	NE SCORE - Not Alongside Parking - Speed Limit	NE SCORE - Not Alongside Parking - Blockage	NE SCORE - Mixed Traffic	NE SCORE - Pocket Bike Lanes	NE SCORE - Mixed and Pocket Bike Lane	NE SCORE - Unsignalized Crossing w/o Median Refuge	NE SCORE - Unsignalized Crossing w/ Median Refuge	NE Score Seg	NE Score Int	NE Score All
GENESEE AV	45					3	2	4	3	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GENESEE AV	45					3	1	4	3	0	3	<Null>	<Null>	<Null>	4	3	4
GENESEE AV	45					3	2	4	3	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GENESEE AV	45					3	2	4	3	0	4	<Null>	<Null>	<Null>	4	4	4
GENESEE AV	45					3	1	4	1	0	4	<Null>	<Null>	<Null>	4	4	4
GENESEE CV	20					0	0	0	0	1	<Null>	<Null>	<Null>	<Null>	1	0	1
GILMAN DR	50					3	2	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GILMAN DR	50					3	2	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GILMAN DR	50					3	1	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GILMAN DR	50					3	1	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GILMAN DR	50					3	2	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GILMAN DR	35					3	0	3	1	0	<Null>	<Null>	<Null>	<Null>	3	0	3
GILMAN DR	45	3	2	4	1	0	0	0	0	0	4	<Null>	<Null>	<Null>	4	4	4
GILMAN DR	45	3	2	4	1	0	0	0	0	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GILMAN DR	35					3	1	3	1	0	<Null>	<Null>	<Null>	<Null>	3	0	3
GILMAN DR	45					3	1	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GILMAN DR	20					0	0	0	0	1	<Null>	<Null>	<Null>	<Null>	1	0	1
GILMAN DR	45					3	1	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GILMAN DR	20					0	0	0	0	1	<Null>	<Null>	<Null>	<Null>	1	0	1
GILMAN DR	10					0	0	0	0	1	<Null>	<Null>	<Null>	<Null>	1	0	1
GILMAN DR	20					0	0	0	0	1	<Null>	<Null>	<Null>	<Null>	1	0	1
GILMAN DR	35					3	1	3	1	0	<Null>	<Null>	<Null>	<Null>	3	0	3
GILMAN DR	20					0	0	0	0	1	<Null>	<Null>	<Null>	<Null>	1	0	1
GILMAN DR	35					3	1	3	1	0	4	<Null>	<Null>	<Null>	3	4	4
GILMAN DR	20					0	0	0	0	1	<Null>	<Null>	<Null>	<Null>	1	0	1
GILMAN DR	50					0	0	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GILMAN DR	50					3	2	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GILMAN DR	35					3	1	3	1	0	<Null>	<Null>	<Null>	<Null>	3	0	3
GILMAN DR	35					3	1	3	1	0	<Null>	<Null>	<Null>	<Null>	3	0	3
GILMAN DR	20					0	0	0	0	1	<Null>	<Null>	<Null>	<Null>	1	0	1
GILMAN DR	45					3	1	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GILMAN DR	50					3	1	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GILMAN DR	20					0	0	0	0	1	<Null>	<Null>	<Null>	<Null>	1	0	1
GILMAN DR	45					3	2	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GILMAN DR	45	3	2	4	1	0	0	0	0	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GILMAN DR	45	3	2	4	1	0	0	0	0	0	<Null>	<Null>	<Null>	<Null>	4	0	4
GILMAN DR	45					3	1	4	1	0	2	<Null>	<Null>	<Null>	4	2	4
GOLDEN HAVEN DR	25					3	2	3	1	0	4	<Null>	<Null>	<Null>	2	4	2
GOLDEN HAVEN DR	25					3	2	3	1	0	4	<Null>	<Null>	<Null>	2	4	2
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	20					0	0	0	0	1	<Null>	<Null>	<Null>	<Null>	1	0	1
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4

SEGMENT	SPEED	NE SCORE - Alongside Parking Lane - Street Width	NE SCORE - Alongside Parking Lane - Bike + Parking Lane Width	NE SCORE - Alongside Parking Lane - Speed Limit	NE SCORE - Alongside Parking Lane - Blockage	NE SCORE - Not Alongside Parking - Num Lanes	NE SCORE - Not Alongside Parking - Bike Lane Width	NE SCORE - Not Alongside Parking - Speed Limit	NE SCORE - Not Alongside Parking - Blockage	NE SCORE - Mixed Traffic	NE SCORE - Pocket Bike Lanes	NE SCORE - Mixed and Pocket Bike Lane	NE SCORE - Unsignalized Crossing w/o Median Refuge	NE SCORE - Unsignalized Crossing w/ Median Refuge	NE Score Seg	NE Score Int	NE Score All
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
GOVERNOR DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
JUDICIAL DR	30					3	2	1	1	0	<Null>	<Null>	<Null>	<Null>	3	0	3
JUDICIAL DR	30					3	2	1	1	0	4	<Null>	<Null>	<Null>	3	4	3
JUDICIAL DR	30					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
JUDICIAL DR	30					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
JUDICIAL DR	30					3	2	1	1	0	3	<Null>	<Null>	<Null>	3	3	3
JUDICIAL DR	30					3	2	1	1	0	4	<Null>	<Null>	<Null>	3	4	3
JUDICIAL DR	30					3	2	1	1	0	2	<Null>	<Null>	<Null>	3	2	3
LA JOLLA VILLAGE DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	45					3	1	3	3	0	4	<Null>	<Null>	<Null>	3	4	4
LA JOLLA VILLAGE DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	45					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	45					3	2	3	3	0	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	45					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	45					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	45					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	45					3	2	4	3	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	45					3	2	4	3	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	45					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	45					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	45					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	45					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	45					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	45					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE DR	45					3	2	4	3	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LA JOLLA VILLAGE SQ DY	20					0	0	0	0	1	<Null>	<Null>	<Null>	<Null>	1	0	1
LEBON DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LEBON DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LEBON DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
LEBON DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
MIRAMAR RD	50					3	1	4	1	0	4	<Null>	<Null>	<Null>	4	4	4
MIRAMAR RD	45					3	2	4	3	4	<Null>	<Null>	<Null>	<Null>	4	0	4
MIRAMAR RD	50					3	2	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
MIRAMAR RD	50					3	1	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
MIRAMAR RD	45					3	2	4	3	4	<Null>	<Null>	<Null>	<Null>	4	0	4
MIRAMAR RD	50					3	2	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
MIRAMAR RD	45					3	2	4	3	4	<Null>	<Null>	<Null>	<Null>	4	0	4
MIRAMAR RD	50					3	1	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4

SEGMENT	SPEED	NE SCORE - Alongside Parking Lane - Street Width	NE SCORE - Alongside Parking Lane - Bike + Parking Lane Width	NE SCORE - Alongside Parking Lane - Speed Limit	NE SCORE - Alongside Parking Lane - Blockage	NE SCORE - Not Alongside Parking - Num Lanes	NE SCORE - Not Alongside Parking - Bike Lane Width	NE SCORE - Not Alongside Parking - Speed Limit	NE SCORE - Not Alongside Parking - Blockage	NE SCORE - Mixed Traffic	NE SCORE - Pocket Bike Lanes	NE SCORE - Mixed and Pocket Bike Lane	NE SCORE - Unsignalized Crossing w/o Median Refuge	NE SCORE - Unsignalized Crossing w/ Median Refuge	NE Score Seg	NE Score Int	NE Score All
MIRAMAR RD	50					3	1	4	1	0	3	<Null>	<Null>	<Null>	4	3	4
NOBEL DR	35					3	2	3	3	0	3	<Null>	<Null>	<Null>	4	3	4
NOBEL DR	35					3	2	3	3	0	<Null>	<Null>	<Null>	<Null>	4	0	4
NOBEL DR	35					3	2	3	3	0	<Null>	<Null>	<Null>	<Null>	3	0	4
NOBEL DR	40					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
NOBEL DR	40					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
NOBEL DR	40					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
NOBEL DR	40					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
NOBEL DR	35					3	2	3	1	0	4	<Null>	<Null>	<Null>	3	4	4
NOBEL DR	45					3	1	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
NOBEL DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
NOBEL DR	45					3	1	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
NOBEL DR	45					3	1	4	1	0	4	<Null>	<Null>	<Null>	4	4	4
NOBEL DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
NOBEL DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
NOBEL DR	40					3	1	4	1	0	4	<Null>	<Null>	<Null>	4	4	4
NOBEL DR	40					3	1	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
NOBEL DR	40					3	1	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
NOBEL DR	40					3	1	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
NOBEL DR	40					3	1	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
NOBEL DR	35					3	1	3	1	0	4	<Null>	<Null>	<Null>	3	4	4
NOBEL DR	35					3	2	3	3	0	<Null>	<Null>	<Null>	<Null>	4	0	4
NOBEL DR	35					3	2	3	3	0	4	<Null>	<Null>	<Null>	3	4	4
NOBEL DR	35					3	2	3	3	0	<Null>	<Null>	<Null>	<Null>	4	0	4
NOBEL DR	35					3	2	3	3	0	<Null>	<Null>	<Null>	<Null>	3	0	4
NOBEL DR	40					3	1	4	1	0	4	<Null>	<Null>	<Null>	4	4	4
NOBEL DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
NOBEL DR	40					3	1	4	1	0	4	<Null>	<Null>	<Null>	4	4	4
NORTH TORREY PINES RD	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
NORTH TORREY PINES RD	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
NORTH TORREY PINES RD	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
NORTH TORREY PINES RD	45					3	1	4	1	0	4	<Null>	<Null>	<Null>	4	4	4
NORTH TORREY PINES RD	45					3	2	4	3	0	3	<Null>	<Null>	<Null>	4	3	4
NORTH TORREY PINES RD	45					3	2	4	3	0	<Null>	<Null>	<Null>	<Null>	4	0	4
NORTH TORREY PINES RD	45					3	2	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
NORTH TORREY PINES RD	45					3	1	4	1	0	4	<Null>	<Null>	<Null>	4	4	4
NORTH TORREY PINES RD	45					3	2	4	1	0	4	<Null>	<Null>	<Null>	4	4	4
NORTH TORREY PINES RD	45					3	2	3	1	0	<Null>	<Null>	<Null>	<Null>	3	0	3
NORTH TORREY PINES RD	45					3	2	3	1	0	<Null>	<Null>	<Null>	<Null>	3	0	3
NORTH TORREY PINES RD	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
NORTH TORREY PINES RD	45					3	2	3	1	0	<Null>	<Null>	<Null>	<Null>	3	0	3
NORTH TORREY PINES RD	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
NORTH TORREY PINES RD	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
NORTH TORREY PINES RD	45					3	0	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
NORTH TORREY PINES RD	45					3	2	3	1	0	<Null>	<Null>	<Null>	<Null>	3	0	3
NORTH TORREY PINES RD	45					0	0	3	1	0	<Null>	<Null>	<Null>	<Null>	3	0	3
NORTH TORREY PINES RD	45					3	2	3	1	0	3	<Null>	<Null>	<Null>	3	3	3
NORTH TORREY PINES RD	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
NORTH TORREY PINES RD	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
NORTH TORREY PINES RD	45					3	2	4	1	0	4	<Null>	<Null>	<Null>	4	4	4
NORTH TORREY PINES RD	45					3	2	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
NORTH TORREY PINES RD	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
NORTH TORREY PINES RD	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
NORTH TORREY PINES RD	45					3	1	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
REGENTS RD	50					0	0	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
REGENTS RD	50					3	1	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
REGENTS RD	50					0	0	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4

SEGMENT	SPEED	NE SCORE - Alongside Parking Lane - Street Width	NE SCORE - Alongside Parking Lane - Bike + Parking Lane Width	NE SCORE - Alongside Parking Lane - Speed Limit	NE SCORE - Alongside Parking Lane - Blockage	NE SCORE - Not Alongside Parking - Num Lanes	NE SCORE - Not Alongside Parking - Bike Lane Width	NE SCORE - Not Alongside Parking - Speed Limit	NE SCORE - Not Alongside Parking - Blockage	NE SCORE - Mixed Traffic	NE SCORE - Pocket Bike Lanes	NE SCORE - Mixed and Pocket Bike Lane	NE SCORE - Unsignalized Crossing w/o Median Refuge	NE SCORE - Unsignalized Crossing w/ Median Refuge	NE Score Seg	NE Score Int	NE Score All
REGENTS RD	50					0	0	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
REGENTS RD	50					0	0	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
REGENTS RD	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
REGENTS RD	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
REGENTS RD	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
REGENTS RD	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
REGENTS RD	40					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
REGENTS RD	40					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
REGENTS RD	40					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
REGENTS RD	40					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
REGENTS RD	35					3	2	3	1	0	4	<Null>	<Null>	<Null>	3	4	4
REGENTS RD	25					0	0	0	0	3	<Null>	<Null>	<Null>	<Null>	3	0	3
REGENTS RD	25					0	0	0	0	3	<Null>	<Null>	<Null>	<Null>	3	0	3
REGENTS RD	40					3	2	4	1	0	3	<Null>	<Null>	<Null>	4	3	4
REGENTS RD	35					3	2	3	1	0	3	<Null>	<Null>	<Null>	3	3	3
REGENTS RD	50					3	2	1	1	0	4	<Null>	<Null>	<Null>	3	4	4
REGENTS RD	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
REGENTS RD	40					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
REGENTS RD	35					3	1	3	1	0	4	<Null>	<Null>	<Null>	3	4	4
REGENTS RD	50					3	2	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
REGENTS RD	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
REGENTS RD	35					0	0	0	0	0	<Null>	<Null>	<Null>	<Null>	0	0	0
REGENTS RD	25					0	0	0	0	3	<Null>	<Null>	<Null>	<Null>	3	0	3
REGENTS RD	50					0	0	4	1	0	<Null>	<Null>	<Null>	<Null>	4	0	4
TOWNE CENTRE DR	40					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
TOWNE CENTRE DR	40					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
TOWNE CENTRE DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
TOWNE CENTRE DR	40					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
TOWNE CENTRE DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
TOWNE CENTRE DR	45					3	2	3	1	0	2	<Null>	<Null>	<Null>	3	2	4
TOWNE CENTRE DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
TOWNE CENTRE DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
TOWNE CENTRE DR	40					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
TOWNE CENTRE DR	45					3	2	3	1	0	4	<Null>	<Null>	<Null>	3	4	4
VILLA LA JOLLA DR	30					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
VILLA LA JOLLA DR	30					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
VILLA LA JOLLA DR	30					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
VILLA LA JOLLA DR	30					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
VILLA LA JOLLA DR	30					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
VILLA LA JOLLA DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
VILLA LA JOLLA DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
VILLA LA JOLLA DR	25					0	0	0	0	3	<Null>	<Null>	<Null>	<Null>	3	0	3
VILLA LA JOLLA DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
VILLA LA JOLLA DR	35					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
VILLA LA JOLLA DR	20					0	0	0	0	1	<Null>	<Null>	<Null>	<Null>	1	0	1
VILLA LA JOLLA DR	30					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
VILLA LA JOLLA DR	30					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4
VILLA LA JOLLA DR	30					0	0	0	0	4	<Null>	<Null>	<Null>	<Null>	4	0	4

SEGMENT	SW SCORE - Alongside Parking Lane - Street Width	SW SCORE - Alongside Parking Lane - Bike + Parking Lane Width	SW SCORE - Alongside Parking Lane - Speed Limit	SW SCORE - Alongside Parking Lane - Blockage	SW SCORE - Not Alongside Parking - Num Lanes	SW SCORE - Not Alongside Parking - Bike Lane Width	SW SCORE - Not Alongside Parking - Speed Limit	SW SCORE - Not Alongside Parking - Blockage	SW SCORE - Mixed Traffic	SW SCORE - Pocket Bike Lanes	SW SCORE - Mixed and Pocket Bike Lane	SW SCORE - Unsignalized Crossing w/o Median Refuge	SW SCORE - Unsignalized Crossing w/ Median Refuge	SW Score Seg	SW Score Int	SW Score All	Miles
EASTGATE ML		0	0	0	0	0	0		2	0				2	0	2	0.258068
EASTGATE ML	3	2	4	1	3	2	4	1	0	0				4	0	4	0.007492
EASTGATE ML	3	2	3	1	3	2	3	1	0	0				4	0	4	0.068356
EASTGATE ML	3	1	4	1	3	1	4	1	0	0				4	0	4	0.173215
EASTGATE ML	3	2	3	1	3	2	3	1	0	4				4	4	4	0.178876
EASTGATE ML		0	0	0	0	0	0		4	0				4	0	4	0.062491
EASTGATE ML		0	0	0	0	0	0		4	0				4	0	4	0.31479
EASTGATE ML	3	3	4	1	0	0	0		0	0				4	0	4	0.195377
EASTGATE ML		0	0	0	0	0	0		4	0				3	0	3	0.134312
EASTGATE ML	3	2	4	1	3	2	4	1	0	0				4	0	4	0.007857
EASTGATE ML		2	3	1	3	2	3	1	0	4				4	4	4	0.150798
EASTGATE ML		2	3	1	3	2	3	1	0	4				4	4	4	0.129842
EASTGATE ML		0	0	0	0	0	0		4	0				4	0	4	0.230396
EASTGATE ML		0	0	0	0	0	0		4	0				4	0	4	0.081559
EASTGATE ML	3	2	4	1	3	2	4	1	0	0				4	0	4	0.110891
EXECUTIVE DR		0	0	0	0	0	0		4	0				3	0	3	0.131819
EXECUTIVE DR		0	0	0	0	0	0		4	0				3	0	3	0.127986
EXECUTIVE DR		0	0	0	0	0	0		4	0				3	0	3	0.236862
EXECUTIVE DR		0	0	0	0	0	0		1	0				1	0	1	0.114882
EXECUTIVE DR		0	0	0	0	0	0		4	0				3	0	3	0.186565
EXECUTIVE DR		0	0	0	0	0	0		4	0				3	0	3	0.113826
EXECUTIVE SQ		0	0	0	0	0	0		1	0				1	0	1	0.113259
EXECUTIVE WY		0	0	0	0	0	0		3	0				3	0	3	0.134982
GENESEE AV		0	0	0	0	0	0		4	0				4	0	4	0.081021
GENESEE AV	3	2	3	1	3	2	3	1	0	0				4	0	3	0.232382
GENESEE AV	3	2	4	1	3	2	4	1	0	3				4	3	4	0.079889
GENESEE AV	3	1	4	1	3	1	4	1	0	3				4	3	4	0.215498
GENESEE AV		0	0	0	0	0	0		4	0				4	0	4	0.034101
GENESEE AV	3	2	4	1	3	2	4	1	0	0				4	0	4	0.064187
GENESEE AV		0	0	0	0	0	0		4	0				4	0	4	0.045073
GENESEE AV	3	2	4	1	3	2	4	1	0	3				4	3	4	0.271675
GENESEE AV		0	0	0	0	0	0		4	0				4	0	4	0.030486
GENESEE AV		0	0	0	0	0	0		4	0				4	0	4	0.008509
GENESEE AV	3	0	4	3	3	1	4		0	0				4	0	4	0.010364
GENESEE AV	3	2	1	3	3	2	1		0	0				3	0	3	0.010045
GENESEE AV	3	2	4	3	3	2	4		0	3				4	3	4	0.138772
GENESEE AV	3	2	4	3	3	2	4		0	0				4	0	4	0.019287
GENESEE AV	3	2	4	3	3	2	4		0	0				4	0	4	0.038056
GENESEE AV	3	2	4	3	3	2	4		0	0				4	0	4	0.02183
GENESEE AV	3	2	4	3	3	2	4		0	4				4	4	4	0.077037
GENESEE AV	3	2	4	3	3	2	4		0	4				4	4	4	0.220521
GENESEE AV	3	2	4	3	3	2	4		0	0				4	0	4	0.114948
GENESEE AV	3	2	4	3	3	2	4		0	0				4	0	4	0.103633
GENESEE AV		0	0	0	0	0	0		4	0				4	0	4	0.183362
GENESEE AV	3	2	4	3	3	2	4		0	0				4	0	4	0.202419
GENESEE AV		0	0	0	0	0	0		4	0				4	0	4	0.007367
GENESEE AV	3	2	4	3	3	2	4		0	4				4	4	4	0.172363
GENESEE AV		0	0	0	0	0	0		4	0				4	0	4	0.040274
GENESEE AV		0	0	0	0	0	0		4	0				4	0	4	0.009055
GENESEE AV		1	3	1	3	1	3	1	0	0				4	0	4	0.243051
GENESEE AV		2	4	3	3	2	4		0	0				4	0	4	0.036739
GENESEE AV		1	4	3	3	1	4		0	4				4	4	4	0.186572
GENESEE AV		2	4	3	3	2	4		0	4				4	4	4	0.073491
GENESEE AV		1	4	1	3	1	4	1	0	0				4	0	4	0.269286
GENESEE AV		2	3	1	3	2	3	1	0	0				4	0	4	0.094639
GENESEE AV		2	3	1	3	2	3	1	0	0				4	0	4	0.102943
GENESEE AV		2	4	3	3	2	4		0	3				4	3	4	0.09963
GENESEE AV		2	4	3	3	2	4		0	4				4	4	4	0.147748

SEGMENT	SW SCORE - Alongside Parking Lane - Street Width	SW SCORE - Alongside Parking Lane - Bike + Parking Lane Width	SW SCORE - Alongside Parking Lane - Speed Limit	SW SCORE - Alongside Parking Lane - Blockage	SW SCORE - Not Alongside Parking - Num Lanes	SW SCORE - Not Alongside Parking - Bike Lane Width	SW SCORE - Not Alongside Parking - Speed Limit	SW SCORE - Not Alongside Parking - Blockage	SW SCORE - Mixed Traffic	SW SCORE - Pocket Bike Lanes	SW SCORE - Mixed and Pocket Bike Lane	SW SCORE - Unsignalized Crossing w/o Median Refuge	SW SCORE - Unsignalized Crossing w/ Median Refuge	SW Score Seg	SW Score Int	SW Score All	Miles
GENESEE AV		2	4	3	3	2	4		0	3				4	3	4	0.069939
GENESEE AV	3	3	4	3	0	0	0		0	4				4	4	4	0.164231
GENESEE AV		2	4	3	3	2	4		0	0				4	0	4	0.060929
GENESEE AV	3	3	4	3	0	0	0		0	3				4	3	4	0.212431
GENESEE AV		2	4	1	3	2	4	1	0	4				4	4	4	0.077934
GENESEE CV		0	0	0	0	0	0		1	0				1	0	1	0.02283
GILMAN DR	3	2	4	1	3	2	4	1	0	0				4	0	4	0.011282
GILMAN DR	3	2	4	1	3	2	4	1	0	0				4	0	4	0.032543
GILMAN DR		0	0	0	0	0	0		4	0				4	0	4	0.267161
GILMAN DR	3	1	4	1	3	1	4	1	0	4				4	4	4	0.095764
GILMAN DR	3	2	4	1	3	2	4	1	0	0				4	0	4	0.02379
GILMAN DR	3	0	3	1	3	1	3	1	0	0				3	0	3	0.014567
GILMAN DR	3	2	4	1	0	0	0		0	4				4	4	4	0.23138
GILMAN DR		1	4	1	3	1	4	1	0	0				4	0	4	0.06231
GILMAN DR	3	1	3	1	3	1	3	1	0	4				3	4	4	0.315036
GILMAN DR	3	1	4	1	3	1	4	1	0	0				4	0	4	0.01611
GILMAN DR		0	0	0	0	0	0		1	0				1	0	1	0.04594
GILMAN DR	3	1	4	1	3	1	4	1	0	0				4	0	4	0.009469
GILMAN DR		0	0	0	0	0	0		1	0				1	0	1	0.026107
GILMAN DR		0	0	0	0	0	0		1	0				1	0	1	0.532778
GILMAN DR		0	0	0	0	0	0		1	0				1	0	1	0.087771
GILMAN DR	3	1	3	1	3	1	3	1	0	0				3	0	3	0.022228
GILMAN DR		0	0	0	0	0	0		1	0				1	0	1	0.054575
GILMAN DR	3	1	3	1	0	0	0		0	4				3	4	4	0.11585
GILMAN DR		0	0	0	0	0	0		1	0				1	0	1	0.044535
GILMAN DR		0	4	1	3	1	4	1	0	0				4	0	4	0.024583
GILMAN DR		2	4	1	3	2	4	1	0	0				4	0	4	0.006451
GILMAN DR		1	3	1	3	1	3	1	0	0				3	0	3	0.053383
GILMAN DR		1	3	1	3	1	3	1	0	0				3	0	3	0.041952
GILMAN DR		0	0	0	0	0	0		1	0				1	0	1	0.228386
GILMAN DR		1	4	1	3	1	4	1	0	0				4	0	4	0.023517
GILMAN DR		1	4	1	3	1	4	1	0	2				4	2	4	0.137327
GILMAN DR		0	0	0	0	0	0		1	0				1	0	1	0.116937
GILMAN DR		1	4	1	3	1	4	1	0	3				4	3	4	0.032264
GILMAN DR		1	4	1	3	1	4	1	0	0				4	0	4	0.082164
GILMAN DR	3	2	4	1	0	0	0		0	4				4	4	4	0.051043
GILMAN DR	3	1	4	1	3	1	4	1	0	0				4	0	4	0.057425
GOLDEN HAVEN DR	3	2	3	1	3	2	3	1	0	4				2	4	2	0.110587
GOLDEN HAVEN DR		2	3	1	3	2	3	1	0	0				2	0	2	0.122561
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.091822
GOVERNOR DR		0	0	0	0	0	0		1	0				1	0	1	0.065757
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.082213
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.185994
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.097402
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.222205
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.189384
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.082362
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.072191
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.100286
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.033586
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.061866
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.058706
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.008731
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.060357
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.144309
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.008609
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.0611
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.060891

SEGMENT	SW SCORE - Alongside Parking Lane - Street Width	SW SCORE - Alongside Parking Lane - Bike + Parking Lane Width	SW SCORE - Alongside Parking Lane - Speed Limit	SW SCORE - Alongside Parking Lane - Blockage	SW SCORE - Not Alongside Parking - Num Lanes	SW SCORE - Not Alongside Parking - Bike Lane Width	SW SCORE - Not Alongside Parking - Speed Limit	SW SCORE - Not Alongside Parking - Blockage	SW SCORE - Mixed Traffic	SW SCORE - Pocket Bike Lanes	SW SCORE - Mixed and Pocket Bike Lane	SW SCORE - Unsignalized Crossing w/o Median Refuge	SW SCORE - Unsignalized Crossing w/ Median Refuge	SW Score Seg	SW Score Int	SW Score All	Miles
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.218629
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.062611
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.084784
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.069243
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.065045
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.062233
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.182694
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.064581
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.053613
GOVERNOR DR		0	0	0	0	0	0		4	0				4	0	4	0.05101
JUDICIAL DR	3	1	1	1	3	1	1	1	0	4				3	4	3	0.183951
JUDICIAL DR	3	1	1	1	3	1	1	1	0	0				3	0	3	0.170755
JUDICIAL DR		0	0	0	0	0	0		4	0				4	0	4	0.08202
JUDICIAL DR		0	0	0	0	0	0		4	0				4	0	4	0.125777
JUDICIAL DR	3	2	1	1	3	2	1	1	0	3				3	3	3	0.242096
JUDICIAL DR		2	1	1	3	2	1	1	0	0				3	0	3	0.193164
JUDICIAL DR		2	1	1	3	2	1	1	0	4				3	4	3	0.078041
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.11237
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.077222
LA JOLLA VILLAGE DR	3	1	3	4	3	1	4		0	0				4	0	4	0.082475
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.034665
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.053211
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.052946
LA JOLLA VILLAGE DR	3	2	3	4	3	2	4		0	0				4	0	4	0.033538
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.0113
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.039668
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.237376
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.326056
LA JOLLA VILLAGE DR		2	4	0	3	2	4		0	4				4	4	4	0.16052
LA JOLLA VILLAGE DR		2	4	0	3	2	4		0	0				4	0	4	0.181869
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.119271
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.267383
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.003083
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.010335
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.123828
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.010107
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.104547
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.034779
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.126045
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.034356
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.062544
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.147279
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.031287
LA JOLLA VILLAGE DR		0	0	0	0	0	0		4	0				4	0	4	0.133015
LA JOLLA VILLAGE DR		2	4	0	3	2	4		0	0				4	0	4	0.011334
LA JOLLA VILLAGE SQ DY		0	0	0	0	0	0		1	0				1	0	1	0.008911
LEBON DR		0	0	0	0	0	0		4	0				4	0	4	0.248716
LEBON DR		0	0	0	0	0	0		4	0				4	0	4	0.104214
LEBON DR		0	0	0	0	0	0		4	0				4	0	4	0.014577
LEBON DR		0	0	0	0	0	0		4	0				4	0	4	0.091431
MIRAMAR RD	3	2	4	1	3	2	4	1	0	0				4	0	4	0.322669
MIRAMAR RD		2	4	0	3	2	4		0	0				4	0	4	0.009965
MIRAMAR RD	3	2	4	1	3	2	4	1	0	0				4	0	4	0.275884
MIRAMAR RD	3	1	4	1	3	1	4	1	0	0				4	0	4	0.236686
MIRAMAR RD		2	4	0	3	2	4		0	0				4	0	4	0.127285
MIRAMAR RD		1	4	1	3	1	4	1	0	4				4	4	4	0.211348
MIRAMAR RD		2	4	0	3	2	4		0	0				4	0	4	0.028988
MIRAMAR RD		1	4	1	3	1	4	1	0	0				4	0	4	0.219892

SEGMENT	SW SCORE - Alongside Parking Lane - Street Width	SW SCORE - Alongside Parking Lane - Bike + Parking Lane Width	SW SCORE - Alongside Parking Lane - Speed Limit	SW SCORE - Alongside Parking Lane - Blockage	SW SCORE - Not Alongside Parking - Num Lanes	SW SCORE - Not Alongside Parking - Bike Lane Width	SW SCORE - Not Alongside Parking - Speed Limit	SW SCORE - Not Alongside Parking - Blockage	SW SCORE - Mixed Traffic	SW SCORE - Pocket Bike Lanes	SW SCORE - Mixed and Pocket Bike Lane	SW SCORE - Unsignalized Crossing w/o Median Refuge	SW SCORE - Unsignalized Crossing w/ Median Refuge	SW Score Seg	SW Score Int	SW Score All	Miles
MIRAMAR RD		2	4	1	3	2	4	1	0	0				4	0	4	0.037481
NOBEL DR	3	1	4	3	3	1	4		0	4				4	4	4	0.120872
NOBEL DR	3	2	4	3	3	2	4		0	0				4	0	4	0.020438
NOBEL DR	3	2	3	3	3	2	3		0	0				4	0	4	0.004116
NOBEL DR		0	0	0	0	0	0		4	0				4	0	4	0.134062
NOBEL DR		0	0	0	0	0	0		4	0				4	0	4	0.123865
NOBEL DR		0	0	0	0	0	0		4	0				4	0	4	0.111291
NOBEL DR		1	4	1	3	1	4	1	0	4				4	4	4	0.215957
NOBEL DR	3	1	4	1	3	1	4	1	0	3				4	3	4	0.169756
NOBEL DR	3	1	4	1	3	1	4	1	0	4				4	4	4	0.296564
NOBEL DR		0	0	0	0	0	0		4	0				4	0	4	0.057009
NOBEL DR	3	1	4	1	3	1	4	1	0	4				4	4	4	0.420786
NOBEL DR	3	1	4	1	3	1	4	1	0	0				4	0	4	0.067337
NOBEL DR		0	0	0	0	0	0		4	0				4	0	4	0.059252
NOBEL DR		0	0	0	0	0	0		4	0				4	0	4	0.033134
NOBEL DR	3	1	4	1	3	1	4	1	0	0				4	0	4	0.139181
NOBEL DR	3	1	4	1	3	1	4	1	0	0				4	0	4	0.058945
NOBEL DR	3	1	4	1	3	1	4	1	0	0				4	0	4	0.008091
NOBEL DR	3	1	4	1	3	1	4	1	0	0				4	0	4	0.007036
NOBEL DR	3	1	4	1	3	1	4	1	0	0				4	0	4	0.060863
NOBEL DR	3	1	4	1	3	1	4	1	0	4				4	4	4	0.174079
NOBEL DR		2	4	3	3	2	4		0	0				4	0	4	0.01372
NOBEL DR		2	4	3	3	2	4		0	3				4	3	4	0.08354
NOBEL DR		2	4	3	3	2	4		0	0				4	0	4	0.007823
NOBEL DR		2	3	3	3	2	3		0	0				4	0	4	0.008598
NOBEL DR	3	1	4	1	3	1	4	1	0	0				4	0	4	0.235972
NOBEL DR		0	0	0	0	0	0		4	0				4	0	4	0.057969
NOBEL DR		0	0	0	0	0	0		4	0				4	0	4	0.125732
NOBEL DR		0	4	1	3	1	4	1	0	0				4	0	4	0.234944
NORTH TORREY PINES RD		0	0	0	0	0	0		4	0				4	0	4	0.0946
NORTH TORREY PINES RD		0	0	0	0	0	0		4	0				4	0	4	0.008106
NORTH TORREY PINES RD		0	0	0	0	0	0		4	0				4	0	4	0.698794
NORTH TORREY PINES RD	3	1	4	1	3	1	4	1	0	4				4	4	4	0.374909
NORTH TORREY PINES RD	3	2	4	3	3	2	4		0	3				4	3	4	0.086429
NORTH TORREY PINES RD	3	1	4	3	3	1	4		0	4				4	4	4	0.037945
NORTH TORREY PINES RD	3	1	4	1	3	1	4	1	0	4				4	4	4	0.16015
NORTH TORREY PINES RD	3	1	4	1	3	1	4	1	0	4				4	4	4	0.120227
NORTH TORREY PINES RD	3	1	4	1	3	1	4	1	0	4				4	4	4	0.19008
NORTH TORREY PINES RD	3	2	3	1	3	2	3	1	0	3				4	3	4	0.084511
NORTH TORREY PINES RD	3	2	3	1	3	2	3	1	0	4				4	4	4	0.053226
NORTH TORREY PINES RD		0	0	0	0	0	0		4	0				4	0	4	0.029612
NORTH TORREY PINES RD	3	2	3	1	3	2	3	1	0	4				4	4	4	0.220022
NORTH TORREY PINES RD		0	0	0	0	0	0		4	0				4	0	4	0.055361
NORTH TORREY PINES RD		0	0	0	0	0	0		4	0				4	0	4	0.650473
NORTH TORREY PINES RD		1	4	1	3	1	4	1	0	4				4	4	4	0.052487
NORTH TORREY PINES RD		2	3	1	3	2	3	1	0	4				4	4	4	0.140503
NORTH TORREY PINES RD		0	3	1	3	1	3	1	0	0				4	0	4	0.133876
NORTH TORREY PINES RD		2	3	1	3	2	3	1	0	0				4	0	4	0.194218
NORTH TORREY PINES RD		0	0	0	0	0	0		4	0				4	0	4	0.170191
NORTH TORREY PINES RD		0	0	0	0	0	0		4	0				4	0	4	0.18224
NORTH TORREY PINES RD		2	4	1	3	2	4	1	0	0				4	0	4	0.279195
NORTH TORREY PINES RD		2	4	1	3	2	4	1	0	0				4	0	4	0.181766
NORTH TORREY PINES RD		0	0	0	0	0	0		4	0				4	0	4	0.101816
NORTH TORREY PINES RD		0	0	0	0	0	0		4	0				4	0	4	0.01535
NORTH TORREY PINES RD		1	4	1	3	1	4	1	0	4				4	4	4	0.109421
REGENTS RD	3	0	4	1	3	1	4	1	0	0				4	0	4	0.022041
REGENTS RD	3	1	4	1	3	1	4	1	0	2				4	2	4	0.206675
REGENTS RD	3	0	4	1	3	1	4	1	0	0				4	0	4	0.047941

SEGMENT	SW SCORE - Alongside Parking Lane - Street Width	SW SCORE - Alongside Parking Lane - Bike + Parking Lane Width	SW SCORE - Alongside Parking Lane - Speed Limit	SW SCORE - Alongside Parking Lane - Blockage	SW SCORE - Not Alongside Parking - Num Lanes	SW SCORE - Not Alongside Parking - Bike Lane Width	SW SCORE - Not Alongside Parking - Speed Limit	SW SCORE - Not Alongside Parking - Blockage	SW SCORE - Mixed Traffic	SW SCORE - Pocket Bike Lanes	SW SCORE - Mixed and Pocket Bike Lane	SW SCORE - Unsignalized Crossing w/o Median Refuge	SW SCORE - Unsignalized Crossing w/ Median Refuge	SW Score Seg	SW Score Int	SW Score All	Miles
REGENTS RD	3	0	4	1	3	1	4	1	0	0				4	0	4	0.027155
REGENTS RD	3	0	4	1	3	1	4	1	0	0				4	0	4	0.011619
REGENTS RD		0	0	0	0	0	0		4	0				4	0	4	0.039912
REGENTS RD		0	0	0	0	0	0		4	0				4	0	4	0.10398
REGENTS RD		0	0	0	0	0	0		4	0				4	0	4	0.157155
REGENTS RD		0	0	0	0	0	0		4	0				4	0	4	0.06402
REGENTS RD		0	0	0	0	0	0		4	0				4	0	4	0.079859
REGENTS RD		0	0	0	0	0	0		4	0				4	0	4	0.077443
REGENTS RD		0	0	0	0	0	0		4	0				4	0	4	0.174282
REGENTS RD		0	0	0	0	0	0		4	0				4	0	4	0.322459
REGENTS RD	3	2	3	1	3	2	3	1	0	4				3	4	4	0.16901
REGENTS RD		0	0	0	0	0	0		3	0				3	0	3	0.101343
REGENTS RD		0	0	0	0	0	0		3	0				3	0	3	0.123887
REGENTS RD		0	0	0	0	0	0		4	0				4	0	4	0.128268
REGENTS RD	3	2	3	1	3	2	3	1	0	4				3	4	4	0.125111
REGENTS RD	3	2	1	1	3	2	1	1	0	0				4	0	4	0.346848
REGENTS RD		0	0	0	0	0	0		4	0				4	0	4	0.021969
REGENTS RD		0	0	0	0	0	0		4	0				4	0	4	0.071577
REGENTS RD	3	1	3	1	3	1	3	1	0	3				3	3	3	0.078231
REGENTS RD		2	4	1	3	2	4	1	0	4				4	4	4	0.053927
REGENTS RD		0	0	0	0	0	0		4	0				4	0	4	0.022901
REGENTS RD		0	0	0	0	0	0		4	0				4	0	4	0.196065
REGENTS RD		0	0	0	0	0	0		3	0				3	0	3	0.055177
REGENTS RD		0	4	1	3	1	4	1	0	0				4	0	4	0.010886
TOWNE CENTRE DR		0	0	0	0	0	0		4	0				4	0	4	0.105981
TOWNE CENTRE DR		0	0	0	0	0	0		4	0				4	0	4	0.12003
TOWNE CENTRE DR		0	0	0	0	0	0		4	0				4	0	4	0.170036
TOWNE CENTRE DR		0	0	0	0	0	0		4	0				4	0	4	0.273798
TOWNE CENTRE DR		0	0	0	0	0	0		4	0				4	0	4	0.173237
TOWNE CENTRE DR	3	2	3	1	3	2	3	1	0	4				4	4	4	0.09653
TOWNE CENTRE DR		0	0	0	0	0	0		4	0				4	0	4	0.291169
TOWNE CENTRE DR		0	0	0	0	0	0		4	0				4	0	4	0.230851
TOWNE CENTRE DR		0	0	0	0	0	0		4	0				4	0	4	0.113357
TOWNE CENTRE DR	3	2	3	1	3	2	3	1	0	4				4	4	4	0.095748
VILLA LA JOLLA DR		0	0	0	0	0	0		4	0				4	0	4	0.057431
VILLA LA JOLLA DR		0	0	0	0	0	0		4	0				4	0	4	0.044078
VILLA LA JOLLA DR		0	0	0	0	0	0		4	0				4	0	4	0.034017
VILLA LA JOLLA DR		0	0	0	0	0	0		4	0				4	0	4	0.033772
VILLA LA JOLLA DR		0	0	0	0	0	0		4	0				4	0	4	0.021576
VILLA LA JOLLA DR		0	0	0	0	0	0		4	0				4	0	4	0.073705
VILLA LA JOLLA DR		0	0	0	0	0	0		4	0				4	0	4	0.066966
VILLA LA JOLLA DR		0	0	0	0	0	0		3	0				3	0	3	0.209541
VILLA LA JOLLA DR		0	0	0	0	0	0		4	0				4	0	4	0.095649
VILLA LA JOLLA DR		0	0	0	0	0	0		4	0				4	0	4	0.050772
VILLA LA JOLLA DR		0	0	0	0	0	0		1	0				1	0	1	0.161313
VILLA LA JOLLA DR		0	0	0	0	0	0		4	0				4	0	4	0.066239
VILLA LA JOLLA DR		0	0	0	0	0	0		4	0				4	0	4	0.044404
VILLA LA JOLLA DR		0	0	0	0	0	0		4	0				4	0	4	0.022013

APPENDIX D

BUS ROUTES

CASH FARES / *Tarifas en efectivo*

Exact fare, please / *Favor de pagar la cantidad exacta*

Day Pass (Regional) / *Pase diario (Regional)* Compass Card required ($2) / *Se requiere un Compass Card ($2)*	$5.00
One-Way Fare / *Tarifa de una direccíon*	$2.25
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	$1.10*
Children 5 & under / *Niños de 5 años o menos* Up to two children ride free per paying adult / *Máximo dos niños viajan gratis por cada adulto*	FREE / *GRATIS*

MONTHLY PASSES / *Pases mensual*

Adult / *Adulto*	$72.00
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	$18.00*
Youths (18 and under) *Jóvenes (18 años o menos)*	$36.00*

*I.D. required for discount fare or pass.
**Se requiere identificación para tarifas o pases de descuento.*

DAY PASS (REGIONAL) / *Pase diario (Regional)*

All passes are sold on Compass Card, which can be reloaded and reused for up to five years. Compass Cards are available for $2 at select outlets. A $5 Day Pass requires a Compass Card. A paper Day Pass can be purchased on board buses for an additional $2 fee.

Todos los pases se venden en el Compass Card, el cual puede ser recargado y reutilizado por hasta cinco años. Compass Cards están disponibles por $2 en selectas sucursales. Un pase de un día por $5 requiere un Compass Card. Un pase de un día de papel se puede obtener a bordo los autobuses por un costo adicional de $2.

DIRECTORY / *Directorio*

Regional Transit Information *Información de transporte público regional*	**511** or/ó **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/ó **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
SafeWatch	**(619) 557-4500**
Lost & Found *Objetos extraviados*	**(619) 557-4555**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com**.

*Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a **www.sdmts.com**.*

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective SEPTEMBER 3, 2017

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Downtown – UTC / VA Medical Center

via Old Town / Pacific Beach / La Jolla / UC San Diego

DESTINATIONS

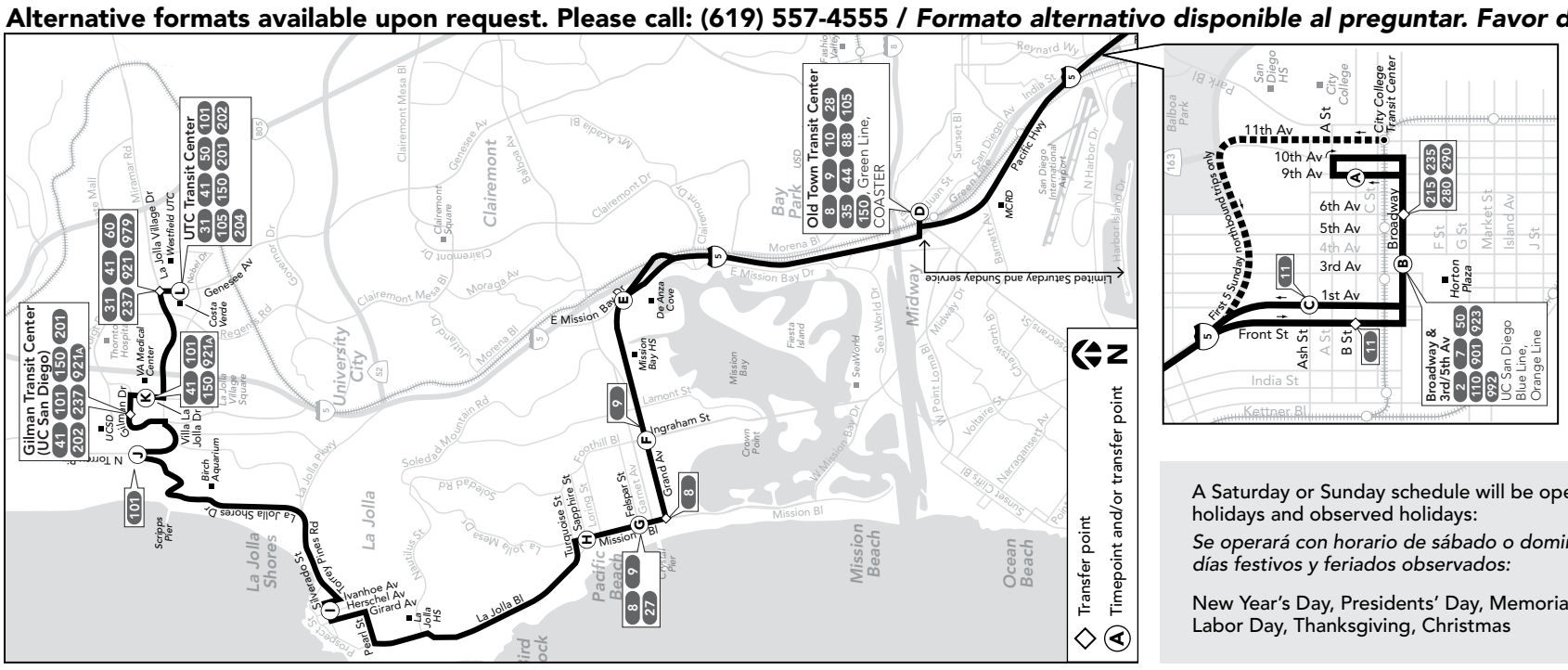
- Birch Aquarium
- Mission Bay High School
- UC San Diego
- VA Medical Center
- Westfield UTC

TROLLEY CONNECTIONS
Downtown
Old Town

Metropolitan Transit System

09/17

Alternative formats available upon request. Please call: (619) 557-4555 / *Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555*


Old Town Transit Center
8 9 10 28 35 44 88 105 150 Green Line, COASTER
UTC Transit Center
31 41 50 101 105 150 201 202 204
Gilman Transit Center (UC San Diego)
41 101 150 201 202 237 921A
Limited Saturday and Sunday service
Transfer point
Timepoint and/or transfer point
Clairemont
Bay Park
University City
La Jolla
La Jolla Shores
Pacific Beach
Mission Beach
Ocean Beach
Mission Bay
Midway
Balboa Park
Pacific Hwy
Genesee Av
Clairemont Mesa Bl
Clairemont Dr
Morena Bl
E Mission Bay Dr
Ingraham St
Grand Av
Mission Bl
Felspar St
Turquoise St
Sapphire St
Foothill Bl
La Jolla Pkwy
Soledad Mountain Rd
Torrey Pines Rd
La Jolla Shores Dr
Ivanhoe Av
Herschel Av
Girard Av
Pearl St
La Jolla Bl
Reynard Wy
India St
Sunset Bl
Rosecrans St
Midway Dr
Sea World Dr
Voltaire St
Narragansett Av
Sunset Cliffs Bl
Point Loma
Harbor Island Dr
N Harbor Dr
Barnett Av
Balboa Av
Genesee Square
Clairemont Square
La Jolla Village Dr
Westfield UTC
Costa Verde
VA Medical Center
La Jolla Village Square
Birch Aquarium
Scripps Pier
Crystal Pier
Mission Bay HS
Pacific Beach Cove
Fiesta Island
Crown Point
Garnet Ave
Loring St
Nautilus St
La Jolla Mesa Dr
Soledad Rd
Thornton Hospital
Mission Bay
Midway
Point Loma
Ocean Beach
Pier
Rock
MCRD
San Diego International Airport
USD
UCSD
Scripps Pier
Bird Rock
Prospect St
Girard Av
Herschel Av
Ivanhoe Av
Torrey Pines Rd
La Jolla Shores Dr
Birch Aquarium
Scripps Pier
La Jolla Village Dr
Westfield UTC
Costa Verde
VA Medical Center
La Jolla Village Square
Villa La Jolla Dr
Genesee Av
Clairemont Mesa Bl
Clairemont Dr
Moraga Av
Morena Bl
E Mission Bay Dr
Mission Bay HS
Pacific Beach Cove
Ingraham St
Grand Av
Felspar St
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Sapphire St
Foothill Bl
La Jolla Pkwy
Soledad Mountain Rd
Soledad Rd
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Garnet Ave
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Fiesta Island
Mission Bay
Midway Dr
Sea World Dr
Voltaire St
Narragansett Av
Sunset Cliffs Bl
Point Loma
Harbor Island Dr
N Harbor Dr
Barnett Av
Balboa Av
Genesee Square
Clairemont Square
Clairemont
Bay Park
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Sunset Bl
Rosecrans St
Midway Dr
Sea World Dr
Voltaire St
Narragansett Av
Sunset Cliffs Bl
Point Loma
Harbor Island Dr
N Harbor Dr
Barnett Av
Balboa Av
Genesee Square
Clairemont Square
Clairemont
Bay Park
University City
La Jolla
La Jolla Shores
Pacific Beach
Mission Beach
Ocean Beach
Mission Bay
Midway
Balboa Park
MCRD
San Diego International Airport
USD
UCSD
Scripps Pier
Bird Rock
Crystal Pier

Route 30 – Monday through Friday / *lunes a viernes*

Downtown ➡ Old Town ➡ Pacific Beach ➡ La Jolla ➡ UTC

Ⓐ 9th Ave. & C St. **DEPART**	Ⓒ 1st Ave. & Ash St.	Ⓓ Old Town Transit Center **ARRIVE**	Ⓓ Old Town Transit Center **DEPART**	Ⓔ Grand Ave. & Mission Bay Dr.	Ⓖ Mission Bl. & Felspar St.	Ⓘ Silverado St. & Herschel	Ⓙ N. Torrey Pines & La Jolla Shores	Ⓚ VA Medical Center	Ⓛ UTC Transit Ctr. **ARRIVE**
5:10a	5:19a	5:28a	5:30a	5:39a	5:49a	6:06a	6:17a	6:25a	6:32a
5:39	5:49	5:58	6:00	6:09	6:19	6:37	6:48	6:56	7:04
5:54	6:04	6:13	6:15	6:24	6:34	6:52	7:04	7:13	7:21
6:09	6:19	6:28	6:30	6:39	6:49	7:07	7:19	7:28	7:36
6:23	6:34	6:43	6:45	6:55	7:05	7:24	7:36	7:45	7:53
6:38	6:49	6:58	7:00	7:10	7:21	7:40	7:53	8:02	8:10
6:53	7:04	7:13	7:15	7:25	7:36	7:55	8:08	8:17	8:25
7:06	7:17	7:27	7:29	7:39	7:51	8:11	8:24	8:34	8:43
7:21	7:32	7:42	7:44	7:54	8:06	8:26	8:39	8:49	8:58
7:36	7:47	7:57	7:59	8:09	8:21	8:41	8:54	9:04	9:13
7:50	8:02	8:12	8:14	8:25	8:37	8:58	9:11	9:21	9:30
8:05	8:17	8:27	8:29	8:40	8:52	9:13	9:26	9:36	9:45
8:20	8:32	8:42	8:44	8:55	9:07	9:28	9:41	9:51	10:00
8:36	8:48	8:57	8:59	9:09	9:20	9:40	9:53	10:03	10:12
8:51	9:03	9:12	9:14	9:24	9:35	9:55	10:08	10:18	10:27
9:06	9:18	9:27	9:29	9:39	9:50	10:10	10:23	10:33	10:42
9:21	9:33	9:42	9:44	9:54	10:05	10:25	10:38	10:48	10:57
9:36	9:48	9:57	9:59	10:08	10:19	10:39	10:52	11:02	11:11
9:51	10:03	10:12	10:14	10:23	10:34	10:54	11:07	11:17	11:26
10:06	10:18	10:27	10:29	10:38	10:49	11:09	11:22	11:32	11:41
10:21	10:33	10:42	10:44	10:53	11:04	11:24	11:37	11:47	11:56
10:36	10:48	10:57	10:59	11:08	11:19	11:39	11:52	**12:02p**	**12:11p**
10:51	11:03	11:12	11:14	11:23	11:34	11:54	**12:07p**	**12:17**	**12:26**
11:06	11:18	11:27	11:29	11:38	11:49	**12:09p**	**12:22**	**12:32**	**12:41**
11:21	11:33	11:42	11:44	11:53	**12:04p**	**12:24**	**12:37**	**12:47**	**12:56**
11:36	11:48	11:57	11:59	**12:08p**	**12:19**	**12:39**	**12:52**	**1:02**	**1:11**
11:51	**12:03p**	**12:12p**	**12:14p**	**12:23**	**12:34**	**12:54**	**1:07**	**1:17**	**1:26**
12:06p	**12:18**	**12:27**	**12:29**	**12:38**	**12:49**	**1:09**	**1:22**	**1:32**	**1:41**
12:21	**12:33**	**12:42**	**12:44**	**12:53**	**1:04**	**1:24**	**1:37**	**1:47**	**1:56**
12:35	**12:47**	**12:57**	**12:59**	**1:08**	**1:20**	**1:40**	**1:54**	**2:04**	**2:13**
12:50	**1:02**	**1:12**	**1:14**	**1:23**	**1:35**	**1:55**	**2:09**	**2:19**	**2:28**
1:05	**1:17**	**1:27**	**1:29**	**1:38**	**1:50**	**2:10**	**2:24**	**2:34**	**2:43**
1:20	**1:32**	**1:42**	**1:44**	**1:53**	**2:05**	**2:25**	**2:39**	**2:49**	**2:58**
1:35	**1:47**	**1:57**	**1:59**	**2:08**	**2:20**	**2:40**	**2:54**	**3:05**	**3:15**
1:50	**2:02**	**2:12**	**2:14**	**2:23**	**2:35**	**2:55**	**3:09**	**3:20**	**3:30**
2:05	**2:17**	**2:27**	**2:29**	**2:39**	**2:51**	**3:11**	**3:27**	**3:38**	**3:48**
2:20	**2:32**	**2:42**	**2:44**	**2:54**	**3:06**	**3:26**	**3:42**	**3:53**	**4:03**
2:35	**2:47**	**2:57**	**2:59**	**3:09**	**3:21**	**3:41**	**3:57**	**4:08**	**4:18**
2:50	**3:02**	**3:12**	**3:14**	**3:24**	**3:36**	**3:56**	**4:12**	**4:23**	**4:33**
3:05	**3:17**	**3:27**	**3:29**	**3:39**	**3:51**	**4:11**	**4:27**	**4:38**	**4:48**
3:20	**3:32**	**3:42**	**3:44**	**3:54**	**4:07**	**4:27**	**4:43**	**4:55**	**5:05**
3:35	**3:47**	**3:57**	**3:59**	**4:09**	**4:22**	**4:42**	**4:58**	**5:10**	**5:20**
3:50	**4:02**	**4:12**	**4:14**	**4:24**	**4:37**	**4:57**	**5:13**	**5:25**	**5:35**
4:05	**4:17**	**4:27**	**4:29**	**4:39**	**4:52**	**5:12**	**5:26**	**5:38**	**5:48**
4:20	**4:32**	**4:42**	**4:44**	**4:54**	**5:07**	**5:27**	**5:41**	**5:53**	**6:03**
4:35	**4:47**	**4:57**	**4:59**	**5:09**	**5:22**	**5:42**	**5:56**	**6:08**	**6:18**
4:50	**5:02**	**5:12**	**5:14**	**5:24**	**5:37**	**5:57**	**6:11**	**6:23**	**6:33**
5:05	**5:17**	**5:27**	**5:29**	**5:39**	**5:52**	**6:12**	**6:26**	**6:38**	**6:48**
5:20	**5:32**	**5:42**	**5:44**	**5:53**	**6:06**	**6:26**	**6:40**	**6:51**	**7:00**
5:35	**5:47**	**5:57**	**5:59**	**6:08**	**6:21**	**6:40**	**6:54**	**7:05**	**7:13**
5:50	**6:02**	**6:12**	**6:14**	**6:23**	**6:36**	**6:55**	**7:09**	**7:20**	**7:28**
6:07	**6:18**	**6:27**	**6:29**	**6:38**	**6:50**	**7:09**	**7:23**	**7:34**	**7:42**
6:22	**6:33**	**6:42**	**6:44**	**6:53**	**7:05**	**7:23**	**7:36**	**7:47**	**7:55**
6:37	**6:48**	**6:57**	**6:59**	**7:08**	**7:20**	**7:38**	**7:51**	**8:02**	**8:10**
6:52	**7:03**	**7:12**	**7:14**	**7:23**	**7:35**	**7:53**	**8:06**	**8:17**	**8:25**
			7:29	**7:37**	**7:48**	—	—	—	—
			7:44	**7:52**	**8:03**	**8:21**	**8:33**	**8:43**	**8:51**
			7:59	**8:07**	**8:18**	—	—	—	—
			8:14	**8:22**	**8:33**	**8:50**	**9:02**	**9:11**	**9:18**
			8:30	**8:38**	**8:49**	—	—	—	—
			8:45	**8:53**	**9:04**	**9:21**	**9:33**	**9:42**	**9:49**
			9:15	**9:23**	**9:34**	**9:51**	**10:03**	**10:12**	**10:19**
			9:45	**9:53**	**10:03**	**10:19**	**10:30**	**10:39**	**10:46**
			10:15	**10:23**	**10:33**	**10:48**	**10:59**	**11:07**	**11:14**
			10:45	**10:53**	**11:03**	**11:18**	**11:29**	**11:37**	**11:44**
			11:15	**11:23**	**11:33**	**11:48**	**11:59**	12:07a	12:14a
			11:45	**11:53**	12:03a	12:18a	12:29a	12:37	12:44
-	-	-	12:15a	12:23a	12:33	—	—	—	—

Trips begin in Old Town. Alternate service from Downtown available on the Green Line.

Viajes comienzan en Old Town. Servicio alterno del centro en la Green Line.

UTC ➡ La Jolla ➡ Pacific Beach ➡ Old Town ➡ Downtown

Ⓛ UTC Transit Ctr. **DEPART**	Ⓚ VA Medical Center	Ⓙ N. Torrey Pines & La Jolla Shores	Ⓘ Silverado St. & Herschel	Ⓖ Mission Bl. & Felspar St.	Ⓕ Grand Ave. & Ingraham St.	Ⓓ Old Town Transit Center **ARRIVE**	Ⓓ Old Town Transit Center **DEPART**	Ⓑ Broadway & 3rd Ave.	Ⓐ 9th Ave. & C St. **ARRIVE**
—	—	—	4:49a	5:03a	5:08a	5:20a	5:20a	5:29a	5:32a
—	—	—	—	5:30	5:35	5:47	5:47	5:56	5:59
—	—	—	5:44	5:59	6:04	6:17	6:19	6:28	6:31
5:45a	5:54a	6:01a	6:14	6:29	6:34	6:47	6:49	6:58	7:01
—	—	—	—	6:43	6:48	7:02	7:04	7:14	7:18
6:12	6:21	6:29	6:42	6:58	7:03	7:17	7:19	7:29	7:33
6:27	6:36	6:44	6:57	7:13	7:18	7:32	7:34	7:44	7:48
6:38	6:48	6:56	7:09	7:26	7:32	7:47	7:49	7:59	8:03
6:53	7:03	7:11	7:24	7:41	7:47	8:02	8:04	8:14	8:18
7:08	7:18	7:26	7:39	7:56	8:02	8:17	8:19	8:30	8:35
7:22	7:33	7:42	7:55	8:13	8:19	8:34	8:36	8:47	8:52
7:36	7:47	7:56	8:09	8:27	8:33	8:49	8:51	9:03	9:08
7:51	8:02	8:11	8:24	8:42	8:48	9:04	9:06	9:18	9:23
8:06	8:17	8:26	8:39	8:57	9:03	9:19	9:21	9:33	9:38
8:21	8:32	8:41	8:54	9:12	9:18	9:34	9:36	9:48	9:53
8:36	8:47	8:56	9:09	9:27	9:33	9:49	9:51	10:03	10:08
8:53	9:04	9:13	9:26	9:44	9:50	10:06	10:08	10:20	10:25
9:08	9:19	9:28	9:41	9:59	10:05	10:21	10:23	10:35	10:40
9:24	9:34	9:43	9:57	10:15	10:21	10:36	10:38	10:49	10:54
9:40	9:50	9:59	10:13	10:31	10:37	10:52	10:54	11:05	11:10
9:55	10:05	10:14	10:28	10:46	10:52	11:07	11:09	11:20	11:25
10:11	10:21	10:29	10:43	11:01	11:07	11:21	11:23	11:34	11:38
10:26	10:36	10:44	10:58	11:16	11:22	11:36	11:38	11:49	11:53
10:41	10:51	10:59	11:13	11:31	11:37	11:51	11:53	**12:04p**	**12:08p**
10:56	11:06	11:14	11:28	11:46	11:52	**12:06p**	**12:08p**	**12:19**	**12:23**
11:09	11:19	11:27	11:41	11:59	**12:05p**	**12:19**	**12:21**	**12:32**	**12:36**
11:24	11:34	11:42	11:56	**12:14p**	**12:20**	**12:34**	**12:36**	**12:47**	**12:51**
11:39	11:49	11:57	**12:11p**	**12:29**	**12:35**	**12:49**	**12:51**	**1:02**	**1:06**
11:54	**12:04p**	**12:12p**	**12:26**	**12:44**	**12:50**	**1:04**	**1:06**	**1:17**	**1:21**
12:09p	**12:19**	**12:27**	**12:41**	**12:59**	**1:05**	**1:19**	**1:21**	**1:32**	**1:36**
12:24	**12:34**	**12:42**	**12:56**	**1:14**	**1:20**	**1:34**	**1:36**	**1:47**	**1:51**
12:39	**12:49**	**12:57**	**1:11**	**1:29**	**1:35**	**1:49**	**1:51**	**2:02**	**2:06**
12:54	**1:04**	**1:12**	**1:26**	**1:44**	**1:50**	**2:04**	**2:06**	**2:17**	**2:21**
1:07	**1:17**	**1:25**	**1:39**	**1:58**	**2:05**	**2:19**	**2:21**	**2:32**	**2:36**
1:22	**1:32**	**1:40**	**1:54**	**2:13**	**2:20**	**2:34**	**2:36**	**2:47**	**2:51**
1:37	**1:47**	**1:55**	**2:09**	**2:28**	**2:35**	**2:49**	**2:51**	**3:02**	**3:06**
1:49	**1:59**	**2:08**	**2:22**	**2:42**	**2:49**	**3:04**	**3:06**	**3:18**	**3:22**
2:04	**2:14**	**2:23**	**2:37**	**2:57**	**3:04**	**3:19**	**3:21**	**3:33**	**3:37**
2:19	**2:29**	**2:38**	**2:52**	**3:12**	**3:19**	**3:34**	**3:36**	**3:48**	**3:52**
2:34	**2:44**	**2:53**	**3:07**	**3:27**	**3:34**	**3:49**	**3:51**	**4:03**	**4:07**
2:49	**2:59**	**3:08**	**3:22**	**3:42**	**3:49**	**4:04**	**4:06**	**4:18**	**4:22**
3:01	**3:12**	**3:21**	**3:35**	**3:56**	**4:03**	**4:19**	**4:21**	**4:33**	**4:38**
3:16	**3:27**	**3:36**	**3:50**	**4:11**	**4:18**	**4:34**	**4:36**	**4:48**	**4:53**
3:30	**3:40**	**3:49**	**4:04**	**4:25**	**4:32**	**4:49**	**4:51**	**5:05**	**5:10**
3:45	**3:55**	**4:04**	**4:19**	**4:40**	**4:47**	**5:04**	**5:06**	**5:20**	**5:25**
4:00	**4:10**	**4:19**	**4:34**	**4:55**	**5:02**	**5:19**	**5:21**	**5:35**	**5:40**
4:15	**4:25**	**4:34**	**4:49**	**5:10**	**5:17**	**5:34**	**5:36**	**5:50**	**5:55**
4:30	**4:40**	**4:49**	**5:04**	**5:25**	**5:32**	**5:49**	**5:51**	**6:05**	**6:10**
4:45	**4:55**	**5:04**	**5:19**	**5:40**	**5:47**	**6:04**	**6:06**	**6:20**	**6:25**
5:00	**5:10**	**5:19**	**5:34**	**5:55**	**6:02**	**6:19**	**6:21**	**6:35**	**6:40**
5:15	**5:25**	**5:34**	**5:49**	**6:10**	**6:17**	**6:34**	**6:36**	**6:50**	**6:55**
5:31	**5:41**	**5:50**	**6:05**	**6:26**	**6:33**	**6:49**	**6:51**	**7:03**	**7:07**
5:46	**5:56**	**6:05**	**6:20**	**6:41**	**6:48**	**7:04**	**7:06**	**7:18**	**7:22**
6:03	**6:13**	**6:21**	**6:35**	**6:55**	**7:02**	**7:17**	—	—	—
6:18	**6:28**	**6:36**	**6:50**	**7:10**	**7:17**	**7:32**			
6:33	**6:43**	**6:51**	**7:05**	**7:25**	**7:32**	**7:47**			
6:48	**6:58**	**7:06**	**7:20**	**7:40**	**7:47**	**8:02**			
7:06	**7:15**	**7:23**	**7:36**	**7:56**	**8:03**	**8:17**			
7:21	**7:30**	**7:38**	**7:51**	**8:11**	**8:18**	**8:32**			
7:53	**8:02**	**8:10**	**8:23**	**8:42**	**8:48**	**9:01**			
8:26	**8:35**	**8:43**	**8:55**	**9:12**	**9:18**	**9:31**			
8:59	**9:07**	**9:15**	**9:26**	**9:42**	**9:48**	**10:01**			
9:28	**9:36**	**9:44**	**9:55**	**10:11**	**10:17**	**10:30**			
9:58	**10:06**	**10:14**	**10:25**	**10:41**	**10:47**	**11:00**			
10:32	**10:40**	**10:47**	**10:58**	**11:13**	**11:18**	**11:30**			
11:04	**11:12**	**11:19**	**11:30**	**11:44**	**11:49**	12:00a			
11:34	**11:42**	**11:49**	12:00a	12:14a	12:19a	12:30	12:30a	12:39a	—

Trips end at Old Town. Alternate service to Downtown available on the Green Line.

Viajes terminan en Old Town. Servicio alterno al centro en la Green Line.

Route 30 – Sunday / *domingo*

Downtown ➡ Old Town ➡ Pacific Beach ➡ La Jolla ➡ UTC

City College Transit Center (11th Ave.)	Ⓓ Old Town Transit Center **DEPART**	Ⓔ Grand Ave. & Mission Bay Dr.	Ⓖ Mission Bl. & Felspar St.	Ⓗ Mission Bl. & Sapphire St.	Ⓘ Silverado St. & Herschel	Ⓙ N. Torrey Pines & LJ Shores	Ⓚ VA Medical Center	Ⓛ UTC Transit Ctr. **ARRIVE**
▲ 5:46a	5:59a	6:08a	6:17a	—	6:34a	6:45a	6:52a	6:58a
▲ 6:16	6:29	6:38	6:48	—	7:05	7:16	7:24	7:31
▲ 6:46	6:59	7:08	7:18	—	7:35	7:46	7:54	8:01
▲ 7:16	7:29	7:38	7:49	—	8:07	8:18	8:26	8:33
▲ 7:46	7:59	8:08	8:19	—	8:37	8:48	8:56	9:03
	8:29	8:38	8:51	—	9:10	9:22	9:30	9:37
	8:59	9:08	9:21	—	9:41	9:54	10:03	10:10
	9:17	9:26	9:39	9:44a	—	—	—	—
	9:32	9:41	9:54	—	10:14	10:27	10:36	10:43
	9:47	9:56	10:09	10:14	—	—	—	—
	10:02	10:12	10:26	—	10:47	11:01	11:10	11:18
	10:17	10:27	10:41	10:46	—	—	—	—
	10:32	10:42	10:56	—	11:17	11:31	11:40	11:48
	10:47	10:57	11:11	11:16	—	—	—	—
	11:02	11:12	11:27	—	11:48	**12:03p**	**12:12p**	**12:20p**
	11:17	11:27	11:42	11:47	—	—	—	—
	11:32	11:42	11:57	—	**12:18p**	**12:33**	**12:42**	**12:50**
	11:47	11:57	**12:12p**	**12:17p**	—	—	—	—
	12:02p	**12:12p**	**12:27**	—	**12:48**	**1:03**	**1:12**	**1:20**
	12:17	**12:27**	**12:42**	**12:47**	—	—	—	—
	12:32	**12:42**	**12:57**	—	**1:18**	**1:33**	**1:42**	**1:50**
	12:47	**12:57**	**1:12**	**1:17**	—	—	—	—
	1:02	**1:12**	**1:27**	—	**1:48**	**2:03**	**2:12**	**2:20**
	1:17	**1:27**	**1:42**	**1:47**	—	—	—	—
	1:32	**1:42**	**1:57**	-	**2:18**	**2:33**	**2:42**	**2:50**
	1:47	**1:57**	**2:12**	**2:17**	—	—	—	—
	2:02	**2:12**	**2:27**	—	**2:48**	**3:03**	**3:12**	**3:20**
	2:17	**2:27**	**2:42**	**2:47**	—	—	—	—
	2:32	**2:42**	**2:57**	-	**3:18**	**3:33**	**3:42**	**3:50**
	2:47	**2:57**	**3:12**	**3:17**	—	—	—	—
	3:02	**3:12**	**3:27**	—	**3:48**	**4:03**	**4:12**	**4:20**
	3:17	**3:27**	**3:42**	**3:47**	—	—	—	—
	3:32	**3:42**	**3:57**	—	**4:18**	**4:33**	**4:42**	**4:50**
	3:47	**3:57**	**4:12**	**4:17**	—	—	—	—
	4:02	**4:12**	**4:27**	—	**4:48**	**5:03**	**5:12**	**5:20**
	4:17	**4:27**	**4:42**	**4:47**	—	—	—	—
	4:32	**4:42**	**4:57**	—	**5:18**	**5:33**	**5:42**	**5:50**
	4:47	**4:57**	**5:12**	**5:17**	—	—	—	—
	5:02	**5:12**	**5:27**	—	**5:48**	**6:03**	**6:12**	**6:20**
	5:17	**5:27**	**5:42**	**5:47**	—	—	—	—
	5:32	**5:42**	**5:55**	—	**6:15**	**6:30**	**6:39**	**6:47**
	5:47	**5:57**	**6:10**	**6:15**	—	—	—	—
	6:00	**6:09**	**6:22**	—	**6:41**	**6:55**	**7:04**	**7:12**
	6:30	**6:39**	**6:51**	—	**7:10**	**7:23**	**7:32**	**7:39**
	7:00	**7:09**	**7:21**	—	**7:40**	**7:53**	**8:02**	**8:09**
	7:30	**7:39**	**7:50**	—	**8:08**	**8:21**	**8:30**	**8:37**
	8:00	**8:09**	**8:20**	—	**8:38**	**8:51**	**9:00**	**9:07**
	8:30	**8:38**	**8:49**	—	**9:06**	**9:18**	**9:27**	**9:34**
	9:00	**9:08**	**9:19**	—	**9:36**	**9:48**	**9:57**	**10:04**
	9:30	**9:38**	**9:48**	—	**10:04**	**10:15**	**10:24**	**10:31**
	10:00	**10:08**	**10:18**	—	**10:33**	**10:44**	**10:52**	**10:59**
	11:00	**11:08**	**11:18**	—	**11:33**	**11:44**	**11:52**	**11:59**

Alternate Sunday service from Downtown available on the Green Line.
Servicio de domingo alterno del centro en la Green Line.

UTC ➡ La Jolla ➡ Pacific Beach ➡ Old Town

Ⓛ UTC Transit Center **DEPART**	Ⓚ VA Medical Center	Ⓙ N. Torrey Pines & LJ Shores	Ⓘ Silverado St. & Herschel	Ⓗ Mission Bl. & Sapphire St.	Ⓖ Mission Bl. & Felspar St.	Ⓕ Grand Ave. & Ingraham St.	Ⓓ Old Town Transit Center **ARRIVE**	Ⓑ Ⓐ
6:19a	6:27a	6:34a	6:44a	—	6:59a	7:04a	7:15a	
7:16	7:24	7:31	7:42	—	7:58	8:03	8:15	
7:44	7:52	7:59	8:10	—	8:27	8:32	8:45	
8:11	8:19	8:26	8:38	—	8:55	9:01	9:15	
8:39	8:48	8:55	9:07	—	9:25	9:31	9:45	
9:05	9:14	9:22	9:35	—	9:55	10:02	10:17	
—	—	—	—	10:05a	10:10	10:17	10:32	
9:35	9:44	9:52	10:05	—	10:25	10:32	10:47	
—	—	—	—	10:35	10:40	10:47	11:02	
10:05	10:14	10:22	10:35	—	10:55	11:02	11:17	
—	—	—	—	11:05	11:10	11:17	11:32	
10:35	10:44	10:52	11:05	—	11:25	11:32	11:47	
—	—	—	—	11:35	11:40	11:47	**12:02p**	
11:05	11:14	11:22	11:35	—	11:55	**12:02p**	**12:17**	
—	—	—	—	**12:04p**	**12:09p**	**12:17**	**12:32**	
11:35	11:44	11:52	**12:05p**	—	**12:25**	**12:32**	**12:47**	
—	—	—	—	**12:34**	**12:39**	**12:47**	**1:02**	
12:02p	**12:11p**	**12:19p**	**12:33**	—	**12:54**	**1:02**	**1:17**	
—	—	—	—	**1:04**	**1:09**	**1:17**	**1:32**	
12:32	**12:41**	**12:49**	**1:03**	—	**1:24**	**1:32**	**1:47**	
—	—	—	—	**1:34**	**1:39**	**1:47**	**2:02**	
1:02	**1:11**	**1:19**	**1:33**	—	**1:54**	**2:02**	**2:17**	
—	—	—	—	**2:03**	**2:08**	**2:17**	**2:32**	
1:32	**1:41**	**1:49**	**2:03**	—	**2:24**	**2:32**	**2:47**	
—	—	—	—	**2:33**	**2:38**	**2:47**	**3:02**	
2:00	**2:09**	**2:17**	**2:32**	—	**2:53**	**3:02**	**3:17**	
—	—	—	—	**3:03**	**3:08**	**3:17**	**3:32**	
2:30	**2:39**	**2:47**	**3:02**	—	**3:23**	**3:32**	**3:47**	
—	—	—	—	**3:33**	**3:38**	**3:47**	**4:02**	
3:00	**3:09**	**3:17**	**3:32**	—	**3:53**	**4:02**	**4:17**	
—	—	—	—	**4:03**	**4:08**	**4:17**	**4:32**	
3:30	**3:39**	**3:47**	**4:02**	—	**4:23**	**4:32**	**4:47**	
—	—	—	—	**4:33**	**4:38**	**4:47**	**5:02**	
4:00	**4:09**	**4:17**	**4:32**	—	**4:53**	**5:02**	**5:17**	
—	—	—	—	**5:03**	**5:08**	**5:17**	**5:32**	
4:30	**4:39**	**4:47**	**5:02**	—	**5:23**	**5:32**	**5:47**	
—	—	—	—	**5:34**	**5:39**	**5:48**	**6:02**	
5:00	**5:09**	**5:17**	**5:32**	—	**5:53**	**6:02**	**6:17**	
—	—	—	—	**6:04**	**6:09**	**6:18**	**6:32**	
5:30	**5:39**	**5:47**	**6:02**	—	**6:22**	**6:31**	**6:45**	
6:00	**6:09**	**6:17**	**6:32**	—	**6:52**	**7:01**	**7:15**	
6:33	**6:42**	**6:50**	**7:03**	—	**7:22**	**7:31**	**7:45**	
7:03	**7:12**	**7:20**	**7:33**	—	**7:52**	**8:01**	**8:15**	
7:33	**7:42**	**7:50**	**8:03**	—	**8:22**	**8:31**	**8:45**	
8:07	**8:16**	**8:24**	**8:36**	—	**8:53**	**9:01**	**9:15**	
8:40	**8:48**	**8:56**	**9:08**	—	**9:25**	**9:32**	**9:45**	
9:10	**9:18**	**9:26**	**9:38**	—	**9:55**	**10:02**	**10:15**	
9:43	**9:51**	**9:59**	**10:10**	—	**10:26**	**10:32**	**10:45**	

Alternate Sunday service to Downtown available on the Green Line.
Servicio de domingo alterno al centro en la Green Line.

▲ = Trip departs City College Transit Center on 11th Av. and operates non-stop to Old Town via MCRD. */ Viaje sale del City College Transit Center en avenida 11 y opera sin paradas a Old Town vía MCRD.*

CASH FARES / *Tarifas en efectivo*

Exact fare, please / *Favor de pagar la cantidad exacta*

Day Pass (Regional) / *Pase diario (Regional)* Compass Card required ($2) / *Se requiere un Compass Card ($2)*	$5.00
One-Way Fare / *Tarifa de una direccíon*	$2.25
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	$1.10*
Children 5 & under / *Niños de 5 años o menos* Up to two children ride free per paying adult / *Máximo dos niños viajan gratis por cada adulto*	FREE / *GRATIS*

MONTHLY PASSES / *Pases mensual*

Adult / *Adulto*	$72.00
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	$18.00*
Youths (18 and under) *Jóvenes (18 años o menos)*	$36.00*

*I.D. required for discount fare or pass.
**Se requiere identificación para tarifas o pases de descuento.*

DAY PASS (REGIONAL) / *Pase diario (Regional)*

All passes are sold on Compass Card, which can be reloaded and reused for up to five years. Compass Cards are available for $2 at select outlets. A $5 Day Pass requires a Compass Card. A paper Day Pass can be purchased on board buses for an additional $2 fee.

Todos los pases se venden en el Compass Card, el cual puede ser recargado y reutilizado por hasta cinco años. Compass Cards están disponibles por $2 en selectas sucursales. Un pase de un día por $5 requiere un Compass Card. Un pase de un día de papel se puede obtener a bordo los autobuses por un costo adicional de $2.

DIRECTORY / *Directorio*

Regional Transit Information *Información de transporte público regional*	**511** or/ó **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/ó **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
SafeWatch	**(619) 557-4500**
Lost & Found *Objetos extraviados*	**(619) 557-4555**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**www.sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **www.sdmts.com**.
*Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a **www.sdmts.com**.*

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective JANUARY 28, 2018

31

UTC – Mira Mesa
via Miramar Rd.

921

UTC – Mira Mesa
via Mira Mesa Bl.

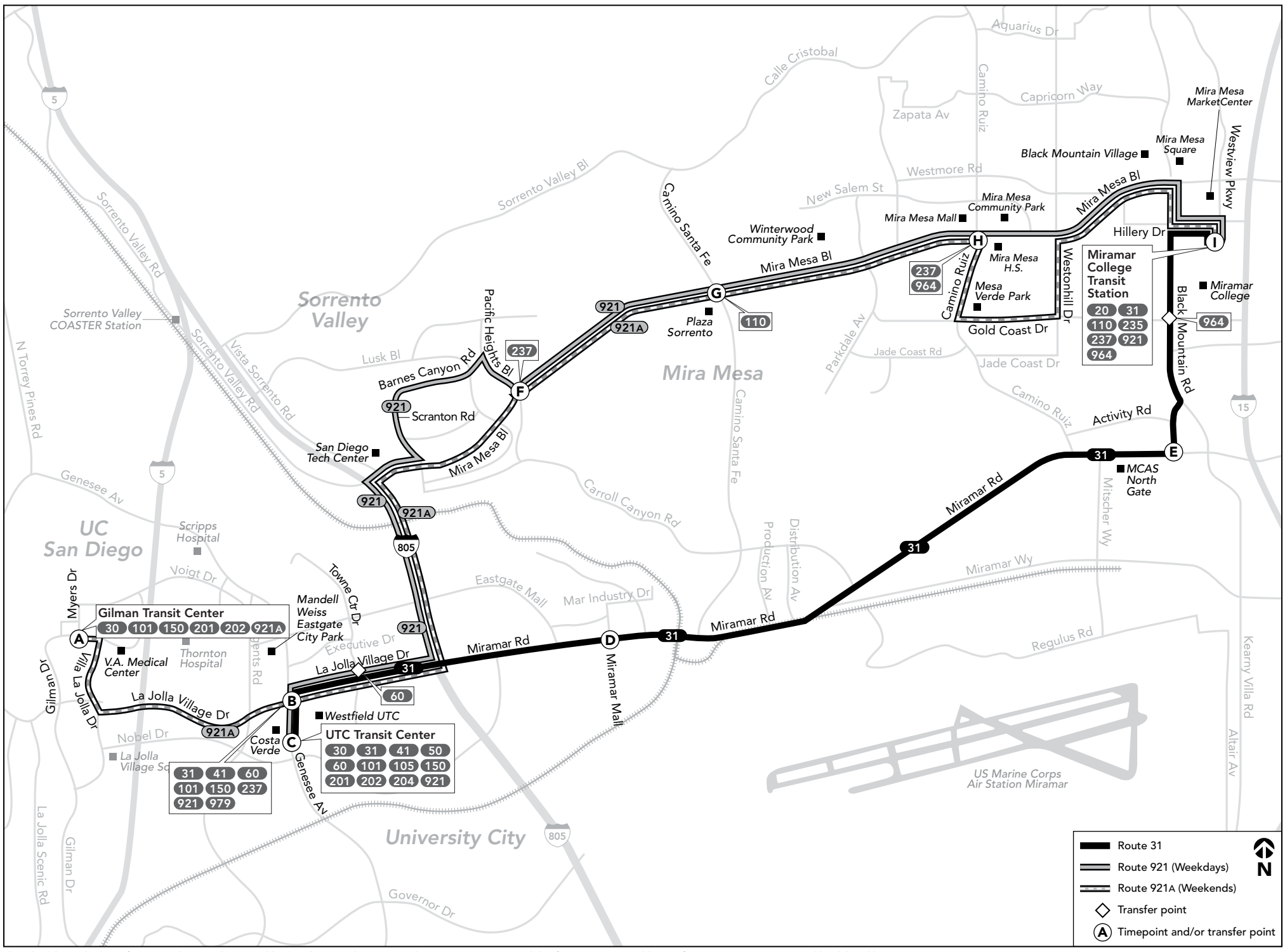
DESTINATIONS

- MCAS Miramar - North Gate (31)
- Miramar College
- Miramar College Transit Station
- Mira Mesa High School (921)
- Mira Mesa Mall (921)
- Mira Mesa MarketCenter
- Sorrento Mesa (921)
- Sorrento Valley (921)
- VA Medical Center (921)
- Westfield UTC

MTS® Metropolitan Transit System

01/18

Alternative formats available upon request. Please call: (619) 557-4555 / *Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555*



The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

Route 31 – Monday through Friday / *lunes a viernes*

University City ➡ Miramar ➡ Mira Mesa

Ⓒ UTC Transit Center **DEPART**	Ⓓ Miramar Rd. & Miramar Mall	Ⓔ Black Mountain Rd. & Miramar Rd.	Ⓘ Miramar College Transit Station **ARRIVE**
5:57a	6:03a	6:13a	6:20a
6:28	6:35	6:46	6:53
6:58	7:05	7:16	7:23
7:28	7:36	7:48	7:56
7:58	8:06	8:18	8:26
8:30	8:38	8:49	8:57
2:30p	**2:37p**	**2:50p**	**2:58p**
3:03	**3:10**	**3:23**	**3:31**
3:33	**3:40**	**3:53**	**4:01**
4:01	**4:09**	**4:23**	**4:32**
4:31	**4:39**	**4:53**	**5:02**
5:03	**5:11**	**5:25**	**5:34**
5:33	**5:41**	**5:55**	**6:04**
6:03	**6:10**	**6:23**	**6:31**
6:33	**6:40**	**6:51**	**6:58**

Mira Mesa ➡ Miramar ➡ University City

Ⓘ Miramar College Transit Station **DEPART**	Ⓔ Miramar Rd. & Black Mountain Rd.	Ⓓ Miramar Rd. & Miramar Mall	Ⓒ UTC Transit Center **ARRIVE**
5:38a	5:45a	5:58a	6:06a
6:08	6:15	6:28	6:36
6:38	6:46	6:59	7:08
7:03	7:12	7:25	7:35
7:33	7:42	7:55	8:05
8:03	8:12	8:25	8:35
8:33	8:42	8:55	9:05
9:03	9:11	9:23	9:32
2:43p	**2:50p**	**3:02p**	**3:12p**
3:11	**3:18**	**3:30**	**3:40**
3:41	**3:48**	**4:00**	**4:10**
4:11	**4:18**	**4:30**	**4:40**
4:41	**4:48**	**5:01**	**5:12**
5:11	**5:18**	**5:31**	**5:42**
5:49	**5:56**	**6:07**	**6:16**

Route 31 does not operate on weekends or on the following holidays and observed holidays >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas
La ruta 31 no ofrece servicio durante el fin de semana o durante los siguientes días festivos y feriados observados

Route 921 – Monday through Friday / *lunes a viernes*

University City ➡ Sorrento Valley ➡ Mira Mesa

Ⓒ UTC Transit Center **DEPART**	Ⓕ Mira Mesa Bl. & Pacific Heights Bl.	Ⓖ Mira Mesa Bl. & Camino Santa Fe	Ⓗ Mira Mesa Bl. & Camino Ruiz	Ⓘ Miramar College Transit Station **ARRIVE**
6:17a	6:33a	6:38a	6:44a	6:53a
6:41	6:57	7:02	7:08	7:17
7:11	7:27	7:32	7:38	7:47
7:35	7:53	7:59	8:06	8:15
8:05	8:23	8:29	8:36	8:45
8:35	8:53	8:59	9:06	9:15
9:08	9:24	9:29	9:36	9:45
9:38	9:54	9:59	10:06	10:15
10:08	10:24	10:29	10:36	10:45
10:38	10:54	10:59	11:06	11:15
11:08	11:24	11:29	11:36	11:45
11:38	11:54	11:59	**12:06p**	**12:15p**
12:08p	**12:24p**	**12:29p**	**12:36**	**12:45**
12:38	**12:54**	**12:59**	**1:06**	**1:15**
1:06	**1:23**	**1:28**	**1:35**	**1:45**
1:36	**1:53**	**1:58**	**2:05**	**2:15**
2:11	**2:28**	**2:33**	**2:40**	**2:50**
2:41	**2:58**	**3:03**	**3:10**	**3:20**
3:11	**3:28**	**3:33**	**3:40**	**3:50**
3:39	**3:56**	**4:02**	**4:09**	**4:20**
4:06	**4:24**	**4:30**	**4:38**	**4:50**
4:36	**4:54**	**5:00**	**5:08**	**5:20**
5:06	**5:24**	**5:30**	**5:38**	**5:50**
5:31	**5:49**	**5:55**	**6:03**	**6:15**
6:04	**6:21**	**6:26**	**6:34**	**6:45**
6:36	**6:53**	**6:58**	**7:05**	**7:15**
7:07	**7:24**	**7:29**	**7:36**	**7:46**

Mira Mesa ➡ Sorrento Valley ➡ University City

Ⓘ Miramar College Transit Station **DEPART**	Ⓗ Mira Mesa Bl. & Camino Ruiz	Ⓖ Mira Mesa Bl. & Camino Santa Fe	Ⓕ Pacific Heights Bl. & Mira Mesa Bl.	Ⓒ UTC Transit Center **ARRIVE**
5:29a	5:38a	5:44a	5:49a	6:06a
6:05	6:14	6:20	6:25	6:43
6:34	6:43	6:49	6:54	7:11
7:04	7:14	7:21	7:26	7:45
7:34	7:44	7:51	7:56	8:15
8:04	8:14	8:21	8:26	8:45
8:34	8:44	8:51	8:56	9:15
9:09	9:19	9:26	9:31	9:50
9:44	9:53	9:59	10:04	10:22
10:14	10:23	10:29	10:34	10:52
10:44	10:53	10:59	11:04	11:22
11:14	11:23	11:29	11:34	11:52
11:44	11:53	11:59	**12:04p**	**12:22p**
12:14p	**12:23p**	**12:29p**	**12:34**	**12:52**
12:44	**12:53**	**12:59**	**1:04**	**1:22**
1:14	**1:23**	**1:29**	**1:34**	**1:52**
1:44	**1:53**	**1:59**	**2:04**	**2:22**
2:14	**2:23**	**2:29**	**2:34**	**2:54**
2:39	**2:48**	**2:54**	**2:59**	**3:21**
3:05	**3:14**	**3:20**	**3:25**	**3:47**
3:35	**3:44**	**3:50**	**3:55**	**4:17**
4:05	**4:14**	**4:20**	**4:25**	**4:47**
4:35	**4:44**	**4:50**	**4:55**	**5:17**
5:05	**5:14**	**5:20**	**5:25**	**5:47**
5:35	**5:44**	**5:50**	**5:55**	**6:17**
6:05	**6:14**	**6:20**	**6:25**	**6:44**
6:35	**6:44**	**6:50**	**6:55**	**7:14**

Route 921A – Saturday and Sunday / *sábado y domingo*

University City ➡ Sorrento Valley ➡ Mira Mesa

	Ⓐ Gilman Transit Center (UCSD) **DEPART**	Ⓑ La Jolla Village Dr. & Genesee Av.	Ⓕ Mira Mesa Bl. & Pacific Heights Bl.	Ⓖ Mira Mesa Bl. & Camino Santa Fe	Ⓗ Camino Ruiz & Mira Mesa Bl.	Ⓘ Miramar College Transit Station **ARRIVE**
A	7:08a	7:17a	7:25a	7:28a	7:33a	7:45a
A	8:08	8:17	8:25	8:28	8:33	8:45
A	9:04	9:14	9:23	9:26	9:32	9:45
A	10:04	10:14	10:23	10:26	10:32	10:45
A	11:04	11:14	11:23	11:26	11:32	11:45
A	**12:04p**	**12:14p**	**12:23p**	**12:26p**	**12:32p**	**12:45p**
A	**1:04**	**1:14**	**1:23**	**1:26**	**1:32**	**1:45**
A	**2:05**	**2:15**	**2:24**	**2:27**	**2:33**	**2:46**
A	**3:05**	**3:15**	**3:24**	**3:27**	**3:33**	**3:46**
A	**4:05**	**4:15**	**4:24**	**4:27**	**4:33**	**4:46**
A	**5:05**	**5:15**	**5:24**	**5:27**	**5:33**	**5:46**
A	**6:05**	**6:15**	**6:24**	**6:27**	**6:33**	**6:46**
A	**7:09**	**7:18**	**7:26**	**7:29**	**7:34**	**7:46**

Mira Mesa ➡ Sorrento Valley ➡ University City

	Ⓘ Miramar College Transit Station **DEPART**	Ⓗ Mira Mesa Bl. & Camino Ruiz	Ⓖ Mira Mesa Bl. & Camino Santa Fe	Ⓕ Mira Mesa Bl. & Pacific Heights Bl.	Ⓑ La Jolla Village Dr. & Genesee Av.	Ⓐ Gilman Transit Center (UCSD) **ARRIVE**
A	7:10a	7:22a	7:27a	7:30a	7:38a	7:47a
A	8:10	8:22	8:27	8:30	8:38	8:47
A	9:10	9:24	9:29	9:32	9:41	9:51
A	10:10	10:24	10:29	10:32	10:41	10:51
A	11:10	11:24	11:29	11:32	11:41	11:51
A	**12:10p**	**12:24p**	**12:29p**	**12:32p**	**12:41p**	**12:51p**
A	**1:10**	**1:24**	**1:29**	**1:32**	**1:41**	**1:51**
A	**2:10**	**2:24**	**2:29**	**2:32**	**2:41**	**2:51**
A	**3:10**	**3:24**	**3:29**	**3:32**	**3:41**	**3:51**
A	**4:10**	**4:24**	**4:29**	**4:32**	**4:41**	**4:51**
A	**5:10**	**5:24**	**5:29**	**5:32**	**5:41**	**5:51**
A	**6:10**	**6:24**	**6:29**	**6:32**	**6:41**	**6:51**

A = Saturday/Sunday trips have an alternate routing in Mira Mesa & Sorrento Valley. See map. / *Viajes de sábado/domingo tienen ruta alternativa en Mira Mesa y Sorrento Valley. Vea el mapa.*

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados

EASY FARES!

COMPASS CLOUD

Free mobile ticketing app.



Day Passes; 30-day Passes
Buy for your entire group on one phone.
Your phone is your ticket.

MTS | CHANGING THE WAY SAN DIEGO MOVES

COMPASS CASH

Load money on your Compass Card



Great for One-Ways.
Follow prompts on machine to load value.
Just tap and ride!

Compass Service Center
(619) 595-5636
sdmts.com

CASH FARES / *Tarifas en efectivo*

Exact fare, please / *Favor de pagar la cantidad exacta*

Day Pass (Regional) / *Pase diario (Regional)* Compass Card required ($2) / *Se requiere un Compass Card ($2)*	**$5.00**
One-Way Fare / *Tarifa de una direccíon*	**$2.25**
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	**$1.10***
Children 5 & under / *Niños de 5 años o menos* Up to two children ride free per paying adult / *Máximo dos niños viajan gratis por cada adulto*	**FREE** / ***GRATIS***

MONTHLY PASSES / *Pases mensual*

Adult / *Adulto*	**$72.00**
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	**$18.00***
Youths (18 and under) *Jóvenes (18 años o menos)*	**$36.00***

*I.D. required for discount fare or pass.
**Se requiere identificación para tarifas o pases de descuento.*

DAY PASS (REGIONAL) / *Pase diario (Regional)*

All passes are sold on Compass Card, which can be reloaded and reused for up to five years. Compass Cards are available for $2 at select outlets. A $5 Day Pass requires a Compass Card. A paper Day Pass can be purchased on board buses for an additional $2 fee.

Todos los pases se venden en el Compass Card, el cual puede ser recargado y reutilizado por hasta cinco años. Compass Cards están disponibles por $2 en selectas sucursales. Un pase de un día por $5 requiere un Compass Card. Un pase de un día de papel se puede obtener a bordo los autobuses por un costo adicional de $2.

DIRECTORY / *Directorio*

Regional Transit Information *Información de transporte público regional*	**511** or/ó **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/ó **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
SafeWatch	**(619) 557-4500**
Lost & Found *Objetos extraviados*	**(619) 557-4555**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com**.
*Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a **www.sdmts.com**.*

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective JANUARY 29, 2017

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Fashion Valley – UCSD / VA Medical Ctr.

via Genesee Av.

DESTINATIONS

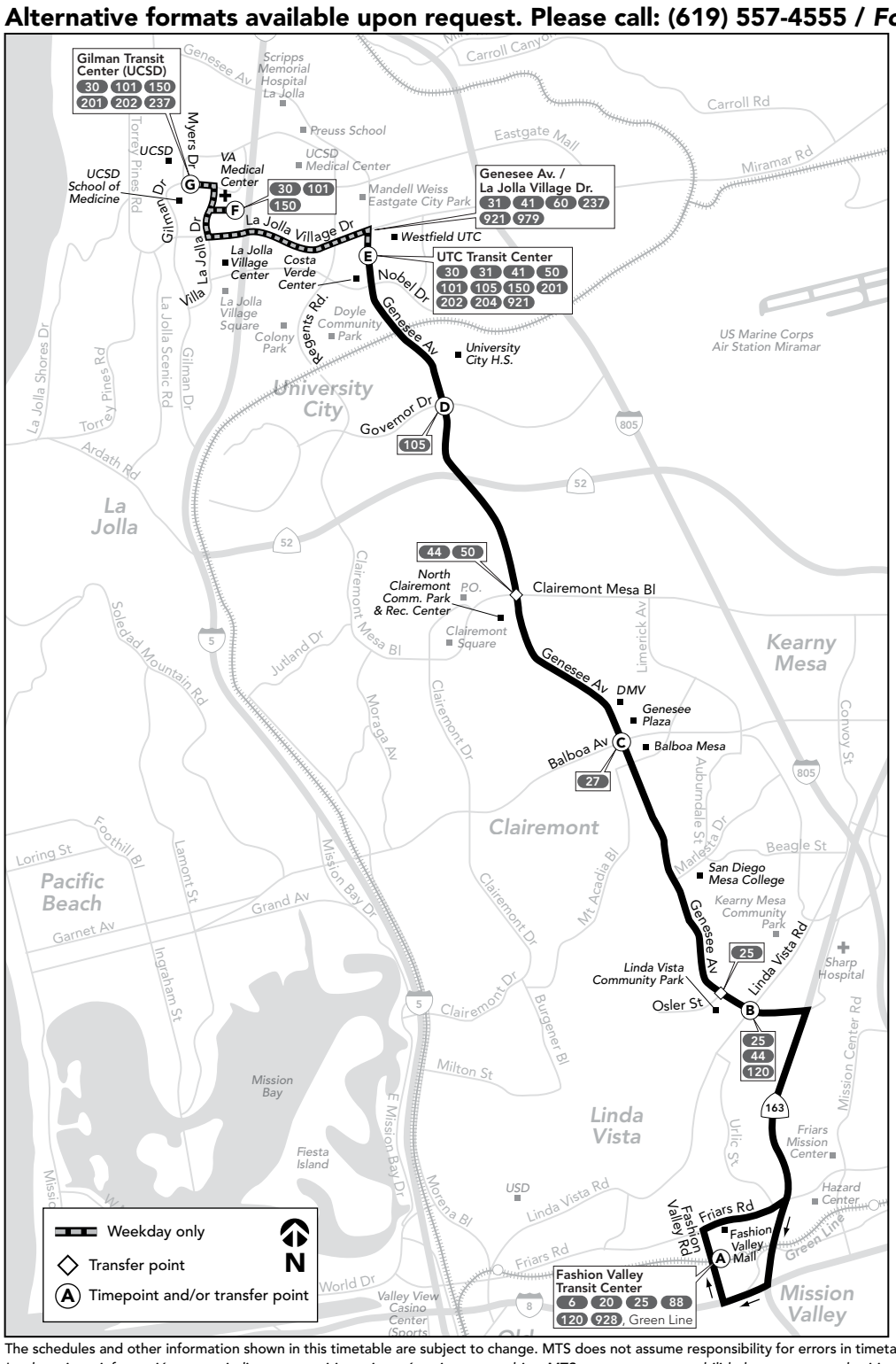
- Costa Verde Center
- Fashion Valley Mall
- Genesee Plaza
- Linda Vista Community Park
- Mesa College
- University City High School
- Westfield UTC

TROLLEY CONNECTIONS
Fashion Valley

Metropolitan Transit System

01/17

Alternative formats available upon request. Please call: (619) 557-4555 / *Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555*



A Saturday or Sunday schedule will be operated on the following holidays and observed holidays:
Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados:

New Year's Day, Presidents' Day, Memorial Day,
Independence Day, Labor Day, Thanksgiving, Christmas

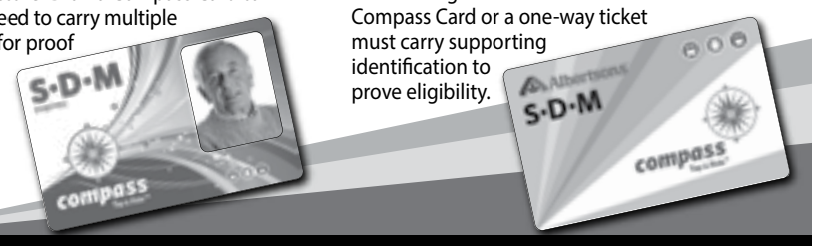
compass card

S/D/M and Youth Compass Card

All riders using reduced fares must comply with one of the following options:

Option 1 *(Recommended by MTS)*
MTS offers a picture ID on a Compass Card to eliminate the need to carry multiple identifications for proof of eligibility.

Option 2
Riders using a standard S/D/M or Youth Compass Card or a one-way ticket must carry supporting identification to prove eligibility.



*For additional benefits of **Option 1** and or list of valid forms of ID for **Option 2** go to: **www.sdmts.com/fares_discounted.asp.***

Plan your trip!

On the web
Visit ***sdmts.com*** and click on ***Trip Planner***

On the phone
Dial 511 and say "*public transportation*"

On the go
Visit sdmts.com/onthego to find smartphone apps



The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

Route 41 – Sunday / *domingo*

Fashion Valley ➡ Clairemont ➡ UTC

Ⓐ Fashion Valley Transit Center **DEPART**	Ⓑ Genesee Av. & Linda Vista Rd.	Ⓒ Genesee Av. & Balboa Av.	Ⓓ Genesee Av. & Governor Dr.	Ⓔ UTC Transit Center **ARRIVE**	Ⓕ Ⓖ
6:39a	6:47a	6:53a	7:02a	7:07a	Alternate service available on Routes 30, 201, and 202 *Servicio alterno por las rutas 30, 201, y 202*
7:09	7:17	7:24	7:33	7:39	
7:39	7:47	7:54	8:03	8:09	
8:09	8:17	8:24	8:33	8:39	
8:39	8:48	8:56	9:06	9:12	
9:09	9:18	9:26	9:36	9:42	
9:38	9:47	9:55	10:05	10:11	
10:08	10:17	10:25	10:35	10:41	
10:38	10:47	10:55	11:05	11:11	
11:08	11:17	11:25	11:35	11:41	
11:38	11:48	11:56	**12:07p**	**12:13p**	
AND THEN EVERY 30 MINUTES AT: / *Y LUEGO CADA 30 MINUTOS A LAS:*					
:08	:18	:26	:37	:43	
:38	:48	:56	:07	:13	
UNTIL: / *HASTA:*					
5:08p	**5:18p**	**5:26p**	**5:37**	**5:43**	
5:38	**5:48**	**5:55**	**6:05**	**6:11**	
6:09	**6:19**	**6:26**	**6:36**	**6:42**	
6:39	**6:49**	**6:56**	**7:06**	**7:12**	
7:09	**7:18**	**7:25**	**7:34**	**7:39**	
7:39	**7:48**	**7:55**	**8:04**	**8:09**	
8:09	**8:18**	**8:25**	**8:34**	**8:39**	
9:09	**9:17**	**9:24**	**9:32**	**9:37**	

UTC ➡ Clairemont ➡ Fashion Valley

Ⓖ Ⓕ	Ⓔ UTC Transit Center **DEPART**	Ⓓ Genesee Av. & Governor Dr.	Ⓒ Genesee Av. & Balboa Av.	Ⓑ Genesee Av. & Linda Vista Rd.	Ⓐ Fashion Valley Transit Center **ARRIVE**
Alternate service available on Routes 30, 201, and 202 *Servicio alterno por las rutas 30, 201, y 202*	6:27a	6:32a	6:40a	6:47a	6:53a
	6:57	7:02	7:10	7:17	7:23
	7:27	7:32	7:40	7:47	7:53
	7:55	8:00	8:10	8:17	8:23
	8:25	8:30	8:40	8:47	8:53
	8:55	9:00	9:10	9:17	9:23
	9:22	9:28	9:39	9:46	9:53
	9:53	9:59	10:10	10:17	10:24
	10:23	10:29	10:40	10:47	10:54
	10:54	11:00	11:11	11:18	11:25
	11:24	11:30	11:41	11:48	11:55
	11:54	**12:00p**	**12:11p**	**12:18p**	**12:25p**
	12:21p	**12:27**	**12:39**	**12:47**	**12:55**
	AND THEN EVERY 30 MINUTES AT: / *Y LUEGO CADA 30 MINUTOS A LAS:*				
	:51	**:57**	**:09**	**:17**	**:25**
	:21	**:27**	**:39**	**:47**	**:55**
	UNTIL: / *HASTA:*				
	4:51	**4:57**	**5:09**	**5:17**	**5:25**
	5:23	**5:29**	**5:40**	**5:47**	**5:55**
	5:52	**5:58**	**6:09**	**6:16**	**6:24**
	6:21	**6:27**	**6:38**	**6:45**	**6:53**
	6:51	**6:57**	**7:08**	**7:15**	**7:23**
	7:24	**7:29**	**7:39**	**7:46**	**7:53**
	7:54	**7:59**	**8:09**	**8:16**	**8:23**
	8:27	**8:32**	**8:41**	**8:47**	**8:53**
	9:27	**9:32**	**9:41**	**9:47**	**9:53**

Route 41 – Monday through Friday / *lunes a viernes*

Fashion Valley ➡ Clairemont ➡ UCSD / VA Medical Center

Ⓐ Fashion Valley Transit Center **DEPART**	Ⓑ Genesee Av. & Linda Vista Rd.	Ⓒ Genesee Av. & Balboa Av.	Ⓓ Genesee Av. & Governor Dr.	Ⓔ UTC Transit Center	Ⓕ V.A. Medical Center	Ⓖ Gilman Transit Center (UCSD) **ARRIVE**
5:21a	5:29a	5:36a	5:44a	5:47a	5:55a	5:57a
5:36	5:44	5:51	5:59	6:02	6:10	6:12
5:51	5:59	6:06	6:16	6:20	6:29	6:31
6:06	6:14	6:21	6:33	6:37	6:46	6:48
6:21	6:29	6:37	6:50	6:54	7:03	7:05
—	—	**T** 6:47	7:00	7:06	7:15	7:17
6:36	6:45	6:53	7:06	7:12	7:21	7:23
—	—	**T** 7:02	7:15	7:21	7:30	7:32
6:51	7:00	7:08	7:21	7:27	7:36	7:38
—	—	**T** 7:17	7:30	7:36	7:45	7:47
7:06	7:15	7:23	7:36	7:42	7:51	7:53
—	—	**T** 7:34	7:47	7:53	8:03	8:05
7:21	7:31	7:40	7:53	7:59	8:09	8:11
—	—	**T** 7:49	8:02	8:08	8:18	8:20
7:36	7:46	7:55	8:08	8:14	8:24	8:26
—	—	**T** 8:04	8:17	8:23	8:33	8:35
7:51	8:01	8:10	8:23	8:29	8:39	8:41
—	—	**T** 8:19	8:32	8:38	8:48	8:50
8:06	8:16	8:25	8:38	8:44	8:54	8:56
—	—	**T** 8:34	8:47	8:53	9:03	9:05
8:21	8:31	8:40	8:53	8:59	9:09	9:11
—	—	**T** 8:49	9:01	9:06	9:16	9:18
8:36	8:46	8:55	9:07	9:12	9:22	9:24
—	—	**T** 9:03	9:14	9:19	9:29	9:31
8:51	9:00	9:09	9:20	9:25	9:35	9:37
—	—	**T** 9:18	9:29	9:34	9:44	9:46
9:06	9:15	9:24	9:35	9:40	9:50	9:52
—	—	**T** 9:32	9:43	9:48	9:57	9:59
9:21	9:30	9:38	9:49	9:54	10:03	10:05
9:36	9:45	9:53	10:04	10:09	10:18	10:20
9:51	10:00	10:08	10:19	10:24	10:33	10:35
10:06	10:15	10:23	10:34	10:39	10:48	10:50
10:21	10:30	10:38	10:49	10:54	11:03	11:05
10:36	10:45	10:53	11:04	11:09	11:18	11:20
10:51	11:00	11:08	11:19	11:24	11:33	11:35
11:06	11:15	11:23	11:34	11:39	11:48	11:50
11:21	11:30	11:38	11:49	11:54	**12:03p**	**12:05p**
11:36	11:45	11:53	**12:04p**	**12:09p**	**12:18**	**12:20**
11:51	**12:00p**	**12:08p**	**12:19**	**12:24**	**12:33**	**12:35**
12:06p	**12:15**	**12:23**	**12:34**	**12:39**	**12:48**	**12:50**
12:21	**12:30**	**12:38**	**12:49**	**12:54**	**1:03**	**1:05**
12:36	**12:46**	**12:54**	**1:05**	**1:10**	**1:19**	**1:21**
12:51	**1:01**	**1:09**	**1:20**	**1:25**	**1:34**	**1:36**
1:06	**1:16**	**1:24**	**1:35**	**1:40**	**1:49**	**1:51**
1:21	**1:31**	**1:39**	**1:50**	**1:55**	**2:04**	**2:06**
1:36	**1:46**	**1:54**	**2:05**	**2:10**	**2:19**	**2:21**
1:51	**2:01**	**2:09**	**2:20**	**2:25**	**2:34**	**2:36**
2:07	**2:17**	**2:26**	**2:37**	**2:42**	**2:51**	**2:53**
2:22	**2:32**	**2:41**	**2:52**	**2:57**	**3:06**	**3:08**
2:37	**2:47**	**2:56**	**3:07**	**3:12**	**3:21**	**3:23**
2:53	**3:03**	**3:12**	**3:23**	**3:28**	**3:37**	**3:39**
3:07	**3:17**	**3:26**	**3:37**	**3:42**	**3:51**	**3:53**
3:21	**3:31**	**3:40**	**3:51**	**3:56**	**4:05**	**4:07**
3:36	**3:46**	**3:55**	**4:06**	**4:11**	**4:20**	**4:22**
3:51	**4:01**	**4:10**	**4:21**	**4:26**	**4:35**	**4:37**
4:06	**4:16**	**4:25**	**4:36**	**4:41**	**4:50**	**4:52**
4:21	**4:31**	**4:40**	**4:51**	**4:56**	**5:05**	**5:07**
4:36	**4:47**	**4:56**	**5:08**	**5:13**	**5:22**	**5:24**
4:51	**5:02**	**5:11**	**5:23**	**5:28**	**5:37**	**5:39**
5:07	**5:18**	**5:27**	**5:39**	**5:44**	**5:53**	**5:55**
5:22	**5:33**	**5:42**	**5:54**	**5:59**	**6:08**	**6:10**
5:37	**5:48**	**5:57**	**6:08**	**6:13**	**6:21**	**6:23**
5:52	**6:02**	**6:11**	**6:21**	**6:26**	**6:34**	**6:36**
6:07	**6:17**	**6:26**	**6:36**	**6:41**	**6:49**	**6:51**
6:21	**6:31**	**6:40**	**6:50**	**6:55**	**7:03**	**7:05**
6:41	**6:51**	**7:00**	**7:10**	**7:15**	**7:23**	**7:25**
7:06	**7:16**	**7:25**	**7:35**	**7:40**	**7:48**	**7:50**
7:35	**7:44**	**7:51**	**8:00**	**8:05**	**8:13**	**8:15**
8:05	**8:14**	**8:21**	**8:30**	**8:35**	**8:43**	**8:45**
8:35	**8:44**	**8:51**	**9:00**	**9:05**	**9:13**	**9:15**
9:06	**9:14**	**9:20**	**9:29**	**9:33**	**9:41**	**9:43**
9:36	**9:44**	**9:50**	**9:59**	**10:03**	**10:11**	**10:13**
10:06	**10:14**	**10:20**	**10:29**	**10:33**	**10:41**	**10:43**
10:37	**10:45**	**10:51**	**10:58**	**11:01**	**11:09**	**11:11**
11:07	**11:15**	**11:21**	**11:28**	**11:31**	**11:39**	**11:41**

UCSD / VA Medical Center ➡ Clairemont ➡ Fashion Valley

Ⓖ Gilman Transit Center (UCSD) **DEPART**	Ⓕ V.A. Medical Center	Ⓔ UTC Transit Center	Ⓓ Genesee Av. & Governor Dr.	Ⓒ Genesee Av. & Balboa Av.	Ⓑ Genesee Av. & Linda Vista Rd.	Ⓐ Fashion Valley Transit Center **ARRIVE**
5:48a	5:52a	5:58a	6:03a	6:12a	6:19a	6:25a
6:03	6:07	6:13	6:18	6:27	6:34	6:40
6:18	6:22	6:28	6:33	6:42	6:49	6:55
6:32	6:36	6:42	6:47	6:56	7:03	7:09
6:43	6:48	6:55	7:00	7:10	7:18	7:24
6:57	7:02	7:09	7:15	7:25	7:33	7:39
7:12	7:17	7:24	7:30	7:40	7:48	7:54
7:26	7:31	7:38	7:44	7:54	8:02	8:08
7:40	7:45	7:52	7:58	8:08	8:16	8:22
7:55	8:00	8:07	8:13	8:23	8:31	8:37
8:10	8:15	8:22	8:28	8:38	8:46	8:52
8:26	8:31	8:38	8:44	8:54	9:02	9:08
8:41	8:46	8:53	8:59	9:09	9:17	9:23
8:56	9:01	9:08	9:14	9:24	9:32	9:38
9:11	9:16	9:23	9:29	9:39	9:47	9:53
9:27	9:32	9:39	9:45	9:55	10:03	10:09
9:42	9:47	9:54	10:00	10:10	10:18	10:24
9:58	10:03	10:10	10:16	10:26	10:34	10:40
10:14	10:19	10:26	10:32	10:42	10:50	10:56
10:29	10:34	10:41	10:47	10:57	11:05	11:11
10:43	10:49	10:57	11:03	11:13	11:21	11:27
10:58	11:04	11:12	11:18	11:28	11:36	11:42
11:13	11:19	11:27	11:33	11:43	11:51	11:57
11:28	11:34	11:42	11:48	11:58	**12:06p**	**12:12p**
11:43	11:49	11:57	**12:03p**	**12:13p**	**12:21**	**12:27**
11:58	**12:04p**	**12:12p**	**12:18**	**12:28**	**12:36**	**12:42**
12:12p	**12:18**	**12:26**	**12:32**	**12:43**	**12:51**	**12:58**
12:27	**12:33**	**12:41**	**12:47**	**12:58**	**1:06**	**1:13**
12:42	**12:48**	**12:56**	**1:02**	**1:13**	**1:21**	**1:28**
12:57	**1:03**	**1:11**	**1:17**	**1:28**	**1:36**	**1:43**
1:12	**1:18**	**1:26**	**1:32**	**1:43**	**1:51**	**1:58**
1:28	**1:34**	**1:42**	**1:48**	**1:59**	**2:07**	**2:14**
1:43	**1:49**	**1:57**	**2:03**	**2:14**	**2:22**	**2:29**
1:58	**2:04**	**2:12**	**2:19**	**2:31**	**2:39**	**2:46**
2:10	**2:16**	**2:24**	**2:31**	**2:43**	**2:51**	**2:58**
2:24	**2:30**	**2:38**	**2:45**	**2:57**	**3:05**	**3:12**
2:38	**2:44**	**2:52**	**2:59**	**3:11**	**3:19**	**3:26**
2:52	**2:58**	**3:06**	**3:13**	**3:25**	**3:33**	**3:41**
T 2:59	**3:05**	**3:13**	**3:20**	**3:32**	–	–
3:05	**3:11**	**3:19**	**3:27**	**3:39**	**3:48**	**3:56**
T 3:12	**3:18**	**3:26**	**3:34**	**3:46**	–	–
3:18	**3:24**	**3:32**	**3:40**	**3:52**	**4:01**	**4:09**
T 3:27	**3:33**	**3:41**	**3:49**	**4:01**	–	–
3:33	**3:39**	**3:47**	**3:55**	**4:07**	**4:16**	**4:24**
T 3:43	**3:49**	**3:57**	**4:05**	**4:17**	–	–
3:49	**3:55**	**4:03**	**4:11**	**4:23**	**4:32**	**4:41**
T 3:57	**4:03**	**4:11**	**4:19**	**4:31**	–	–
4:03	**4:09**	**4:17**	**4:26**	**4:39**	**4:48**	**4:57**
T 4:11	**4:17**	**4:25**	**4:34**	**4:47**	–	–
4:17	**4:23**	**4:31**	**4:40**	**4:53**	**5:02**	**5:11**
T 4:27	**4:33**	**4:41**	**4:50**	**5:03**	–	–
4:33	**4:39**	**4:47**	**4:56**	**5:09**	**5:18**	**5:27**
T 4:41	**4:47**	**4:55**	**5:04**	**5:17**	–	–
4:47	**4:53**	**5:01**	**5:10**	**5:23**	**5:32**	**5:41**
T 4:56	**5:02**	**5:10**	**5:19**	**5:32**	–	–
5:02	**5:08**	**5:16**	**5:25**	**5:38**	**5:47**	**5:56**
T 5:12	**5:17**	**5:25**	**5:34**	**5:47**	–	–
5:18	**5:23**	**5:31**	**5:40**	**5:53**	**6:02**	**6:11**
T 5:28	**5:33**	**5:41**	**5:50**	**6:03**	–	–
5:34	**5:39**	**5:47**	**5:56**	**6:09**	**6:17**	**6:26**
5:49	**5:54**	**6:02**	**6:11**	**6:24**	**6:32**	**6:41**
6:04	**6:09**	**6:17**	**6:25**	**6:37**	**6:45**	**6:53**
6:19	**6:24**	**6:32**	**6:39**	**6:50**	**6:58**	**7:06**
6:34	**6:39**	**6:47**	**6:54**	**7:05**	**7:12**	**7:19**
6:51	**6:56**	**7:04**	**7:11**	**7:22**	**7:29**	**7:35**
7:12	**7:17**	**7:25**	**7:32**	**7:43**	**7:50**	**7:56**
7:42	**7:47**	**7:55**	**8:02**	**8:13**	**8:20**	**8:26**
8:19	**8:23**	**8:30**	**8:36**	**8:46**	**8:52**	**8:58**
8:49	**8:53**	**9:00**	**9:06**	**9:16**	**9:22**	**9:28**
9:19	**9:23**	**9:30**	**9:36**	**9:46**	**9:52**	**9:58**
9:49	**9:53**	**10:00**	**10:05**	**10:14**	**10:20**	**10:26**
10:19	**10:23**	**10:30**	**10:35**	**10:44**	**10:50**	**10:56**
10:49	**10:53**	**11:00**	**11:05**	**11:14**	**11:20**	**11:26**

T =Trip operates September through June when UCSD is in session. Trip does not operate during summer session. / El viaje solo opera de septiembre a junio durante los días escolares de UCSD. El viaje no opera durante la sesion de verano.

Route 41 – Saturday / *sábado*

Fashion Valley ➡ Clairemont ➡ UTC

Ⓐ Fashion Valley Transit Center **DEPART**	Ⓑ Genesee Av. & Linda Vista Rd.	Ⓒ Genesee Av. & Balboa Av.	Ⓓ Genesee Av. & Governor Dr.	Ⓔ UTC Transit Center **ARRIVE**	Ⓕ Ⓖ
6:07a	6:15a	6:21a	6:30a	6:35a	Alternate service available on Routes 30, 150, 201, and 202 / *Servicio alterno por las rutas 30, 150, 201, y 202*
6:37	6:45	6:51	7:00	7:05	
7:07	7:15	7:22	7:31	7:37	
7:37	7:45	7:52	8:01	8:07	
8:07	8:15	8:22	8:31	8:37	
8:37	8:46	8:54	9:04	9:10	
9:07	9:16	9:24	9:34	9:40	
9:37	9:46	9:54	10:04	10:10	
10:07	10:16	10:24	10:34	10:40	
10:37	10:46	10:54	11:04	11:10	
11:07	11:16	11:24	11:34	11:40	
11:37	11:47	11:55	**12:06p**	**12:12p**	
12:07p	**12:17p**	**12:25p**	**12:36**	**12:42**	
12:37	**12:47**	**12:55**	**1:06**	**1:12**	
1:07	**1:17**	**1:25**	**1:36**	**1:42**	
1:37	**1:47**	**1:55**	**2:06**	**2:12**	
2:07	**2:17**	**2:25**	**2:36**	**2:42**	
2:37	**2:47**	**2:55**	**3:06**	**3:12**	
3:07	**3:17**	**3:25**	**3:36**	**3:42**	
3:37	**3:47**	**3:55**	**4:06**	**4:12**	
4:07	**4:17**	**4:25**	**4:36**	**4:42**	
4:37	**4:47**	**4:55**	**5:06**	**5:12**	
5:07	**5:17**	**5:25**	**5:36**	**5:42**	
5:37	**5:47**	**5:54**	**6:04**	**6:10**	
6:09	**6:19**	**6:26**	**6:36**	**6:42**	
6:39	**6:49**	**6:56**	**7:06**	**7:12**	
7:09	**7:18**	**7:25**	**7:34**	**7:39**	
7:39	**7:48**	**7:55**	**8:04**	**8:09**	
8:09	**8:18**	**8:25**	**8:34**	**8:39**	
8:39	**8:47**	**8:54**	**9:02**	**9:07**	
9:09	**9:17**	**9:24**	**9:32**	**9:37**	
10:09	**10:17**	**10:24**	**10:32**	**10:37**	

UTC ➡ Clairemont ➡ Fashion Valley

Ⓖ Ⓕ	Ⓔ UTC Transit Center **DEPART**	Ⓓ Genesee Av. & Governor Dr.	Ⓒ Genesee Av. & Balboa Av.	Ⓑ Genesee Av. & Linda Vista Rd.	Ⓐ Fashion Valley Transit Center **ARRIVE**
Alternate service available on Routes 30, 150, 201, and 202 / *Servicio alterno por las rutas 30, 150, 201, y 202*	6:27a	6:32a	6:40a	6:47a	6:53a
	6:57	7:02	7:10	7:17	7:23
	7:27	7:32	7:40	7:47	7:53
	7:55	8:00	8:10	8:17	8:23
	8:25	8:30	8:40	8:47	8:53
	8:55	9:00	9:10	9:17	9:23
	9:22	9:28	9:39	9:46	9:53
	9:52	9:58	10:09	10:16	10:23
	10:23	10:29	10:40	10:47	10:54
	10:53	10:59	11:10	11:17	11:24
	11:24	11:30	11:41	11:48	11:55
	11:54	**12:00p**	**12:11p**	**12:18p**	**12:25p**
	12:21p	**12:27**	**12:39**	**12:47**	**12:55**
	12:51	**12:57**	**1:09**	**1:17**	**1:25**
	1:21	**1:27**	**1:39**	**1:47**	**1:55**
	1:51	**1:57**	**2:09**	**2:17**	**2:25**
	2:21	**2:27**	**2:39**	**2:47**	**2:55**
	2:51	**2:57**	**3:09**	**3:17**	**3:25**
	3:21	**3:27**	**3:39**	**3:47**	**3:55**
	3:51	**3:57**	**4:09**	**4:17**	**4:25**
	4:21	**4:27**	**4:39**	**4:47**	**4:55**
	4:51	**4:57**	**5:09**	**5:17**	**5:25**
	5:23	**5:29**	**5:40**	**5:47**	**5:55**
	5:53	**5:59**	**6:10**	**6:17**	**6:25**
	6:21	**6:27**	**6:38**	**6:45**	**6:53**
	6:51	**6:57**	**7:08**	**7:15**	**7:23**
	7:24	**7:29**	**7:39**	**7:46**	**7:53**
	7:54	**7:59**	**8:09**	**8:16**	**8:23**
	8:27	**8:32**	**8:41**	**8:47**	**8:53**
	8:57	**9:02**	**9:11**	**9:17**	**9:23**
	9:27	**9:32**	**9:41**	**9:47**	**9:53**
	9:57	**10:02**	**10:11**	**10:17**	**10:23**

CASH FARES / *Tarifas en efectivo*

Exact fare, please / *Favor de pagar la cantidad exacta*

Day Pass (Regional) / *Pase diario (Regional)* Compass Card required ($2) / *Se requiere un Compass Card ($2)*	$5.00
One-Way Fare / *Tarifa de una direccíon*	$2.50
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	$1.25*
Children 5 & under / *Niños de 5 años o menos* Up to two children ride free per paying adult / *Máximo dos niños viajan gratis por cada adulto*	FREE / *GRATIS*

MONTHLY PASSES / *Pases mensual*

Adult / *Adulto*	$72.00
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	$18.00*
Youths (18 and under) *Jóvenes (18 años o menos)*	$36.00*

*I.D. required for discount fare or pass.
**Se requiere identificación para tarifas o pases de descuento.*

DAY PASS (REGIONAL) / *Pase diario (Regional)*

All passes are sold on Compass Card, which can be reloaded and reused for up to five years. Compass Cards are available for $2 at select outlets. A $5 Day Pass requires a Compass Card. A paper Day Pass can be purchased on board buses for an additional $2 fee.

Todos los pases se venden en el Compass Card, el cual puede ser recargado y reutilizado por hasta cinco años. Compass Cards están disponibles por $2 en selectas sucursales. Un pase de un día por $5 requiere un Compass Card. Un pase de un día de papel se puede obtener a bordo los autobuses por un costo adicional de $2.

DIRECTORY / *Directorio*

Regional Transit Information *Información de transporte público regional*	**511** or/ó **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/ó **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
SafeWatch	**(619) 557-4500**
Lost & Found *Objetos extraviados*	**(619) 557-4555**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com**.

*Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a **www.sdmts.com**.*

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective JANUARY 28, 2018

60

Euclid Transit Center – UTC

via I-15 Mid City / Kearny Mesa

DESTINATIONS

- The Boulevard Transit Plaza
- City Heights Transit Plaza
- Market Creek Plaza
- Westfield UTC

Metropolitan Transit System

TROLLEY CONNECTIONS

Euclid Av.

01/18

Alternative formats available upon request. Please call: (619) 557-4555 / *Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555*

Route 60 – Monday through Friday / *lunes a viernes*

Euclid Transit Center ➡ City Heights ➡ Kearny Mesa ➡ University City

(A) Euclid Ave. Transit Center **DEPART**	(B) City Heights Transit Plaza (University Av.) *	(C) The Boulevard Transit Plaza (El Cajon Bl.) *	(D) Balboa Av. & Ruffin Rd.	(E) Clairemont Mesa Bl. & Shawline St.	(F) UTC Transit Center **ARRIVE**
5:04a	5:11a	5:13a	5:21a	5:31a	5:42a
5:34	5:42	5:44	5:52	6:02	6:15
5:49	5:57	5:59	6:07	6:17	6:30
6:04	6:13	6:15	6:24	6:35	6:50
6:19	6:29	6:31	6:41	6:52	7:09
6:34	6:45	6:47	6:58	7:09	7:26
7:04	7:15	7:17	7:30	7:42	7:59

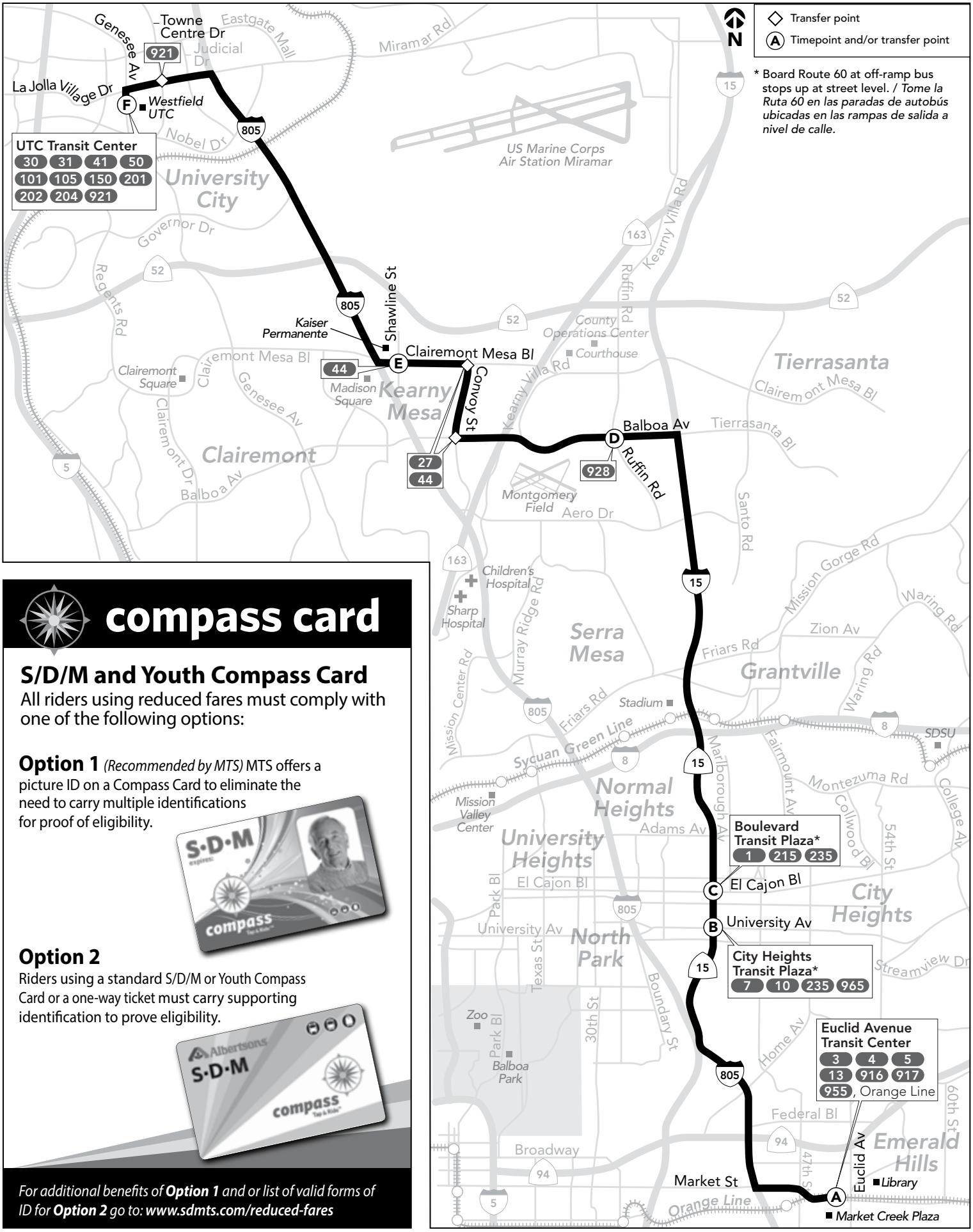
University City ➡ Kearny Mesa ➡ City Heights ➡ Euclid Transit Center

(F) UTC Transit Center **DEPART**	(E) Clairemont Mesa Bl. & Shawline St.	(D) Balboa Av. & Ruffin Rd.	(C) The Boulevard Transit Plaza (El Cajon Bl.) *	(B) City Heights Transit Plaza (University Av.) *	(A) Euclid Ave. Transit Center **ARRIVE**
3:25p	**3:42p**	**3:56p**	**4:06p**	**4:08p**	**4:21p**
3:55	**4:14**	**4:30**	**4:41**	**4:43**	**4:56**
4:25	**4:44**	**5:00**	**5:11**	**5:13**	**5:26**
5:00	**5:19**	**5:35**	**5:46**	**5:48**	**6:01**
5:35	**5:54**	**6:09**	**6:20**	**6:22**	**6:34**
6:05	**6:23**	**6:37**	**6:47**	**6:49**	**7:01**

* Board Route 60 at off-ramp bus stops up at street level. / *Tome la Ruta 60 en las paradas de autobús ubicadas en las rampas de salida a nivel de calle.*

Route 60 does not operate on weekends or on the following holidays and observed holidays >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

La ruta 60 no ofrece servicio durante el fin de semana ó durante los siguientes días festivos y feriados observados



compass card

S/D/M and Youth Compass Card

All riders using reduced fares must comply with one of the following options:

Option 1 *(Recommended by MTS)* MTS offers a picture ID on a Compass Card to eliminate the need to carry multiple identifications for proof of eligibility.

Option 2

Riders using a standard S/D/M or Youth Compass Card or a one-way ticket must carry supporting identification to prove eligibility.

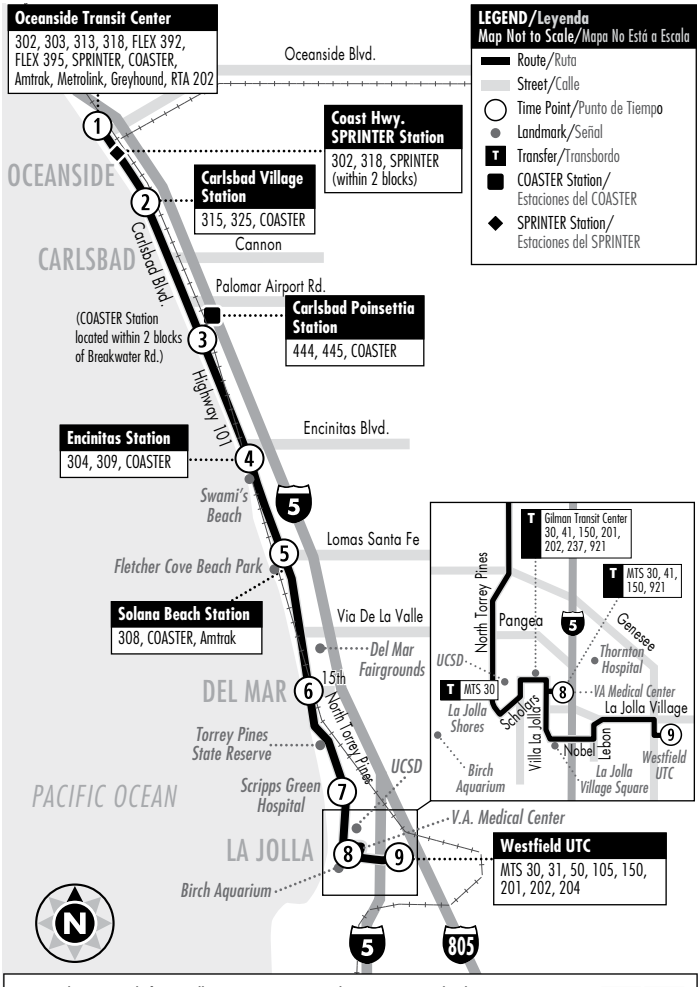
*For additional benefits of **Option 1** and or list of valid forms of ID for **Option 2** go to: **www.sdmts.com/reduced-fares***

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

101 | Oceanside to VA/UCSD/UTC via Highway 101

M-F • SA • SU • H

Destinations/Destinos
- Coast Hwy. SPRINTER Station
- University of California, San Diego
- VA Medical Center
- Scripps Green Hospital
- Carlsbad State Beach
- Del Mar Fairgrounds & Racetrack
- Cedros Design District, Solana Beach
- Birch Aquarium
- Salk Institute



UCSD students may ride free on all NCTD BREEZE routes and SPRINTER service by showing a valid UCSD ID and qualifying media (U-PASS sticker within expiration date printed on sticker). UCSD Faculty and Staff may ride with an ECO Pass Regional Transit Pass on a Compass Card. This program is sponsored by UCSD's Transportation and Parking Services Department. Contact UCSD for more information.

Transportation & Parking Services
University of California, San Diego
parking.ucsd.edu
Moving in the right direction.

Los estudiantes de UCSD podrán viajar gratis en todas las rutas de NCTD BREEZE y servicio de SPRINTER al mostrar una identificación válida de UCSD, que tenga medios de tarifas calicativos (Calcomanía U-PASS dentro de la fecha de vencimiento imprimida en la calcomanía). Facultad y Personal de UCSD pueden viajar con un pase de Transito Regional ECO Pass en una tarjeta Compass. Este programa está patrocinado por el Departamento de Servicios de Transporte y Estacionamientos de UCSD. Póngase en contacto con UCSD para más información.

101 Oceanside to VA/UCSD/UTC via Highway 101

Bold denotes P.M. times/Horarios en negritas son en la tarde

Monday - Friday
Southbound to VA Medical Center/UCSD/UTC

Oceanside Transit Center	Carlsbad Village Station	Carlsbad Blvd. & Poinsettia Ln.	Encinitas Station	Highway 101 & Lomas Santa Fe Dr.	Camino Del Mar & 15th St.	Torrey Pines & Scripps	VA Medical Center	Westfield UTC
1	2	3	4	5	6	7	8	9
5:07	5:14	5:27	5:44	5:57	6:04	6:17	6:33	6:48a
5:39	5:46	5:59	6:16	6:29	6:36	6:49	7:05	7:20
6:08	6:18	6:32	6:49	7:02	7:09	7:22	7:39	7:54
6:35	6:45	6:59	7:16	7:29	7:36	7:49	8:06	8:21
7:07	7:19	7:35	7:53	8:06	8:13	8:26	8:45	9:00
7:35	7:47	8:03	8:21	8:34	8:41	8:54	9:13	9:29
8:06	8:18	8:33	8:50	9:05	9:13	9:27	9:46	10:02
8:35	8:47	9:02	9:19	9:34	9:42	9:56	10:15	10:31
9:07	9:19	9:34	9:51	10:06	10:14	10:28	10:48	11:04
9:35	9:47	10:02	10:19	10:34	10:42	10:56	11:16	11:32
10:05	10:18	10:33	10:51	11:06	11:14	11:28	11:48	**12:04p**
10:37	10:50	11:05	11:23	11:38	11:46	**12:00**	**12:20**	**12:36**
11:05	11:18	11:33	11:51	**12:06**	**12:14**	**12:27**	**12:47**	**1:04**
11:35	11:48	**12:03**	**12:21**	**12:36**	**12:44**	**12:57**	**1:17**	**1:34**
12:05	**12:18**	**12:33**	**12:51**	**1:06**	**1:14**	**1:27**	**1:47**	**2:04**
12:34	**12:47**	**1:02**	**1:20**	**1:35**	**1:43**	**1:56**	**2:16**	**2:33**
1:05	**1:19**	**1:34**	**1:52**	**2:07**	**2:15**	**2:29**	**2:49**	**3:06**
1:35	**1:49**	**2:05**	**2:23**	**2:38**	**2:47**	**3:01**	**3:21**	**3:38**
2:07	**2:21**	**2:37**	**2:55**	**3:10**	**3:19**	**3:33**	**3:53**	**4:10**
2:35	**2:49**	**3:05**	**3:23**	**3:38**	**3:47**	**4:01**	**4:21**	**4:38**
3:05	**3:18**	**3:34**	**3:53**	**4:08**	**4:17**	**4:31**	**4:51**	**5:09**
3:35	**3:48**	**4:04**	**4:23**	**4:38**	**4:47**	**5:01**	**5:21**	**5:39**
4:05	**4:18**	**4:34**	**4:53**	**5:08**	**5:17**	**5:32**	**5:56**	**6:14**
4:37	**4:50**	**5:06**	**5:25**	**5:40**	**5:49**	**6:04**	**6:28**	**6:46**
5:06	**5:19**	**5:34**	**5:51**	**6:07**	**6:16**	**6:31**	**6:55**	**7:13**
5:35	**5:48**	**6:03**	**6:20**	**6:36**	**6:45**	**7:00**	**7:23**	**7:41**
6:05	**6:17**	**6:31**	**6:47**	**7:03**	**7:12**	**7:27**	**7:50**	**8:08**
6:35	**6:47**	**7:01**	**7:17**	**7:33**	**7:42**	**7:57**	**8:20**	**8:37**
7:35	**7:47**	**8:01**	**8:17**	**8:31**	**8:39**	**8:52**	**9:10**	**9:27**
8:48	**8:58**	**9:10**	**9:20**	**9:34**	**9:41**	**9:54**	**10:12**	**10:28**
9:55	**10:02**	**10:14**	**10:24**	–	–	–	–	–

101 Oceanside to VA/UCSD/UTC via Highway 101

Bold denotes P.M. times/Horarios en negritas son en la tarde

Monday - Friday
Northbound to Oceanside

Westfield UTC	VA Medical Center	Torrey Pines & Scripps	Camino Del Mar & 15th St.	Highway 101 & Lomas Santa Fe Dr.	Encinitas Station	Carlsbad Blvd. & Poinsettia Ln.	Carlsbad Village Station	Oceanside Transit Center
9	**8**	**7**	**6**	**5**	**4**	**3**	**2**	**1**
–	–	–	–	–	5:41	5:52	6:06	6:22a
5:14	5:21	5:33	5:45	5:53	6:11	6:22	6:36	6:52
5:44	5:51	6:03	6:15	6:23	6:41	6:52	7:06	7:22
6:14	6:21	6:33	6:45	6:53	7:11	7:22	7:36	7:52
6:36	6:47	7:00	7:12	7:20	7:38	7:52	8:06	8:22
7:03	7:14	7:27	7:42	7:50	8:08	8:22	8:36	8:52
7:31	7:42	7:55	8:10	8:18	8:36	8:50	9:04	9:20
7:59	8:11	8:27	8:42	8:50	9:08	9:22	9:36	9:52
8:29	8:41	8:57	9:12	9:20	9:38	9:52	10:06	10:22
8:59	9:11	9:27	9:42	9:50	10:08	10:22	10:36	10:52
9:25	9:37	9:53	10:08	10:16	10:34	10:48	11:03	11:20
9:57	10:09	10:25	10:39	10:48	11:06	11:20	11:35	11:52
10:27	10:39	10:55	11:09	11:18	11:36	11:50	**12:05**	**12:22p**
10:57	11:09	11:25	11:39	11:48	**12:06**	**12:20**	**12:35**	**12:52**
11:25	11:37	11:54	**12:08**	**12:17**	**12:35**	**12:49**	**1:04**	**1:22**
11:55	**12:07**	**12:24**	**12:38**	**12:47**	**1:05**	**1:19**	**1:34**	**1:52**
12:23	**12:36**	**12:53**	**1:08**	**1:17**	**1:35**	**1:49**	**2:04**	**2:22**
12:53	**1:06**	**1:23**	**1:38**	**1:47**	**2:05**	**2:19**	**2:34**	**2:52**
1:19	**1:32**	**1:49**	**2:04**	**2:14**	**2:33**	**2:48**	**3:04**	**3:22**
1:49	**2:02**	**2:19**	**2:34**	**2:44**	**3:03**	**3:18**	**3:34**	**3:52**
2:19	**2:32**	**2:49**	**3:04**	**3:14**	**3:33**	**3:48**	**4:04**	**4:22**
2:45	**2:58**	**3:16**	**3:33**	**3:44**	**4:02**	**4:18**	**4:34**	**4:52**
3:13	**3:26**	**3:44**	**4:01**	**4:12**	**4:30**	**4:46**	**5:02**	**5:22**
3:43	**3:56**	**4:14**	**4:31**	**4:42**	**5:00**	**5:16**	**5:32**	**5:52**
4:03	**4:16**	**4:34**	**4:55**	**5:08**	**5:26**	**5:44**	**6:02**	**6:22**
4:33	**4:46**	**5:04**	**5:25**	**5:38**	**5:56**	**6:14**	**6:32**	**6:52**
5:03	**5:15**	**5:32**	**5:53**	**6:06**	**6:26**	**6:44**	**7:02**	**7:22**
5:33	**5:45**	**6:02**	**6:23**	**6:36**	**6:56**	**7:14**	**7:32**	**7:52**
6:12	**6:24**	**6:39**	**6:56**	**7:09**	**7:29**	**7:47**	**8:02**	**8:22**
6:42	**6:54**	**7:09**	**7:26**	**7:39**	**7:59**	**8:17**	**8:32**	**8:52**
8:07	**8:16**	**8:30**	**8:43**	**8:51**	**9:11**	**9:24**	**9:37**	**9:52**
9:07	**9:16**	**9:30**	**9:43**	**9:51**	**10:11**	**10:24**	**10:37**	**10:52**

101 Oceanside to VA/UCSD/UTC via Highway 101

Bold denotes P.M. times/Horarios en negritas son en la tarde

Saturday, Sunday & Holidays
Southbound to VA Medical Center/UCSD/UTC

Oceanside Transit Center	Carlsbad Village Station	Carlsbad Blvd. & Poinsettia Ln.	Encinitas Station	Highway 101 & Lomas Santa Fe Dr.	Camino Del Mar & 15th St.	Torrey Pines & Scripps	VA Medical Center	Westfield UTC
1	2	3	4	5	6	7	8	9
5:05	5:14	5:25	5:38	5:50	5:58	6:09	6:22	6:33a
5:40	5:49	6:00	6:13	6:25	6:33	6:44	6:57	7:08
6:35	6:44	6:59	7:16	7:28	7:36	7:47	8:01	8:12
7:05	7:14	7:29	7:46	7:58	8:06	8:17	8:31	8:42
7:35	7:46	8:02	8:19	8:31	8:39	8:50	9:04	9:15
8:05	8:16	8:32	8:49	9:01	9:09	9:20	9:34	9:45
8:35	8:46	9:02	9:19	9:31	9:39	9:50	10:04	10:15
9:05	9:16	9:32	9:49	10:02	10:10	10:21	10:35	10:46
9:35	9:46	10:02	10:19	10:32	10:40	10:51	11:05	11:16
10:05	10:19	10:35	10:52	11:05	11:14	11:25	11:40	11:54
10:35	10:49	11:05	11:22	11:35	11:44	11:55	**12:10**	**12:24p**
11:05	11:19	11:35	11:52	**12:05**	**12:14**	**12:26**	**12:41**	**12:55**
11:35	11:49	**12:05**	**12:22**	**12:35**	**12:44**	**12:56**	**1:11**	**1:25**
12:05	**12:19**	**12:35**	**12:53**	**1:08**	**1:17**	**1:29**	**1:46**	**2:01**
12:35	**12:49**	**1:05**	**1:23**	**1:38**	**1:47**	**1:59**	**2:16**	**2:31**
1:05	**1:19**	**1:35**	**1:53**	**2:08**	**2:17**	**2:29**	**2:46**	**3:01**
1:35	**1:49**	**2:05**	**2:23**	**2:38**	**2:47**	**2:59**	**3:16**	**3:31**
2:05	**2:19**	**2:35**	**2:53**	**3:08**	**3:17**	**3:29**	**3:46**	**4:01**
2:35	**2:49**	**3:05**	**3:23**	**3:38**	**3:47**	**3:59**	**4:16**	**4:31**
3:05	**3:19**	**3:35**	**3:52**	**4:06**	**4:15**	**4:27**	**4:44**	**4:59**
3:35	**3:49**	**4:05**	**4:22**	**4:36**	**4:45**	**4:57**	**5:14**	**5:29**
4:05	**4:19**	**4:35**	**4:52**	**5:06**	**5:15**	**5:27**	**5:44**	**6:01**
4:35	**4:49**	**5:05**	**5:22**	**5:36**	**5:45**	**5:57**	**6:14**	**6:31**
5:05	**5:16**	**5:32**	**5:49**	**6:03**	**6:12**	**6:24**	**6:41**	**6:58**
5:35	**5:46**	**6:02**	**6:19**	**6:33**	**6:42**	**6:54**	**7:11**	**7:28**
6:07	**6:18**	**6:33**	**6:48**	**7:02**	**7:11**	**7:23**	**7:40**	**7:56**
6:35	**6:46**	**7:01**	**7:16**	**7:30**	**7:39**	**7:51**	**8:08**	**8:24**
7:36	**7:45**	**7:58**	**8:13**	**8:25**	**8:34**	**8:46**	**9:01**	**9:17**
8:35	**8:44**	**8:57**	**9:12**	**9:24**	**9:33**	**9:45**	**10:00**	**10:14**

101 Oceanside to VA/UCSD/UTC via Highway 101

Bold denotes P.M. times/Horarios en negritas son en la tarde

Saturday, Sunday & Holidays
Northbound to Oceanside

Westfield UTC	VA Medical Center	Torrey Pines & Scripps	Camino Del Mar & 15th St.	Highway 101 & Lomas Santa Fe Dr.	Encinitas Station	Carlsbad Blvd. & Poinsettia Ln.	Carlsbad Village Station	Oceanside Transit Center
9	**8**	**7**	**6**	**5**	**4**	**3**	**2**	**1**
–	–	–	–	–	5:42	5:54	6:07	6:22a
–	–	–	–	–	6:42	6:54	7:07	7:22
6:13	6:20	6:31	6:43	6:54	7:12	7:24	7:37	7:52
6:43	6:50	7:01	7:13	7:24	7:42	7:54	8:07	8:22
7:12	7:19	7:31	7:43	7:54	8:12	8:24	8:37	8:52
7:42	7:49	8:01	8:13	8:24	8:42	8:54	9:07	9:22
8:00	8:09	8:22	8:36	8:47	9:05	9:20	9:36	9:52
8:30	8:39	8:52	9:06	9:17	9:35	9:50	10:06	10:22
9:00	9:09	9:22	9:36	9:47	10:05	10:20	10:36	10:52
9:29	9:38	9:52	10:06	10:17	10:35	10:50	11:06	11:22
9:59	10:08	10:22	10:36	10:47	11:05	11:20	11:36	11:52
10:26	10:35	10:49	11:03	11:15	11:33	11:48	**12:04**	**12:22p**
10:56	11:05	11:19	11:33	11:45	**12:03**	**12:18**	**12:34**	**12:52**
11:27	11:36	11:50	**12:03**	**12:15**	**12:33**	**12:48**	**1:04**	**1:22**
11:57	**12:06**	**12:20**	**12:33**	**12:45**	**1:03**	**1:18**	**1:34**	**1:52**
12:23	**12:34**	**12:48**	**1:01**	**1:13**	**1:31**	**1:46**	**2:04**	**2:22**
12:53	**1:04**	**1:18**	**1:31**	**1:43**	**2:01**	**2:16**	**2:34**	**2:52**
1:23	**1:34**	**1:48**	**2:01**	**2:12**	**2:30**	**2:46**	**3:04**	**3:22**
1:53	**2:04**	**2:18**	**2:31**	**2:42**	**3:00**	**3:16**	**3:34**	**3:52**
2:23	**2:34**	**2:48**	**3:01**	**3:12**	**3:30**	**3:46**	**4:04**	**4:22**
2:52	**3:03**	**3:18**	**3:31**	**3:42**	**4:00**	**4:16**	**4:34**	**4:52**
3:22	**3:33**	**3:48**	**4:01**	**4:12**	**4:30**	**4:46**	**5:04**	**5:22**
3:52	**4:03**	**4:18**	**4:31**	**4:42**	**5:00**	**5:16**	**5:34**	**5:52**
4:21	**4:32**	**4:47**	**5:00**	**5:12**	**5:29**	**5:45**	**6:04**	**6:22**
4:50	**5:01**	**5:16**	**5:29**	**5:41**	**5:58**	**6:14**	**6:33**	**6:51**
5:25	**5:35**	**5:49**	**6:02**	**6:14**	**6:31**	**6:47**	**7:06**	**7:24**
6:01	**6:11**	**6:25**	**6:38**	**6:50**	**7:07**	**7:21**	**7:40**	**7:56**
7:00	**7:10**	**7:24**	**7:37**	**7:49**	**8:06**	**8:20**	**8:39**	**8:55**
8:08	**8:18**	**8:31**	**8:42**	**8:50**	**9:07**	**9:21**	**9:36**	**9:52**
9:10	**9:20**	**9:33**	**9:44**	**9:52**	**10:09**	**10:21**	**10:36**	**10:52**

CASH FARES / *Tarifas en efectivo*

Exact fare, please / *Favor de pagar la cantidad exacta*

Day Pass (Regional) / *Pase diario (Regional)* Compass Card required ($2) / *Se requiere un Compass Card ($2)*	$5.00
One-Way Fare / *Tarifa de una direccíon*	$2.25
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	$1.10*
Children 5 & under / *Niños de 5 años o menos* Up to two children ride free per paying adult / *Máximo dos niños viajan gratis por cada adulto*	FREE / *GRATIS*

MONTHLY PASSES / *Pases mensual*

Adult / *Adulto*	$72.00
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	$18.00*
Youths (18 and under) *Jóvenes (18 años o menos)*	$36.00*

*I.D. required for discount fare or pass.
**Se requiere identificación para tarifas o pases de descuento.*

DAY PASS (REGIONAL) / *Pase diario (Regional)*

All passes are sold on Compass Card, which can be reloaded and reused for up to five years. Compass Cards are available for $2 at select outlets. A $5 Day Pass requires a Compass Card. A paper Day Pass can be purchased on board buses for an additional $2 fee.

Todos los pases se venden en el Compass Card, el cual puede ser recargado y reutilizado por hasta cinco años. Compass Cards están disponibles por $2 en selectas sucursales. Un pase de un día por $5 requiere un Compass Card. Un pase de un día de papel se puede obtener a bordo los autobuses por un costo adicional de $2.

DIRECTORY / *Directorio*

Regional Transit Information *Información de transporte público regional*	**511** or/ó **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/ó **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
SafeWatch	**(619) 557-4500**
Lost & Found *Objetos extraviados*	**(619) 557-4555**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com**.

*Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a **www.sdmts.com**.*

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective SEPTEMBER 3, 2017

105

Old Town – UTC

via Morena Bl. / Clairemont Dr.

DESTINATIONS

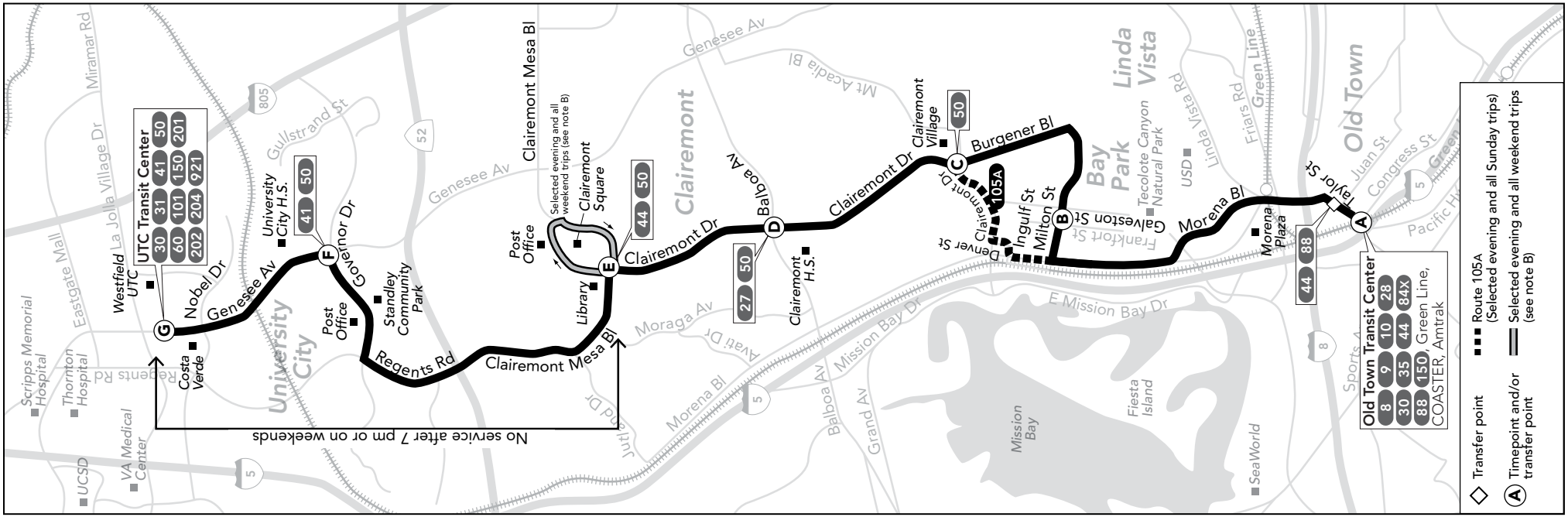
- Bay Park
- Clairemont High School
- Clairemont Square
- University City High School

TROLLEY CONNECTIONS
Old Town

Metropolitan Transit System

09/17

Alternative formats available upon request. Please call: (619) 557-4555 / *Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555*



The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

Route 105 – Monday through Friday / *lunes a viernes*

Old Town ➡ Clairemont ➡ University City

	Ⓐ Old Town Transit Ctr. **DEPART**	Ⓑ Milton St. & Galveston St.	Ⓒ Clairemont Dr. & Burgener Bl.	Ⓓ Clairemont Dr. & Balboa Av.	Ⓔ Clairemont Mesa Bl. & Clairemt. Dr.	Ⓕ Genesee Av. & Governor Dr.	Ⓖ UTC Transit Ctr. **ARRIVE**
	5:13a	5:22a	5:28a	5:32a	5:37a	5:44a	5:50a
	5:43	5:52	5:58	6:02	6:07	6:14	6:20
	6:13	6:22	6:28	6:33	6:38	6:47	6:53
	6:43	6:52	6:58	7:03	7:08	7:17	7:23
	7:13	7:23	7:29	7:34	7:39	7:49	7:55
	7:43	7:54	8:00	8:05	8:10	8:21	8:27
	8:13	8:24	8:30	8:35	8:40	8:51	8:57
	8:43	8:54	9:00	9:05	9:10	9:21	9:27
	9:13	9:23	9:29	9:34	9:39	9:48	9:54
	9:43	9:53	9:59	10:04	10:09	10:18	10:24
	10:13	10:23	10:29	10:34	10:39	10:48	10:54
	10:43	10:53	10:59	11:04	11:09	11:18	11:24
	11:13	11:23	11:29	11:34	11:39	11:48	11:54
	11:43	11:53	11:59	**12:04p**	**12:09p**	**12:18p**	**12:24p**
	12:13p	**12:23p**	**12:29p**	**12:34**	**12:39**	**12:48**	**12:54**
	12:43	**12:53**	**12:59**	**1:04**	**1:09**	**1:18**	**1:24**
	1:13	**1:24**	**1:30**	**1:36**	**1:41**	**1:50**	**1:56**
	1:43	**1:54**	**2:00**	**2:06**	**2:11**	**2:20**	**2:26**
	2:13	**2:24**	**2:30**	**2:36**	**2:41**	**2:50**	**2:56**
	2:43	**2:54**	**3:00**	**3:06**	**3:11**	**3:20**	**3:26**
	3:12	**3:24**	**3:30**	**3:36**	**3:41**	**3:51**	**3:57**
	3:42	**3:54**	**4:00**	**4:06**	**4:11**	**4:21**	**4:27**
	4:13	**4:25**	**4:31**	**4:37**	**4:42**	**4:52**	**4:58**
	4:43	**4:55**	**5:01**	**5:07**	**5:12**	**5:22**	**5:28**
	5:13	**5:25**	**5:31**	**5:37**	**5:42**	**5:52**	**5:58**
	5:43	**5:54**	**6:00**	**6:05**	**6:10**	**6:20**	**6:26**
	6:13	**6:23**	**6:29**	**6:34**	**6:39**	**6:48**	**6:54**
	6:43	**6:53**	**6:59**	**7:04**	**7:09**	**7:18**	**7:24**
A	**7:13**	—	**7:24**	**7:29**	**7:33**	—	—
A	**8:13**	—	**8:24**	**8:29**	**8:33**	—	—
A	**9:13**	—	**9:23**	**9:28**	**9:32**	—	—
A	**10:13**	—	**10:23**	**10:28**	**10:32**	—	—

University City ➡ Clairemont ➡ Old Town

Ⓖ UTC Transit Ctr. **DEPART**	Ⓕ Genesee Av. & Governor Dr.	Ⓔ Clairemt. Dr. & Clairemont Mesa Bl.	Ⓓ Clairemont Dr. & Balboa Av.	Ⓒ Burgener Bl. & Clairemont Dr.	Ⓑ Milton St. & Galveston St.	Ⓐ Old Town Transit Ctr. **ARRIVE**
—	—	—	5:10a	5:16a	5:21a	5:31a
5:23a	5:27a	5:36a	5:40	5:46	5:51	6:01
5:55	5:59	6:08	6:12	6:18	6:23	6:33
6:20	6:25	6:35	6:39	6:45	6:50	7:01
6:50	6:55	7:05	7:09	7:15	7:20	7:31
7:18	7:24	7:34	7:38	7:44	7:49	8:01
7:50	7:56	8:06	8:10	8:16	8:21	8:33
8:20	8:26	8:36	8:40	8:46	8:51	9:03
8:50	8:56	9:06	9:10	9:16	9:21	9:33
9:20	9:26	9:36	9:40	9:46	9:51	10:03
9:47	9:53	10:03	10:07	10:13	10:18	10:30
10:17	10:23	10:33	10:37	10:43	10:48	11:00
10:47	10:53	11:03	11:07	11:13	11:18	11:30
11:17	11:23	11:33	11:37	11:43	11:48	**12:00p**
11:47	11:53	**12:03p**	**12:07p**	**12:13p**	**12:18p**	**12:30**
12:17p	**12:23p**	**12:33**	**12:37**	**12:43**	**12:48**	**1:00**
12:47	**12:53**	**1:03**	**1:07**	**1:13**	**1:18**	**1:30**
1:17	**1:23**	**1:33**	**1:37**	**1:43**	**1:48**	**2:00**
1:47	**1:53**	**2:03**	**2:07**	**2:13**	**2:18**	**2:30**
2:15	**2:22**	**2:33**	**2:37**	**2:43**	**2:48**	**3:00**
2:46	**2:53**	**3:04**	**3:08**	**3:14**	**3:19**	**3:31**
3:16	**3:23**	**3:34**	**3:38**	**3:44**	**3:49**	**4:01**
3:44	**3:53**	**4:04**	**4:08**	**4:14**	**4:19**	**4:31**
4:14	**4:23**	**4:34**	**4:38**	**4:44**	**4:49**	**5:01**
4:44	**4:53**	**5:04**	**5:08**	**5:14**	**5:19**	**5:31**
5:16	**5:25**	**5:36**	**5:40**	**5:46**	**5:51**	**6:03**
5:46	**5:55**	**6:06**	**6:10**	**6:16**	**6:21**	**6:33**
6:19	**6:27**	**6:37**	**6:41**	**6:47**	**6:52**	**7:03**
6:51	**6:57**	**7:06**	**7:10**	**7:16**	**7:21**	**7:32**
—	**—**	**AB 7:43**	**7:46**	**7:51**	**—**	**8:02**
—	**—**	**AB 8:43**	**8:46**	**8:51**	**—**	**9:02**
—	**—**	**AB 9:42**	**9:45**	**9:50**	**—**	**10:01**

Route 105 – Saturday / *sábado*

Old Town ➡ Clairemont

	Ⓐ Old Town Transit Ctr. **DEPART**	Ⓑ Milton St. & Galveston St.	Ⓒ Clairemont Dr. & Burgener Bl.	Ⓓ Clairemont Dr. & Balboa Av.	Ⓔ Clairemont Mesa Bl. & Clairemt. Dr.	Ⓕ Genesee Av. & Governor Dr.	Ⓖ UTC Transit Ctr. **ARRIVE**
	6:13a	6:21a	6:27a	6:31a	6:34a	—	—
	7:13	7:22	7:28	7:33	7:36	—	—
	8:13	8:22	8:28	8:33	8:36	—	—
	9:13	9:22	9:28	9:33	9:36	—	—
	10:13	10:23	10:29	10:34	10:38	—	—
	11:13	11:23	11:29	11:34	11:38	—	—
	12:13p	**12:23p**	**12:29p**	**12:34p**	**12:38p**	**—**	**—**
	1:13	**1:23**	**1:29**	**1:34**	**1:38**	**—**	**—**
	2:13	**2:23**	**2:29**	**2:34**	**2:38**	**—**	**—**
	3:13	**3:23**	**3:29**	**3:34**	**3:38**	**—**	**—**
	4:13	**4:23**	**4:29**	**4:34**	**4:38**	**—**	**—**
	5:13	**5:23**	**5:29**	**5:34**	**5:37**	**—**	**—**
	6:13	**6:22**	**6:28**	**6:33**	**6:36**	**—**	**—**
A	**7:13**	**—**	**7:24**	**7:29**	**7:33**	**—**	**—**
A	**8:30**	**—**	**8:41**	**8:46**	**8:50**	**—**	**—**

Clairemont ➡ Old Town

Ⓖ UTC Transit Ctr. **DEPART**	Ⓕ Genesee Av. & Governor Dr.	Ⓔ Clairemt. Dr. & Clairemont Mesa Bl.	Ⓓ Clairemont Dr. & Balboa Av.	Ⓒ Burgener Bl. & Clairemont Dr.	Ⓑ Milton St. & Galveston St.	Ⓐ Old Town Transit Ctr. **ARRIVE**
—	—	**B** 6:54a	6:57a	7:02a	7:07a	7:17a
—	—	**B** 7:52	7:56	8:01	8:06	8:17
—	—	**B** 8:52	8:56	9:01	9:06	9:17
—	—	**C** 9:50	9:54	10:00	10:05	10:17
—	—	**C** 10:50	10:54	11:00	11:05	11:17
—	—	**C** 11:50	11:54	**12:00p**	**12:05p**	**12:17p**
—	—	**C 12:50p**	**12:54p**	**1:00**	**1:05**	**1:17**
—	—	**C 1:50**	**1:54**	**2:00**	**2:05**	**2:17**
—	—	**C 2:50**	**2:54**	**3:00**	**3:05**	**3:17**
—	—	**C 3:50**	**3:54**	**4:00**	**4:05**	**4:17**
—	—	**C 4:50**	**4:54**	**5:00**	**5:05**	**5:17**
—	—	**C 5:50**	**5:54**	**6:00**	**6:05**	**6:17**
—	—	**C 6:53**	**6:56**	**7:01**	**7:06**	**7:17**
—	—	**AB 7:58**	**8:01**	**8:06**	—	**8:17**

Route 105A – Sunday / *domingo*

Old Town ➡ Clairemont

	Ⓐ Old Town Transit Ctr. **DEPART**	Ⓑ Milton St. & Galveston St.	Ⓒ Clairemont Dr. & Burgener Bl.	Ⓓ Clairemont Dr. & Balboa Av.	Ⓔ Clairemont Mesa Bl. & Clairemt. Dr.	Ⓕ Genesee Av. & Governor Dr.	Ⓖ UTC Transit Ctr. **ARRIVE**
A	7:28a	—	7:39a	7:44a	7:48a	—	—
A	8:33	—	8:45	8:50	8:54	—	—
A	9:33	—	9:45	9:50	9:54	—	—
A	10:33	—	10:45	10:50	10:54	—	—
A	11:33	—	11:45	11:50	11:54	—	—
A	**12:33p**	**—**	**12:45p**	**12:50p**	**12:54p**	**—**	**—**
A	**1:33**	**—**	**1:45**	**1:50**	**1:54**	**—**	**—**
A	**2:33**	**—**	**2:45**	**2:50**	**2:54**	**—**	**—**
A	**3:33**	**—**	**3:45**	**3:50**	**3:54**	**—**	**—**
A	**4:33**	**—**	**4:45**	**4:50**	**4:54**	**—**	**—**
A	**5:33**	**—**	**5:45**	**5:50**	**5:54**	**—**	**—**
A	**6:33**	**—**	**6:45**	**6:50**	**6:54**	**—**	**—**
A	**7:33**	**—**	**7:44**	**7:49**	**7:53**	**—**	**—**
A	**8:33**	**—**	**8:44**	**8:49**	**8:53**	**—**	**—**

Clairemont ➡ Old Town

Ⓖ UTC Transit Ctr. **DEPART**	Ⓕ Genesee Av. & Governor Dr.	Ⓔ Clairemt. Dr. & Clairemont Mesa Bl.	Ⓓ Clairemont Dr. & Balboa Av.	Ⓒ Clairemont Dr. & Burgener Bl.	Ⓑ Milton St. & Galveston St.	Ⓐ Old Town Transit Ctr. **ARRIVE**
—	—	**AB** 6:58a	7:01a	7:06a	—	7:18a
—	—	**AB** 7:58	8:01	8:06	—	8:18
—	—	**AC** 9:06	9:09	9:14	—	9:27
—	—	**AC** 10:05	10:08	10:13	—	10:27
—	—	**AC** 11:05	11:08	11:13	—	11:27
—	—	**AC 12:05p**	**12:08p**	**12:13p**	**—**	**12:27p**
—	—	**AC 1:05**	**1:08**	**1:13**	**—**	**1:27**
—	—	**AC 2:05**	**2:08**	**2:13**	**—**	**2:27**
—	—	**AC 3:05**	**3:08**	**3:13**	**—**	**3:27**
—	—	**AB 4:06**	**4:09**	**4:14**	**—**	**4:27**
—	—	**AB 5:07**	**5:10**	**5:15**	**—**	**5:27**
—	—	**AB 6:07**	**6:10**	**6:15**	**—**	**6:27**
—	—	**AB 7:08**	**7:11**	**7:16**	**—**	**7:27**
—	—	**AB 8:08**	**8:11**	**8:16**	**—**	**8:27**

A = Route 105A: Operates via Denver St. Does not serve Milton St. or Burgener Bl. / Ruta 105A: Opera a través de Denver St. No ofrece servicio a Milton St. o Burgener Bl.
B = Trip begins 4 minutes earlier on Clairemont Dr. north of Clairemont Mesa Bl. (Clairemont Square) / El viaje comienza 4 minutos antes en Clairemont Dr. al norte de Clairemont Mesa Bl. (Clairemont Square)
C = Trip begins 5 minutes earlier on Clairemont Dr. north of Clairemont Mesa Bl. (Clairemont Square) / El viaje comienza 5 minutos antes en Clairemont Dr. al norte de Clairemont Mesa Bl. (Clairemont Square)

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays
Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados

>>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

CASH FARES / *Tarifas en efectivo*

Exact fare, please / *Favor de pagar la cantidad exacta*

Day Pass (Regional) / *Pase diario (Regional)* Compass Card required ($2) / *Se requiere un Compass Card ($2)*	$5.00
One-Way Fare / *Tarifa de una direccíon*	$2.50
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	$1.25*
Children 5 & under / *Niños de 5 años o menos* Up to two children ride free per paying adult / *Máximo dos niños viajan gratis por cada adulto*	FREE / *GRATIS*

MONTHLY PASSES / *Pases mensual*

Adult / *Adulto*	$72.00
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	$18.00*
Youths (18 and under) *Jóvenes (18 años o menos)*	$36.00*

*I.D. required for discount fare or pass.
**Se requiere identificación para tarifas o pases de descuento.*

DAY PASS (REGIONAL) / *Pase diario (Regional)*

All passes are sold on Compass Card, which can be reloaded and reused for up to five years. Compass Cards are available for $2 at select outlets. A $5 Day Pass requires a Compass Card. A paper Day Pass can be purchased on board buses for an additional $2 fee.

Todos los pases se venden en el Compass Card, el cual puede ser recargado y reutilizado por hasta cinco años. Compass Cards están disponibles por $2 en selectas sucursales. Un pase de un día por $5 requiere un Compass Card. Un pase de un día de papel se puede obtener a bordo los autobuses por un costo adicional de $2.

DIRECTORY / *Directorio*

Regional Transit Information *Información de transporte público regional*	**511** or/ó **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/ó **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
SafeWatch	**(619) 557-4500**
Lost & Found *Objetos extraviados*	**(619) 557-4555**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com**.

*Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a **www.sdmts.com**.*

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective JANUARY 28, 2018

50

Downtown – UTC Express
via Clairemont Dr.

150

Downtown – UTC / VA Hospital Express
via Old Town / UCSD

DESTINATIONS

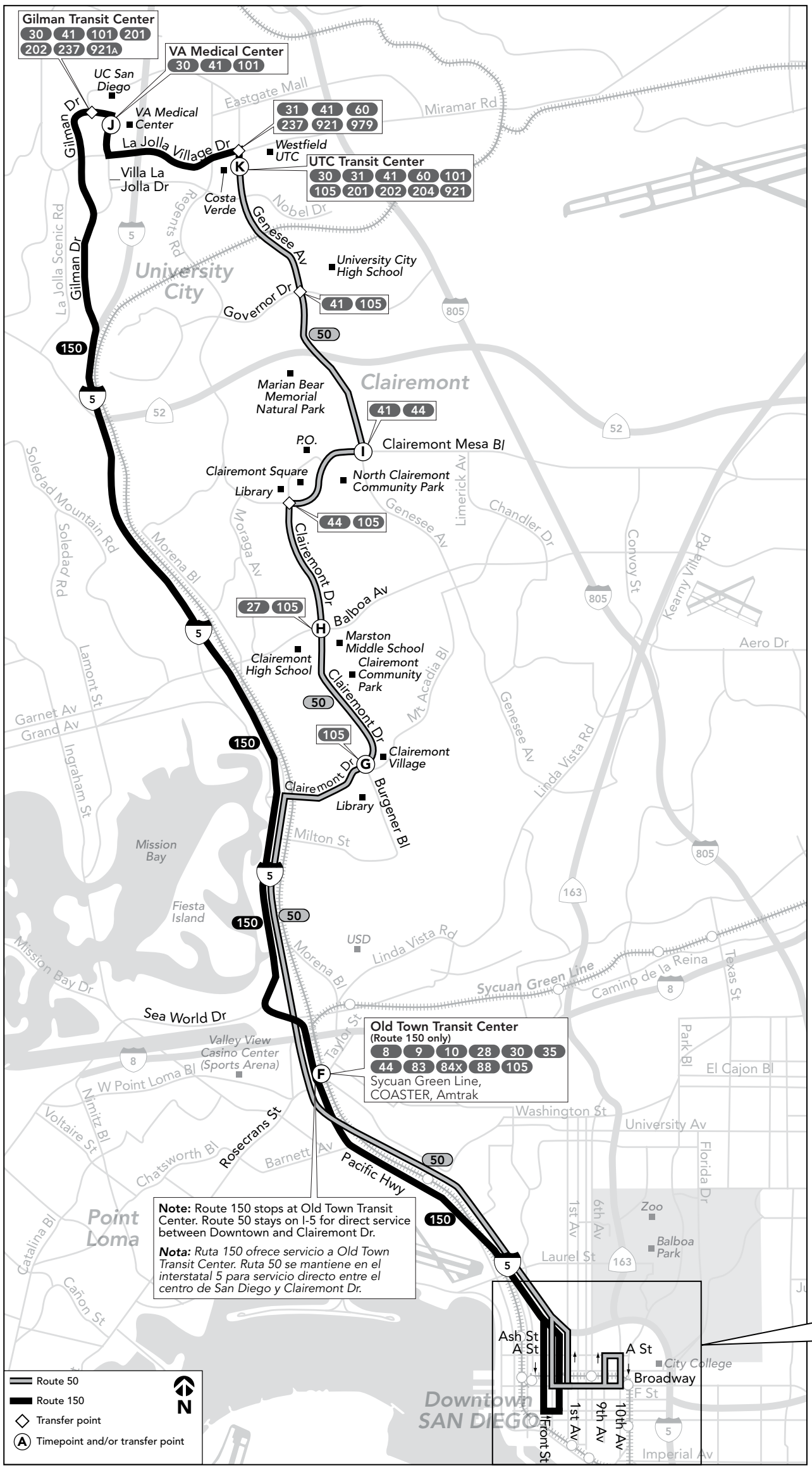
- Clairemont Square (50)
- Costa Verde Shopping Center
- UC San Diego (150)
- VA Medical Center (150)
- Westfield UTC

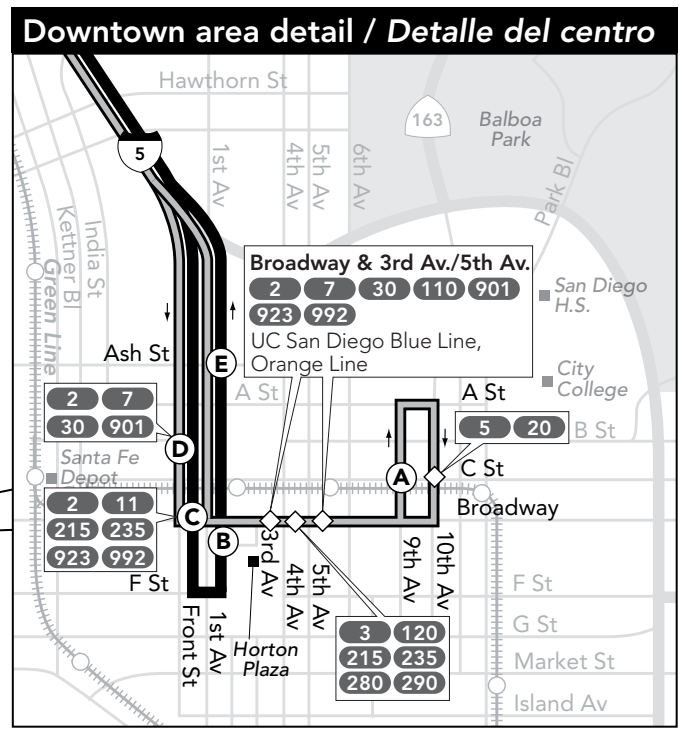
TROLLEY CONNECTIONS
Old Town (150)
Downtown

MTS Metropolitan Transit System

01/18

Alternative formats available upon request. Please call: (619) 557-4555 / *Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555*





EASY FARES!

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Compass Service Center
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sdmts.com

MTS | CHANGING THE WAY SAN DIEGO MOVES

Route 50 – Monday through Friday / *lunes a viernes*

Downtown ➡ Clairemont ➡ University City

(A) 9th Av. & C St. **DEPART**	(E) 1st Av. & Ash St.	(G) Clairemont Dr. & Burgener Bl.	(H) Clairemont Dr. & Balboa Av.	(I) Genesee Av. & Clairemont Mesa Bl.	(K) UTC Transit Center **ARRIVE**
5:26a	5:35a	5:45a	5:49a	5:56a	6:03a
5:53	6:03	6:13	6:17	6:24	6:33
6:29	6:40	6:51	6:56	7:04	7:14
6:59	7:10	7:24	7:30	7:38	7:49
7:29	7:41	7:55	8:01	8:10	8:21
7:59	8:11	8:25	8:31	8:40	8:51
8:29	8:41	8:55	9:01	9:10	9:21
8:59	9:11	9:23	9:29	9:38	9:47
9:56	10:08	10:20	10:26	10:35	10:44
10:56	11:08	11:20	11:26	11:35	11:44
11:56	**12:08p**	**12:20p**	**12:26p**	**12:35p**	**12:44p**
12:56p	**1:08**	**1:20**	**1:26**	**1:35**	**1:44**
1:55	**2:07**	**2:19**	**2:25**	**2:34**	**2:43**
2:55	**3:07**	**3:19**	**3:25**	**3:34**	**3:45**
3:25	**3:37**	**3:49**	**3:55**	**4:04**	**4:15**
3:55	**4:07**	**4:19**	**4:25**	**4:34**	**4:45**
4:12	**4:24**	**4:36**	**4:42**	**4:51**	**5:02**
4:29	**4:41**	**4:53**	**4:59**	**5:08**	**5:19**
4:46	**4:58**	**5:10**	**5:16**	**5:25**	**5:36**
5:02	**5:14**	**5:26**	**5:32**	**5:41**	**5:52**
5:32	**5:44**	**5:56**	**6:01**	**6:10**	**6:20**
6:02	**6:13**	**6:24**	**6:29**	**6:37**	**6:47**

University City ➡ Clairemont ➡ Downtown

(K) UTC Transit Center **DEPART**	(I) Clairemont Mesa Bl. & Genesee Av.	(H) Clairemont Dr. & Balboa Av.	(G) Clairemont Dr. & Burgener Bl.	(D) Front St. & B St.	(A) 9th Av. & C St. **ARRIVE**
5:42a	5:50a	5:57a	6:02a	6:13a	6:18a
6:12	6:20	6:27	6:32	6:43	6:48
6:41	6:50	6:58	7:03	7:15	7:21
6:57	7:06	7:14	7:19	7:31	7:37
7:12	7:21	7:29	7:34	7:46	7:52
7:29	7:38	7:47	7:52	8:05	8:12
7:45	7:54	8:03	8:08	8:21	8:28
8:01	8:10	8:19	8:24	8:37	8:44
8:31	8:40	8:49	8:54	9:06	9:12
9:01	9:10	9:19	9:24	9:36	9:42
9:59	10:08	10:17	10:22	10:34	10:40
10:59	11:08	11:17	11:22	11:34	11:40
11:59	**12:08p**	**12:17p**	**12:22p**	**12:34p**	**12:40p**
12:59p	**1:09**	**1:18**	**1:24**	**1:36**	**1:42**
1:59	**2:09**	**2:18**	**2:24**	**2:36**	**2:42**
2:29	**2:39**	**2:48**	**2:54**	**3:06**	**3:12**
2:56	**3:08**	**3:18**	**3:24**	**3:38**	**3:45**
3:26	**3:39**	**3:49**	**3:55**	**4:12**	**4:19**
3:56	**4:11**	**4:21**	**4:27**	**4:45**	**4:52**
4:26	**4:41**	**4:51**	**4:57**	**5:15**	**5:22**
4:56	**5:11**	**5:21**	**5:27**	**5:45**	**5:52**
5:30	**5:44**	**5:54**	**5:59**	**6:15**	**6:21**
6:03	**6:17**	**6:27**	**6:32**	**6:48**	**6:54**
6:33	**6:44**	**6:53**	**6:58**	**7:13**	**7:18**

Route 150 – Monday through Friday / *lunes a viernes*

Downtown ➡ Old Town ➡ University City

(B) 1st Av. & Broadway **DEPART**	(E) 1st Av. & Ash St.	(F) Old Town Transit Center **ARRIVE**	(F) Old Town Transit Center **DEPART**	(J) V.A. Medical Center	(K) UTC Transit Center **ARRIVE**
5:00a	5:02a	5:11a	5:13a	5:35a	5:43a
5:30	5:32	5:41	5:43	6:05	6:13
5:45	5:47	5:56	5:58	6:20	6:28
6:00	6:02	6:11	6:13	6:35	6:43
6:15	6:17	6:26	6:28	6:52	7:01
6:30	6:32	6:41	6:43	7:07	7:16
—	—	—	6:51	7:15	—
6:45	6:47	6:56	6:58	7:22	7:31
—	—	—	7:06	7:33	—
7:00	7:02	7:11	7:13	7:37	7:46
—	—	—	7:21	7:48	—
7:13	7:16	7:26	7:28	7:55	8:04
—	—	—	7:36	8:03	—
7:28	7:31	7:41	7:43	8:10	8:19
—	—	—	7:51	8:18	—
7:43	7:46	7:56	7:58	8:25	8:34
—	—	—	8:06	8:33	—
7:58	8:01	8:11	8:13	8:40	8:49
—	—	—	8:21	8:48	—
8:13	8:16	8:26	8:28	8:55	9:04
—	—	—	8:36	9:02	—
8:30	8:32	8:41	8:43	9:09	9:18
—	—	—	8:51	9:17	—
8:45	8:47	8:56	8:58	9:24	9:33
9:00	9:02	9:11	9:13	9:39	9:48
9:15	9:17	9:26	9:28	9:52	10:01
9:30	9:32	9:41	9:43	10:07	10:16
10:00	10:02	10:11	10:13	10:37	10:46
10:30	10:32	10:41	10:43	11:07	11:16
11:00	11:02	11:11	11:13	11:37	11:46
11:30	11:32	11:41	11:43	**12:07p**	**12:16p**
11:58	**12:01p**	**12:11p**	**12:13p**	**12:37**	**12:46**
12:28p	**12:31**	**12:41**	**12:43**	**1:07**	**1:16**
12:58	**1:01**	**1:11**	**1:13**	**1:37**	**1:46**
1:28	**1:31**	**1:41**	**1:43**	**2:07**	**2:16**
1:58	**2:01**	**2:11**	**2:13**	**2:37**	**2:47**
2:28	**2:31**	**2:41**	**2:43**	**3:07**	**3:17**
2:58	**3:01**	**3:11**	**3:13**	**3:37**	**3:47**
3:28	**3:31**	**3:41**	**3:43**	**4:07**	**4:17**
3:58	**4:01**	**4:11**	**4:13**	**4:37**	**4:47**
4:29	**4:32**	**4:42**	**4:44**	**5:08**	**5:18**
4:59	**5:02**	**5:12**	**5:14**	**5:38**	**5:48**
5:31	**5:34**	**5:44**	**5:46**	**6:10**	**6:20**
6:02	**6:05**	**6:14**	**6:16**	**6:39**	**6:47**
6:32	**6:35**	**6:44**	**6:46**	**7:09**	**7:17**
7:00	**7:02**	**7:11**	**7:13**	**7:35**	**7:43**
7:30	**7:32**	**7:41**	**7:43**	**8:05**	**8:13**
8:00	**8:02**	**8:11**	**8:13**	**8:35**	**8:43**
8:30	**8:32**	**8:41**	**8:43**	**9:05**	**9:13**
9:00	**9:02**	**9:11**	**9:13**	**9:35**	**9:43**

University City ➡ Old Town ➡ Downtown

(K) UTC Transit Center **DEPART**	(J) V.A. Medical Center	(F) Old Town Transit Center **ARRIVE**	(F) Old Town Transit Center **DEPART**	(C) Front St. & Broadway	(B) 1st Av. & Broadway **ARRIVE**
6:04a	6:12a	6:32a	6:34a	6:43a	6:47a
6:34	6:42	7:02	7:04	7:13	7:17
7:00	7:10	7:32	7:34	7:43	7:47
7:30	7:40	8:02	8:04	8:13	8:17
8:00	8:10	8:32	8:34	8:43	8:47
8:30	8:40	9:02	9:04	9:13	9:17
9:00	9:10	9:32	9:34	9:43	9:47
9:30	9:40	10:02	10:04	10:13	10:17
10:00	10:10	10:32	10:34	10:43	10:47
10:30	10:40	11:02	11:04	11:13	11:17
11:00	11:10	11:32	11:34	11:43	11:47
11:30	11:40	**12:02p**	**12:04p**	**12:13p**	**12:17p**
12:00p	**12:10p**	**12:32**	**12:34**	**12:43**	**12:47**
12:28	**12:38**	**1:02**	**1:04**	**1:14**	**1:18**
12:58	**1:08**	**1:32**	**1:34**	**1:44**	**1:48**
1:28	**1:38**	**2:02**	**2:04**	**2:14**	**2:18**
1:58	**2:08**	**2:32**	**2:34**	**2:44**	**2:48**
—	**2:23**	**2:47**	**—**	**—**	**—**
2:26	**2:36**	**3:00**	**3:02**	**3:12**	**3:16**
2:41	**2:51**	**3:15**	**3:17**	**3:27**	**3:31**
—	**2:59**	**3:23**	**—**	**—**	**—**
2:56	**3:06**	**3:30**	**3:32**	**3:42**	**3:46**
—	**3:14**	**3:40**	**—**	**—**	**—**
3:11	**3:21**	**3:47**	**3:49**	**4:00**	**4:04**
—	**3:29**	**3:55**	**—**	**—**	**—**
3:26	**3:36**	**4:02**	**4:04**	**4:15**	**4:19**
—	**3:44**	**4:10**	**—**	**—**	**—**
3:41	**3:51**	**4:17**	**4:19**	**4:30**	**4:34**
—	**3:59**	**4:25**	**—**	**—**	**—**
3:56	**4:06**	**4:32**	**4:34**	**4:45**	**4:49**
—	**4:14**	**4:42**	**—**	**—**	**—**
4:11	**4:21**	**4:49**	**4:51**	**5:02**	**5:06**
—	**4:29**	**4:57**	**—**	**—**	**—**
4:26	**4:36**	**5:04**	**5:06**	**5:17**	**5:21**
—	**4:44**	**5:12**	**—**	**—**	**—**
4:41	**4:51**	**5:19**	**5:21**	**5:32**	**5:36**
—	**4:59**	**5:27**	**—**	**—**	**—**
4:56	**5:06**	**5:34**	**5:36**	**5:47**	**5:51**
5:11	**5:21**	**5:49**	**5:51**	**6:02**	**6:06**
5:26	**5:36**	**6:04**	**6:06**	**6:17**	**6:21**
5:43	**5:53**	**6:19**	**6:21**	**6:31**	**6:35**
5:58	**6:08**	**6:34**	**6:36**	**6:46**	**6:50**
6:30	**6:39**	**7:03**	**7:05**	**7:14**	**7:18**
7:00	**7:09**	**7:33**	**7:35**	**7:44**	**7:48**
7:31	**7:39**	**8:01**	**8:03**	**8:11**	**8:15**
8:01	**8:09**	**8:31**	**8:33**	**8:41**	**8:45**
8:31	**8:39**	**9:01**	**9:03**	**9:11**	**9:15**
9:01	**9:09**	**9:31**	**9:33**	**9:41**	**9:45**

Route 150 – Saturday / *sábado*

Old Town ➡ University City

(F) Old Town Transit Center **DEPART**	(J) V.A. Medical Center	(K) UTC Transit Center **ARRIVE**
7:15a	7:36a	7:45a
7:45	8:06	8:15
8:15	8:36	8:45
8:45	9:06	9:15
9:15	9:36	9:45
9:45	10:06	10:15
10:15	10:37	10:46
10:45	11:07	11:16
11:15	11:37	11:47
11:45	**12:07p**	**12:17p**
12:15p	**12:37**	**12:47**
12:45	**1:07**	**1:17**
1:15	**1:37**	**1:47**
1:45	**2:07**	**2:17**
2:15	**2:37**	**2:47**
2:45	**3:07**	**3:17**
3:15	**3:37**	**3:47**
3:45	**4:07**	**4:17**
4:15	**4:37**	**4:47**
4:45	**5:07**	**5:17**
5:15	**5:37**	**5:47**
5:45	**6:06**	**6:14**
6:15	**6:36**	**6:44**
6:45	**7:06**	**7:14**
7:15	**7:35**	**7:43**
7:45	**8:05**	**8:13**
8:15	**8:35**	**8:43**
8:45	**9:05**	**9:13**

University City ➡ Old Town

(K) UTC Transit Center **DEPART**	(J) V.A. Medical Center	(F) Old Town Transit Center **ARRIVE**
8:02a	8:10a	8:30a
8:32	8:40	9:00
9:00	9:09	9:30
9:30	9:39	10:00
10:00	10:09	10:30
10:30	10:39	11:00
11:00	11:09	11:30
11:30	11:39	**12:00p**
12:00p	**12:09p**	**12:30**
12:30	**12:39**	**1:00**
1:00	**1:09**	**1:30**
1:30	**1:39**	**2:00**
2:00	**2:09**	**2:30**
2:30	**2:39**	**3:00**
3:00	**3:09**	**3:30**
3:30	**3:39**	**4:00**
4:00	**4:09**	**4:30**
4:30	**4:39**	**5:00**
5:00	**5:09**	**5:30**
5:30	**5:39**	**6:00**
6:02	**6:10**	**6:30**
6:32	**6:40**	**7:00**
7:04	**7:11**	**7:30**
7:34	**7:41**	**8:00**
8:04	**8:11**	**8:30**
8:34	**8:41**	**9:00**
9:04	**9:11**	**9:30**

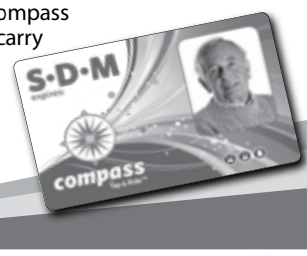
compass card

S/D/M and Youth Compass Card

All riders using reduced fares must comply with one of the following options:

Option 1 *(Recommended by MTS)*

MTS offers a picture ID on a Compass Card to eliminate the need to carry multiple identifications for proof of eligibility.



Option 2

Riders using a standard S/D/M or Youth Compass Card or a one-way ticket must carry supporting identification to prove eligibility.



*For additional benefits of **Option 1** and or list of valid forms of ID for **Option 2** go to: **www.sdmts.com/reduced-fares***

Route 150 does not operate on Sunday and Route 50 does not operate on Weekends or on the following holidays and observed holidays.
Las ruta 150 no opera los domingos, y la ruta 50 no opera los fines de semana ó durante los siguientes días festivos y feriados observados

>>>

New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

CASH FARES / *Tarifas en efectivo*

Exact fare, please / *Favor de pagar la cantidad exacta*

Day Pass (Regional) / *Pase diario (Regional)* Compass Card required ($2) / *Se requiere un Compass Card ($2)*	**$5.00**
One-Way Fare / *Tarifa de una direccíon*	**$2.25**
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	**$1.10***
Children 5 & under / *Niños de 5 años o menos* Up to two children ride free per paying adult / *Máximo dos niños viajan gratis por cada adulto*	**FREE** / ***GRATIS***

MONTHLY PASSES / *Pases mensual*

Adult / *Adulto*	**$72.00**
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	**$18.00***
Youths (18 and under) *Jóvenes (18 años o menos)*	**$36.00***

*I.D. required for discount fare or pass.
**Se requiere identificación para tarifas o pases de descuento.*

DAY PASS (REGIONAL) / *Pase diario (Regional)*

All passes are sold on Compass Card, which can be reloaded and reused for up to five years. Compass Cards are available for $2 at select outlets. A $5 Day Pass requires a Compass Card. A paper Day Pass can be purchased on board buses for an additional $2 fee.

Todos los pases se venden en el Compass Card, el cual puede ser recargado y reutilizado por hasta cinco años. Compass Cards están disponibles por $2 en selectas sucursales. Un pase de un día por $5 requiere un Compass Card. Un pase de un día de papel se puede obtener a bordo los autobuses por un costo adicional de $2.

DIRECTORY / *Directorio*

Regional Transit Information *Información de transporte público regional*	**511** or/ó **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/ó **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
SafeWatch	**(619) 557-4500**
Lost & Found *Objetos extraviados*	**(619) 557-4555**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com**.

*Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a **www.sdmts.com**.*

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective JANUARY 28, 2018

SuperLoop Rapid

201/202

UTC Transit Center – UC San Diego
via UC San Diego Medical Center or Nobel Dr.

204

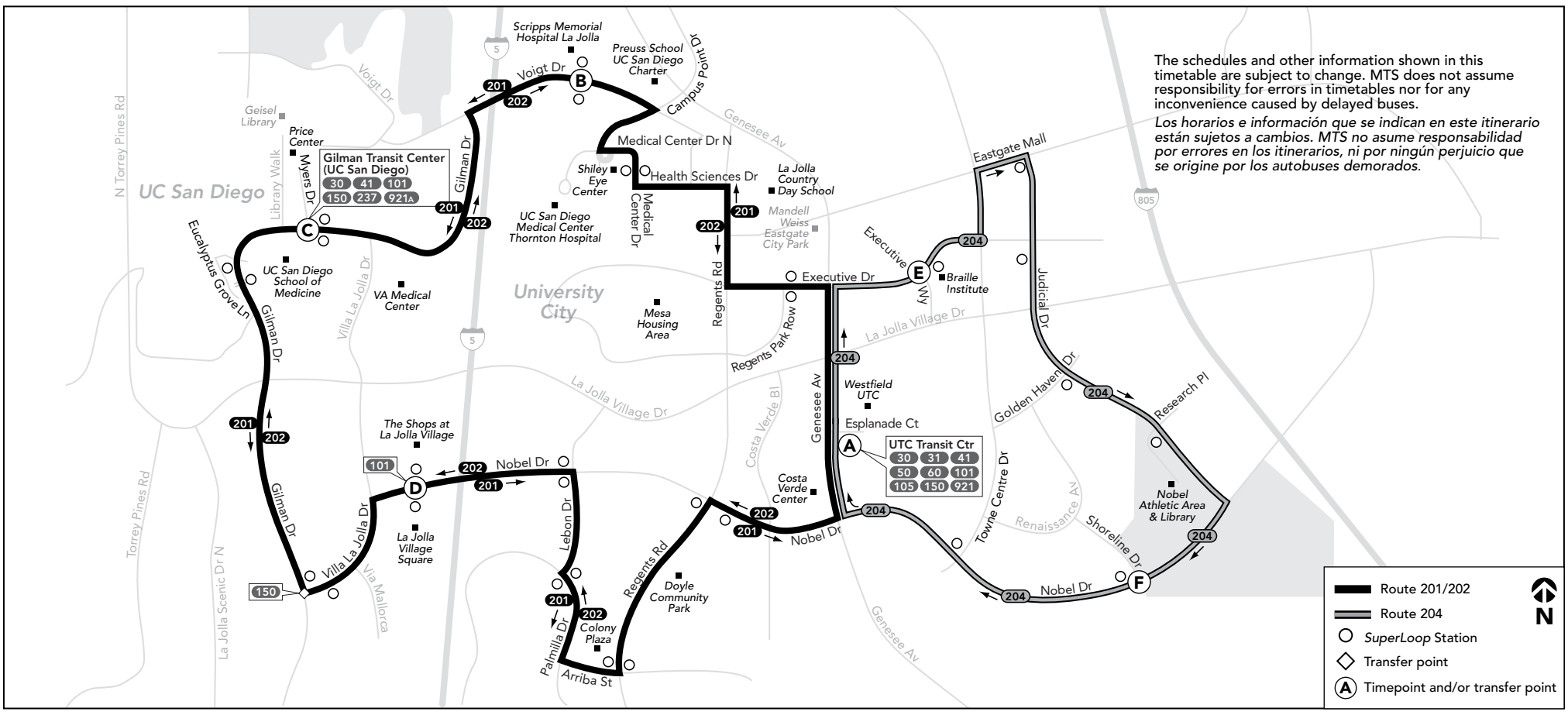
UTC East Loop
via Executive Dr. / Judicial Dr. / Nobel Dr.

DESTINATIONS

- Colony Plaza
- Costa Verde Center
- La Jolla Village Square/Shops at La Jolla Village
- Nobel Athletic Area & Library
- Scripps Memorial Hospital
- UC San Diego Medical Center (La Jolla)
- Westfield UTC

MTS® Metropolitan Transit System

01/18



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Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

Route 204 – Monday through Friday / *lunes a viernes*

UTC ➡ Executive Dr. ➡ Judicial Dr. ➡ Nobel Dr. ➡ UTC

Ⓐ UTC Transit Center **DEPART**	Ⓔ Executive Dr. & Executive Wy.	Ⓕ Nobel Dr. & Shoreline Dr.	Ⓐ UTC Transit Center **ARRIVE**
5:48a	5:51a	5:57a	6:00a
6:18	6:21	6:27	6:30
6:46	6:49	6:56	7:00
7:16	7:20	7:27	7:31
7:46	7:50	7:57	8:01
8:16	8:20	8:27	8:31
8:46	8:50	8:57	9:01
9:16	9:20	9:27	9:31
9:46	9:50	9:57	10:01
10:16	10:20	10:27	10:31
10:47	10:51	10:58	11:02
11:17	11:21	11:28	11:32
11:47	11:51	11:58	**12:02p**
12:17p	**12:21p**	**12:28p**	**12:32**
12:47	**12:51**	**12:58**	**1:02**
1:17	**1:21**	**1:28**	**1:32**
1:47	**1:51**	**1:58**	**2:02**
2:17	**2:21**	**2:28**	**2:32**
2:47	**2:51**	**2:58**	**3:02**
3:17	**3:21**	**3:28**	**3:32**
3:47	**3:51**	**3:58**	**4:02**
4:17	**4:21**	**4:28**	**4:32**
4:47	**4:51**	**4:58**	**5:02**
5:17	**5:21**	**5:28**	**5:32**
5:47	**5:51**	**5:58**	**6:02**
6:17	**6:21**	**6:28**	**6:32**
6:52	**6:56**	**7:03**	**7:07**
7:23	**7:26**	**7:33**	**7:37**
7:53	**7:56**	**8:03**	**8:07**
8:23	**8:26**	**8:33**	**8:37**
8:55	**8:58**	**9:04**	**9:07**
9:25	**9:28**	**9:34**	**9:37**
9:55	**9:58**	**10:04**	**10:07**

Route 204 does not operate on weekends or on the following holidays and observed holidays >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

La ruta 204 no ofrece servicio durante el fin de semana o durante los siguientes días festivos y feriados observados

Alternative formats available upon request.
Please call: (619) 557-4555

Formato alternativo disponible al preguntar.
Favor de llamar: (619) 557-4555

COMPASS CASH

Load money onto your Compass Card for a new, convenient way to pay.

Great for One-Ways.

Follow prompts on machine to load value.

Just tap and ride!



Compass Service Center
(619) 595-5636
sdmts.com

MTS | CHANGING THE WAY SAN DIEGO MOVES

Your Transit Fare. Anytime. Anywhere.

COMPASS CLOUD
Free mobile ticketing app.

- Day Passes; 30-day Passes
- Buy for your entire group on one phone.
- Your phone is your ticket.

sdmts.com/compass-cloud

Download on the App Store | GET IT ON Google Play



MTS | CHANGING THE WAY SAN DIEGO MOVES

Route 201 – Monday through Friday / *lunes a viernes*

UTC ➡ UCSD Med. Ctr. ➡ UCSD ➡ La Jolla Village Square ➡ UTC

Ⓐ UTC Transit Center **DEPART**	Ⓑ Scripps Memorial Hospital	Ⓒ Gilman Transit Center (UC San Diego)	Ⓓ Nobel Dr. & La Jolla Village Square	Ⓐ UTC Transit Center **ARRIVE**
5:50a	5:57a	6:01a	6:06a	6:15a
6:05	6:12	6:16	6:21	6:30
6:20	6:27	6:31	6:36	6:45
6:35	6:43	6:48	6:54	7:04
6:50	6:58	7:03	7:09	7:19
7:05	7:14	7:19	7:26	7:36
7:20	7:29	7:34	7:41	7:51
7:35	7:44	7:49	7:56	8:06
7:45	7:54	7:59	8:06	8:16
7:55	8:04	8:09	8:16	8:26
8:05	8:14	8:19	8:26	8:36
8:15	8:24	8:29	8:36	8:46
8:25	8:34	8:39	8:46	8:56
8:35	8:44	8:49	8:56	9:06
8:45	8:54	8:59	9:06	9:16
8:55	9:04	9:09	9:16	9:26
9:05	9:14	9:19	9:26	9:36
9:15	9:24	9:29	9:36	9:46
9:25	9:34	9:39	9:46	9:56
9:35	9:44	9:49	9:56	10:06
9:45	9:54	9:59	10:06	10:16
9:55	10:04	10:09	10:16	10:26
10:05	10:14	10:19	10:26	10:36
10:15	10:24	10:29	10:36	10:46
10:25	10:34	10:39	10:46	10:56
10:35	10:44	10:49	10:56	11:06
10:45	10:54	10:59	11:06	11:16
10:55	11:04	11:09	11:16	11:26
11:10	11:19	11:24	11:32	11:43
11:25	11:34	11:39	11:47	11:58
11:40	11:49	11:54	**12:02p**	**12:13p**
11:55	**12:04p**	**12:09p**	**12:17**	**12:28**
12:10p	**12:19**	**12:24**	**12:32**	**12:43**
12:25	**12:34**	**12:39**	**12:47**	**12:58**
12:40	**12:49**	**12:54**	**1:02**	**1:13**
12:55	**1:04**	**1:09**	**1:17**	**1:28**
1:10	**1:19**	**1:24**	**1:32**	**1:43**
1:25	**1:34**	**1:39**	**1:47**	**1:58**
1:35	**1:44**	**1:49**	**1:57**	**2:08**
1:45	**1:54**	**1:59**	**2:07**	**2:18**
1:55	**2:04**	**2:09**	**2:17**	**2:28**
2:05	**2:14**	**2:19**	**2:27**	**2:38**
2:15	**2:24**	**2:29**	**2:37**	**2:48**
2:25	**2:34**	**2:39**	**2:47**	**2:58**
2:35	**2:44**	**2:50**	**2:58**	**3:09**
2:45	**2:54**	**3:00**	**3:08**	**3:19**
2:55	**3:04**	**3:10**	**3:18**	**3:29**
3:05	**3:14**	**3:20**	**3:28**	**3:39**
3:15	**3:24**	**3:30**	**3:38**	**3:49**
3:25	**3:34**	**3:40**	**3:48**	**3:59**
3:35	**3:44**	**3:50**	**3:58**	**4:09**
3:45	**3:54**	**4:00**	**4:08**	**4:19**
3:55	**4:04**	**4:10**	**4:18**	**4:29**
4:05	**4:14**	**4:20**	**4:28**	**4:39**
4:15	**4:24**	**4:30**	**4:38**	**4:49**
4:25	**4:34**	**4:40**	**4:48**	**4:59**
4:35	**4:44**	**4:50**	**4:58**	**5:09**
4:45	**4:54**	**5:00**	**5:08**	**5:19**
4:55	**5:04**	**5:10**	**5:18**	**5:29**
5:05	**5:14**	**5:20**	**5:28**	**5:39**
5:15	**5:24**	**5:30**	**5:38**	**5:49**
5:25	**5:34**	**5:40**	**5:48**	**5:59**
5:35	**5:44**	**5:50**	**5:58**	**6:09**
5:45	**5:54**	**6:00**	**6:08**	**6:19**
5:55	**6:04**	**6:10**	**6:18**	**6:29**
6:05	**6:14**	**6:20**	**6:28**	**6:39**
6:15	**6:24**	**6:30**	**6:38**	**6:49**
6:25	**6:34**	**6:40**	**6:48**	**6:59**
6:35	**6:44**	**6:50**	**6:58**	**7:09**
6:45	**6:53**	**6:58**	**7:06**	**7:17**
6:55	**7:03**	**7:08**	**7:16**	**7:27**
7:05	**7:13**	**7:18**	**7:26**	**7:37**
7:20	**7:28**	**7:33**	**7:41**	**7:52**
7:35	**7:42**	**7:47**	**7:55**	**8:05**
7:50	**7:57**	**8:02**	**8:10**	**8:20**
8:05	**8:12**	**8:17**	**8:25**	**8:35**
8:20	**8:27**	**8:32**	**8:40**	**8:50**
8:35	**8:42**	**8:47**	**8:55**	**9:05**
8:50	**8:57**	**9:02**	**9:09**	**9:19**
9:05	**9:12**	**9:17**	**9:24**	**9:34**
9:20	**9:27**	**9:32**	**9:39**	**9:49**
9:35	**9:42**	**9:47**	**9:54**	**10:04**
9:50	**9:57**	**10:02**	**10:09**	**10:19**
10:05	**10:12**	**10:17**	**10:24**	**10:34**

Route 202 – Monday through Friday / *lunes a viernes*

UTC ➡ La Jolla Village Square ➡ UCSD ➡ UCSD Med. Ctr. ➡ UTC

Ⓐ UTC Transit Center **DEPART**	Ⓓ Nobel Dr. & La Jolla Village Square	Ⓒ Gilman Transit Center (UC San Diego)	Ⓑ Scripps Memorial Hospital	Ⓐ UTC Transit Center **ARRIVE**
5:45a	5:55a	6:01a	6:04a	6:11a
6:00	6:10	6:16	6:19	6:26
6:15	6:25	6:31	6:34	6:41
6:30	6:41	6:48	6:51	6:59
6:45	6:56	7:03	7:06	7:14
7:00	7:12	7:20	7:23	7:32
7:10	7:22	7:30	7:33	7:42
7:20	7:32	7:40	7:43	7:52
7:30	7:42	7:50	7:53	8:02
7:40	7:52	8:00	8:03	8:12
7:50	8:02	8:10	8:13	8:22
8:00	8:12	8:20	8:23	8:32
8:10	8:22	8:30	8:33	8:42
8:20	8:32	8:40	8:43	8:52
8:30	8:42	8:50	8:53	9:02
8:40	8:52	9:00	9:03	9:12
8:50	9:02	9:10	9:13	9:22
9:00	9:12	9:20	9:23	9:32
9:10	9:22	9:30	9:33	9:42
9:20	9:32	9:40	9:43	9:52
9:30	9:42	9:50	9:53	10:02
9:40	9:52	10:00	10:03	10:12
9:50	10:02	10:10	10:13	10:22
10:00	10:12	10:20	10:23	10:32
10:10	10:22	10:30	10:33	10:42
10:20	10:32	10:40	10:43	10:52
10:30	10:42	10:50	10:53	11:02
10:40	10:52	11:00	11:03	11:12
10:50	11:02	11:10	11:13	11:22
11:00	11:12	11:20	11:23	11:32
11:10	11:22	11:30	11:33	11:42
11:20	11:32	11:40	11:43	11:52
11:30	11:42	11:50	11:53	**12:02p**
11:40	11:52	**12:00p**	**12:03p**	**12:12**
11:50	**12:02p**	**12:10**	**12:13**	**12:22**
12:00p	**12:12**	**12:20**	**12:23**	**12:32**
12:10	**12:22**	**12:30**	**12:33**	**12:42**
12:20	**12:32**	**12:40**	**12:43**	**12:52**
12:30	**12:42**	**12:50**	**12:53**	**1:02**
12:40	**12:52**	**1:00**	**1:03**	**1:12**
12:50	**1:02**	**1:10**	**1:13**	**1:22**
1:00	**1:12**	**1:20**	**1:23**	**1:32**
1:10	**1:22**	**1:30**	**1:33**	**1:42**
1:20	**1:32**	**1:40**	**1:43**	**1:52**
1:30	**1:42**	**1:50**	**1:53**	**2:02**
1:40	**1:52**	**2:00**	**2:03**	**2:12**
1:50	**2:02**	**2:10**	**2:13**	**2:22**
2:00	**2:12**	**2:20**	**2:23**	**2:32**
2:10	**2:22**	**2:30**	**2:33**	**2:42**
2:20	**2:32**	**2:40**	**2:43**	**2:52**
2:30	**2:42**	**2:50**	**2:54**	**3:04**
2:40	**2:52**	**3:00**	**3:04**	**3:14**
2:50	**3:02**	**3:10**	**3:14**	**3:24**
3:00	**3:12**	**3:20**	**3:24**	**3:34**
3:10	**3:22**	**3:30**	**3:34**	**3:44**
3:20	**3:32**	**3:40**	**3:44**	**3:54**
3:30	**3:42**	**3:50**	**3:54**	**4:04**
3:40	**3:52**	**4:00**	**4:04**	**4:14**
3:50	**4:02**	**4:10**	**4:14**	**4:24**
4:00	**4:12**	**4:20**	**4:24**	**4:34**
4:10	**4:22**	**4:30**	**4:34**	**4:44**
4:20	**4:32**	**4:40**	**4:44**	**4:54**
4:30	**4:42**	**4:50**	**4:54**	**5:04**
4:40	**4:52**	**5:00**	**5:04**	**5:14**
4:50	**5:02**	**5:10**	**5:14**	**5:24**
5:00	**5:12**	**5:20**	**5:24**	**5:34**
5:10	**5:22**	**5:30**	**5:34**	**5:44**
5:20	**5:32**	**5:40**	**5:44**	**5:54**
5:30	**5:42**	**5:50**	**5:54**	**6:04**
5:40	**5:52**	**6:00**	**6:04**	**6:14**
5:50	**6:02**	**6:10**	**6:13**	**6:22**
6:00	**6:12**	**6:20**	**6:23**	**6:32**
6:10	**6:22**	**6:30**	**6:33**	**6:42**
6:20	**6:32**	**6:40**	**6:43**	**6:52**
6:30	**6:42**	**6:50**	**6:53**	**7:02**
6:45	**6:57**	**7:05**	**7:08**	**7:17**
7:00	**7:11**	**7:18**	**7:21**	**7:29**
7:15	**7:26**	**7:33**	**7:36**	**7:44**
7:30	**7:41**	**7:48**	**7:51**	**7:59**
7:45	**7:56**	**8:03**	**8:06**	**8:14**
8:00	**8:11**	**8:18**	**8:21**	**8:29**
8:15	**8:26**	**8:33**	**8:36**	**8:44**
8:30	**8:41**	**8:48**	**8:51**	**8:59**
8:45	**8:56**	**9:03**	**9:06**	**9:14**
9:00	**9:11**	**9:18**	**9:21**	**9:29**
9:15	**9:26**	**9:33**	**9:36**	**9:44**
9:30	**9:40**	**9:47**	**9:50**	**9:57**
9:45	**9:55**	**10:02**	**10:05**	**10:12**
10:00	**10:10**	**10:17**	**10:20**	**10:27**

Route 201 – Saturday and Sunday / *sábado y domingo*

UTC ➡ UCSD Med. Ctr. ➡ UCSD ➡ La Jolla Village Square ➡ UTC

Ⓐ UTC Transit Center **DEPART**	Ⓑ Scripps Memorial Hospital	Ⓒ Gilman Transit Center (UC San Diego)	Ⓓ Nobel Dr. & La Jolla Village Square	Ⓐ UTC Transit Center **ARRIVE**
5:50a	5:57a	6:00a	6:05a	6:13a
6:05	6:12	6:15	6:20	6:28
6:20	6:27	6:30	6:35	6:43
6:35	6:42	6:45	6:51	7:00
6:50	6:57	7:00	7:06	7:15
7:05	7:12	7:15	7:21	7:30
7:20	7:27	7:30	7:36	7:45
7:35	7:42	7:45	7:51	8:00
7:50	7:57	8:00	8:06	8:15
8:05	8:12	8:15	8:21	8:30
8:20	8:27	8:30	8:36	8:45
8:35	8:42	8:45	8:51	9:00
8:50	8:57	9:01	9:08	9:18
9:05	9:12	9:16	9:23	9:33
9:20	9:27	9:31	9:38	9:48
9:35	9:42	9:46	9:53	10:03
9:50	9:57	10:01	10:08	10:18
10:05	10:12	10:16	10:23	10:33
10:20	10:27	10:31	10:38	10:48
10:35	10:42	10:46	10:53	11:03
10:50	10:57	11:01	11:08	11:18
11:05	11:13	11:17	11:25	11:36
AND THEN EVERY 15 MINUTES AT: / *Y LUEGO CADA 15 MINUTOS A LAS:*				
:20	:28	:32	:40	:51
:35	:43	:47	:55	:06
:50	:58	:02	:10	:21
:05	:13	:17	:25	:36
UNTIL: / *HASTA:*				
6:20p	**6:28p**	**6:32p**	**6:40p**	**6:51p**
6:35	**6:43**	**6:47**	**6:55**	**7:06**
6:50	**6:57**	**7:01**	**7:09**	**7:19**
7:05	**7:12**	**7:16**	**7:24**	**7:34**
7:20	**7:27**	**7:31**	**7:39**	**7:49**
7:35	**7:42**	**7:46**	**7:54**	**8:04**
7:50	**7:57**	**8:01**	**8:09**	**8:19**
8:05	**8:12**	**8:16**	**8:24**	**8:34**
8:20	**8:27**	**8:31**	**8:39**	**8:49**
8:35	**8:42**	**8:46**	**8:54**	**9:04**
8:50	**8:56**	**9:00**	**9:07**	**9:16**
9:05	**9:11**	**9:15**	**9:22**	**9:31**
9:20	**9:26**	**9:30**	**9:37**	**9:46**
9:35	**9:41**	**9:45**	**9:52**	**10:01**
9:50	**9:56**	**10:00**	**10:07**	**10:16**
10:05	**10:11**	**10:15**	**10:22**	**10:31**

Route 202 – Saturday and Sunday / *sábado y domingo*

UTC ➡ La Jolla Village Square ➡ UCSD ➡ UCSD Med. Ctr. ➡ UTC

Ⓐ UTC Transit Center **DEPART**	Ⓓ Nobel Dr. & La Jolla Village Square	Ⓒ Gilman Transit Center (UC San Diego)	Ⓑ Scripps Memorial Hospital	Ⓐ UTC Transit Center **ARRIVE**
5:45a	5:54a	5:59a	6:02a	6:08a
6:00	6:09	6:14	6:17	6:23
6:15	6:24	6:29	6:32	6:38
6:30	6:39	6:44	6:47	6:53
6:45	6:54	6:59	7:02	7:08
7:00	7:09	7:14	7:17	7:23
7:15	7:25	7:31	7:34	7:40
7:30	7:40	7:46	7:49	7:55
7:45	7:55	8:01	8:04	8:10
8:00	8:10	8:16	8:19	8:25
8:15	8:25	8:31	8:34	8:40
8:30	8:40	8:46	8:49	8:55
8:45	8:55	9:01	9:04	9:10
9:00	9:10	9:16	9:19	9:25
9:15	9:26	9:32	9:35	9:42
9:30	9:41	9:47	9:50	9:57
9:45	9:56	10:02	10:05	10:12
10:00	10:11	10:17	10:20	10:27
10:15	10:26	10:32	10:35	10:42
10:30	10:41	10:47	10:50	10:57
10:45	10:56	11:03	11:06	11:14
AND THEN EVERY 15 MINUTES AT: / *Y LUEGO CADA 15 MINUTOS A LAS:*				
:00	:11	:18	:21	:29
:15	:26	:33	:36	:44
:30	:41	:48	:51	:59
:45	:56	:03	:06	:14
UNTIL: / *HASTA:*				
6:00p	**6:11p**	**6:18p**	**6:21p**	**6:29p**
6:15	**6:26**	**6:33**	**6:36**	**6:44**
6:30	**6:41**	**6:48**	**6:51**	**6:59**
6:45	**6:56**	**7:02**	**7:05**	**7:12**
7:00	**7:11**	**7:17**	**7:20**	**7:27**
7:15	**7:26**	**7:32**	**7:35**	**7:42**
7:30	**7:41**	**7:47**	**7:50**	**7:57**
7:45	**7:56**	**8:02**	**8:05**	**8:12**
8:00	**8:10**	**8:16**	**8:19**	**8:26**
8:15	**8:25**	**8:31**	**8:34**	**8:41**
8:30	**8:40**	**8:46**	**8:49**	**8:56**
8:45	**8:55**	**9:01**	**9:04**	**9:11**
9:00	**9:10**	**9:16**	**9:19**	**9:26**
9:15	**9:25**	**9:31**	**9:34**	**9:41**
9:30	**9:39**	**9:45**	**9:48**	**9:54**
9:45	**9:54**	**10:00**	**10:03**	**10:09**
10:00	**10:09**	**10:15**	**10:18**	**10:24**

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays >>> New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados

CASH FARES / *Tarifas en efectivo*

Exact fare, please / *Favor de pagar la cantidad exacta*

Day Pass (Regional) / *Pase diario (Regional)* Compass Card required ($2) / *Se requiere un Compass Card ($2)*	$5.00
One-Way Fare / *Tarifa de una direccíon*	$2.50
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	$1.25*
Children 5 & under / *Niños de 5 años o menos* Up to two children ride free per paying adult / *Máximo dos niños viajan gratis por cada adulto*	FREE / *GRATIS*

MONTHLY PASSES / *Pases mensual*

Adult / *Adulto*	$72.00
Senior (60+)/Disabled/Medicare *Mayores de 60 años/Discapacitados/Medicare*	$18.00*
Youths (18 and under) *Jóvenes (18 años o menos)*	$36.00*

*I.D. required for discount fare or pass.
**Se requiere identificación para tarifas o pases de descuento.*

DAY PASS (REGIONAL) / *Pase diario (Regional)*

All passes are sold on Compass Card, which can be reloaded and reused for up to five years. Compass Cards are available for $2 at select outlets. A $5 Day Pass requires a Compass Card. A paper Day Pass can be purchased on board buses for an additional $2 fee.

Todos los pases se venden en el Compass Card, el cual puede ser recargado y reutilizado por hasta cinco años. Compass Cards están disponibles por $2 en selectas sucursales. Un pase de un día por $5 requiere un Compass Card. Un pase de un día de papel se puede obtener a bordo los autobuses por un costo adicional de $2.

DIRECTORY / *Directorio*

Regional Transit Information *Información de transporte público regional*	**511** or/ó **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/ó **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 557-4555**
SafeWatch	**(619) 557-4500**
Lost & Found *Objetos extraviados*	**(619) 557-4555**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com**.

*Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a **www.sdmts.com**.*

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective JANUARY 28, 2018

Rapid 237

Mira Mesa – UC San Diego

via Mira Mesa Bl.

DESTINATIONS

- Miramar College Transit Station
- Mira Mesa High School
- Mira Mesa Mall
- Sorrento Mesa
- Westfield UTC

MTS® Metropolitan Transit System

01/18

Alternative formats available upon request. Please call: (619) 557-4555 / *Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555*

EASY FARES!

COMPASS CLOUD

Free mobile ticketing app.



Day Passes; 30-day Passes
Buy for your entire group on one phone.
Your phone is your ticket.

MTS | CHANGING THE WAY SAN DIEGO MOVES

COMPASS CASH

Load money on your Compass Card



Great for One-Ways.
Follow prompts on machine to load value.
Just tap and ride!

Compass Service Center
(619) 595-5636
sdmts.com

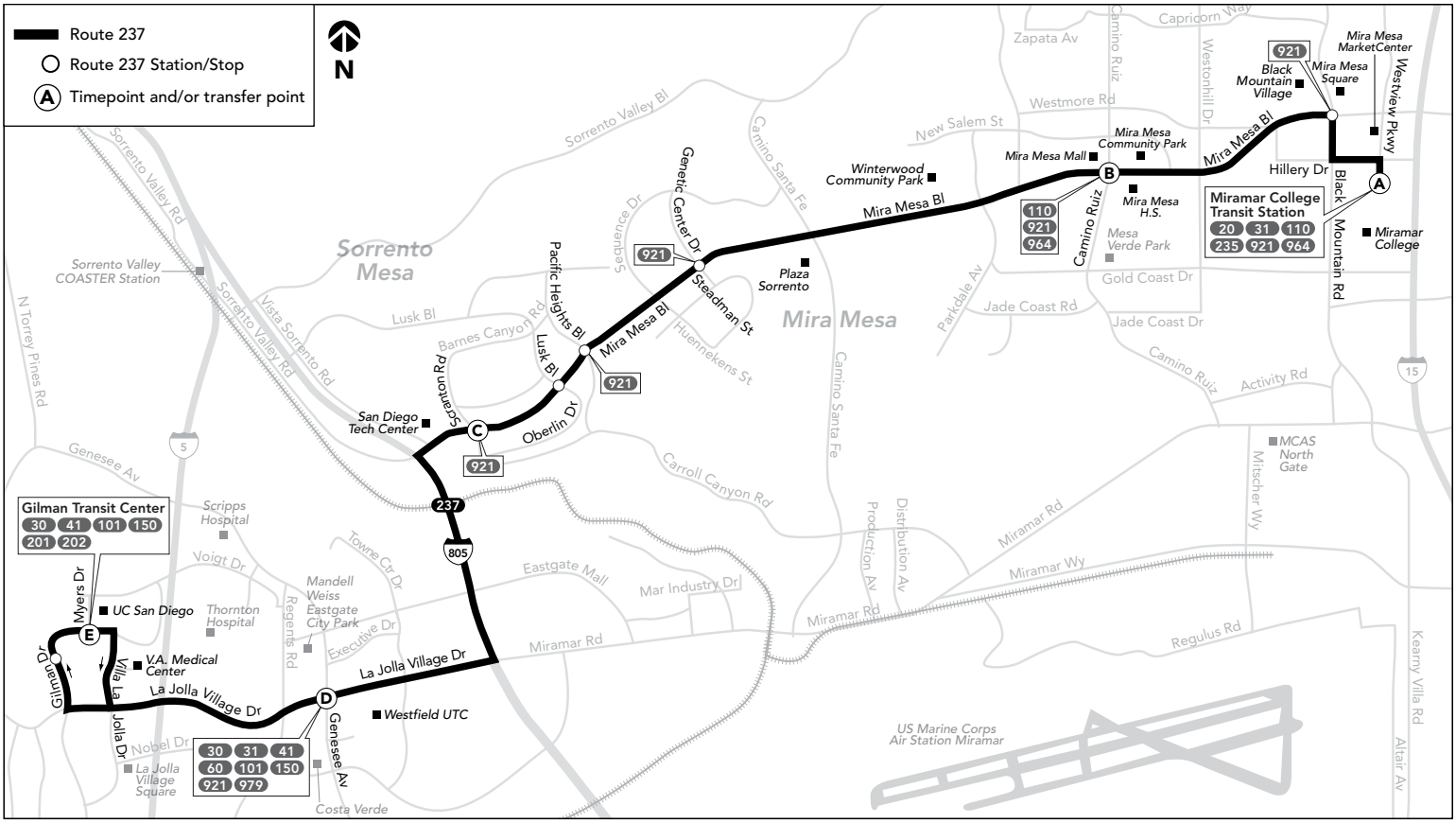
MTS Rider Insider

Freebies ♥ Contests ♥ Events ♥ News ♥ Fun

We **LOVE** our riders and as part of giving back, we're starting a new program for **YOU!** Just by staying in touch with us via email you'll get exclusive sweepstakes, news, events, plus transit lifestyle tips.

Join Today!
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Route 237 – Monday through Friday / *lunes a viernes*

Mira Mesa ➡ UC San Diego

Ⓐ Miramar College Transit Station **DEPART**	Ⓑ Mira Mesa Bl. & Camino Ruiz	Ⓒ Mira Mesa Bl. & Scranton Rd.	Ⓓ La Jolla Village Dr. & Genesee Av.	Ⓔ Gilman T. C. (UCSD) **ARRIVE**
5:52a	5:59a	6:09a	6:17a	6:25a
6:20	6:27	6:37	6:45	6:53
6:33	6:40	6:50	6:58	7:06
6:47	6:55	7:06	7:14	7:23
7:02	7:11	7:23	7:32	7:41
7:18	7:27	7:39	7:48	7:57
7:33	7:42	7:54	8:03	8:12
7:48	7:57	8:10	8:19	8:29
8:03	8:12	8:25	8:34	8:44
8:18	8:27	8:40	8:49	8:59
8:33	8:42	8:55	9:04	9:14
8:48	8:57	9:10	9:19	9:29
9:04	9:13	9:26	9:35	9:45
9:19	9:28	9:41	9:50	10:00
9:49	9:57	10:09	10:17	10:26
2:48p	**2:55p**	**3:06p**	**3:16p**	**3:25p**
3:18	**3:25**	**3:36**	**3:46**	**3:55**
3:48	**3:56**	**4:08**	**4:19**	**4:28**
4:19	**4:27**	**4:39**	**4:51**	**5:01**
4:34	**4:42**	**4:54**	**5:06**	**5:16**
4:50	**4:58**	**5:10**	**5:22**	**5:32**
5:05	**5:13**	**5:25**	**5:37**	**5:47**
5:20	**5:28**	**5:40**	**5:52**	**6:02**
5:35	**5:43**	**5:55**	**6:07**	**6:17**
5:50	**5:57**	**6:09**	**6:19**	**6:29**
6:21	**6:28**	**6:39**	**6:48**	**6:57**
6:47	**6:54**	**7:04**	**7:12**	**7:21**
7:17	**7:24**	**7:34**	**7:42**	**7:51**

UC San Diego ➡ Mira Mesa

Ⓔ Gilman T. C. (UCSD) **DEPART**	Ⓓ La Jolla Village Dr. & Genesee Av.	Ⓒ Mira Mesa Bl. & Scranton Rd.	Ⓑ Mira Mesa Bl. & Camino Ruiz	Ⓐ Miramar College Transit Station **ARRIVE**
6:01a	6:08a	6:14a	6:24a	6:31a
6:36	6:43	6:49	6:59	7:06
7:05	7:12	7:19	7:31	7:38
7:24	7:31	7:38	7:50	7:57
7:39	7:46	7:53	8:05	8:12
7:54	8:01	8:08	8:20	8:27
8:11	8:18	8:26	8:38	8:46
8:26	8:33	8:41	8:53	9:01
8:41	8:48	8:56	9:08	9:16
9:07	9:14	9:22	9:34	9:42
2:00p	**2:09p**	**2:16p**	**2:28p**	**2:37p**
2:30	**2:39**	**2:46**	**2:58**	**3:07**
3:00	**3:09**	**3:16**	**3:28**	**3:37**
3:28	**3:37**	**3:44**	**3:56**	**4:05**
3:43	**3:52**	**3:59**	**4:11**	**4:20**
3:56	**4:05**	**4:12**	**4:25**	**4:35**
4:14	**4:23**	**4:30**	**4:43**	**4:53**
4:27	**4:36**	**4:43**	**4:57**	**5:08**
4:40	**4:49**	**4:56**	**5:11**	**5:23**
4:53	**5:02**	**5:09**	**5:25**	**5:38**
5:11	**5:20**	**5:27**	**5:43**	**5:56**
5:26	**5:35**	**5:42**	**5:58**	**6:11**
5:44	**5:52**	**5:59**	**6:14**	**6:26**
5:57	**6:05**	**6:12**	**6:27**	**6:39**
6:15	**6:23**	**6:30**	**6:44**	**6:54**
6:32	**6:40**	**6:46**	**6:59**	**7:08**
6:54	**7:02**	**7:08**	**7:21**	**7:30**
7:29	**7:37**	**7:43**	**7:54**	**8:03**
7:59	**8:07**	**8:13**	**8:24**	**8:33**

Route 237 does not operate on weekends or on the following holidays and observed holidays
La ruta 237 no ofrece servicio durante el fin de semana o durante los siguientes días festivos y feriados observados

>>>

New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

CASH FARES / *Tarifas en efectivo*

The Sorrento Valley COASTER Connection is a free service for COASTER passengers! This service is provided as a courtesy by the Metropolitan Transit System and the North County Transit District.

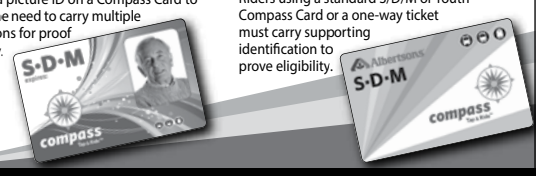
¡El Sorrento Valley COASTER Connection es un servicio gratuito para los pasajeros del COASTER! Este servicio es proveído como cortesía por el Metropolitan Transit System y el North County Transit District.

compass card

S/D/M and Youth Compass Card
All riders using reduced fares must comply with one of the following options:

Option 1 *(Recommended by MTS)*
MTS offers a picture ID on a Compass Card to eliminate the need to carry multiple identifications for proof of eligibility.

Option 2
Riders using a standard S/D/M or Youth Compass Card or a one-way ticket must carry supporting identification to prove eligibility.



*For additional benefits of **Option 1** and or list of valid forms of ID for **Option 2** go to:*
www.sdmts.com/reduced-fares

DIRECTORY / *Directorio*

Regional Transit Information *Información de transporte público regional*	**511** or/ó **(619) 233-3004**
TTY/TDD (teletype for hearing impaired) *Teletipo para sordos*	**(619) 234-5005** or/ó **(888) 722-4889**
InfoExpress (24-hour info via Touch-Tone phone) *Información las 24 horas (via teléfono de teclas)*	**(619) 685-4900**
Customer Service / Suggestions *Servicio al cliente / Sugerencias*	**(619) 238-0100**
SafeWatch	**(619) 557-4500**
Lost & Found *Objetos extraviados*	**(877) 841-3278**
Transit Store	**(619) 234-1060** 12th & Imperial Transit Center M–F 9am–5pm
For MTS online trip planning *Planificación de viajes por Internet*	**www.sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **www.sdmts.com**.
*Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en las Transit Store, o visita a **www.sdmts.com**.*

Thank you for riding MTS! ***¡Gracias por viajar con MTS!***

Effective OCTOBER 12, 2016

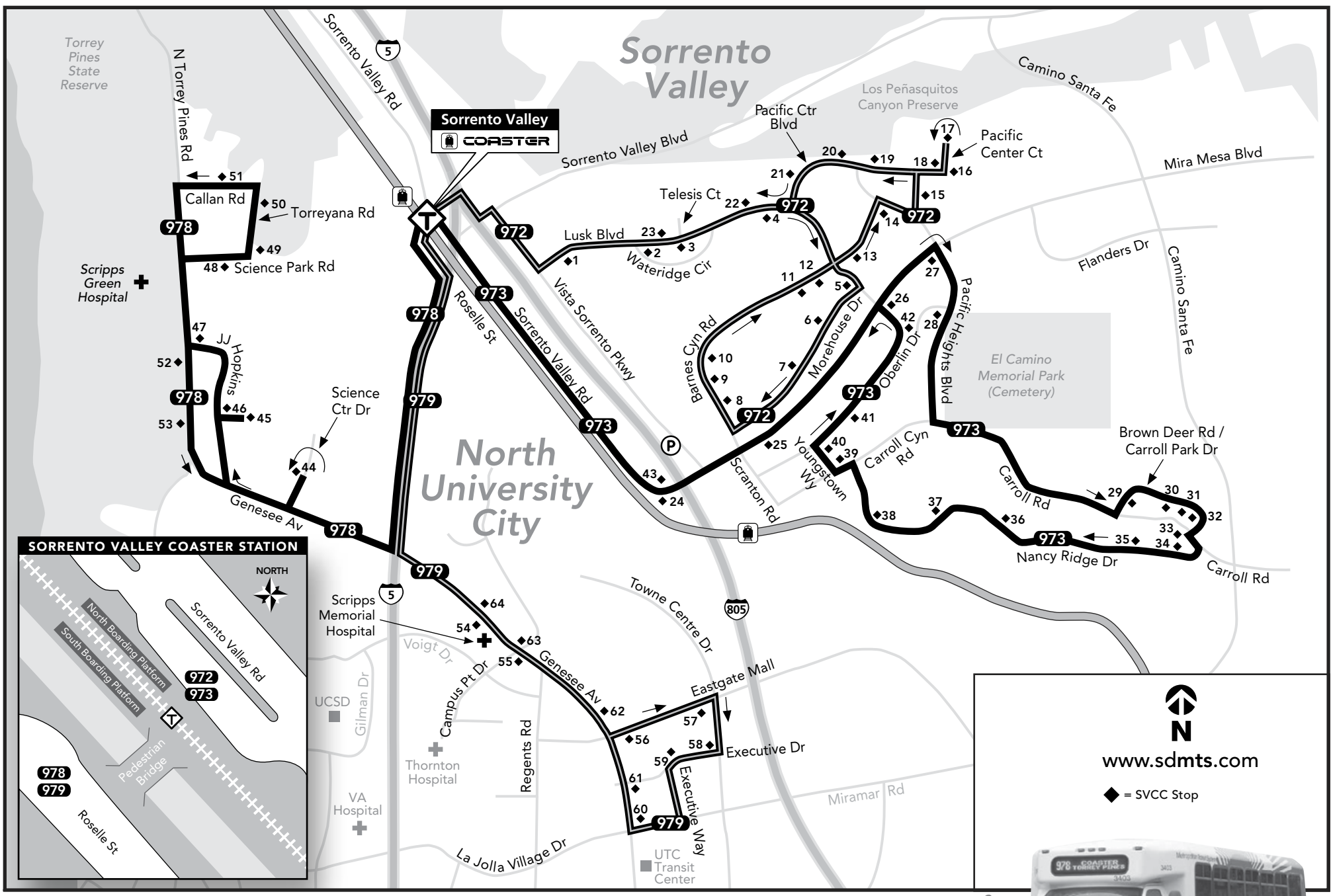
COASTER CONNECTION

Sorrento Valley COASTER Station

- **972** Sorrento Mesa
- **973** Carroll Canyon
- **978** Torrey Pines
- **979** North University City

MTS Metropolitan Transit System

10/16





COASTER — Monday through Friday / *lunes a viernes*

Oceanside ➡ San Diego

	Morning (AM)				Afternoon/Evening (PM)		
Oceanside	6:00a	6:30a	7:13a	7:42a	**3:32p**	**5:12p**	**5:41p**
Carlsbad Village	6:04	6:35	7:17	7:46	**3:36**	**5:17**	**5:46**
Carlsbad Poinsettia	6:09	6:40	7:23	7:51	**3:43**	**5:22**	**5:51**
Encinitas	6:14	6:46	7:28	7:57	**3:49**	**5:28**	**5:56**
Solana Beach	6:19	6:55	7:37	8:02	**3:54**	**5:35**	**6:01**
Sorrento Valley	6:28	7:08	7:47	8:14	**4:03**	**5:44**	**6:11**
Old Town	6:54	7:31	8:10	8:37	**4:28**	**6:08**	**6:37**
San Diego	7:01	7:38	8:17	8:45	**4:35**	**6:16**	**6:45**

San Diego ➡ Oceanside

	Morning (AM)		⊛	Afternoon/Evening (PM)				
San Diego	6:24a	7:41a	8:23a	**3:38p**	**4:23p**	**4:55p**	**5:40p**	**6:26p**
Old Town	6:30	7:47	8:30	**3:44**	**4:29**	**5:01**	**5:46**	**6:32**
Sorrento Valley	6:52	8:09	8:54	**4:06**	**4:51**	**5:24**	**6:08**	**6:54**
Solana Beach	7:02	8:22	9:03	**4:17**	**5:00**	**5:34**	**6:20**	**7:04**
Encinitas	7:09	8:29	9:09	**4:23**	**5:08**	**5:40**	**6:26**	**7:10**
Carlsbad Poinsettia	7:15	8:35	9:15	**4:29**	**5:14**	**5:46**	**6:32**	**7:16**
Carlsbad Village	7:22	8:41	9:23	**4:35**	**5:21**	**5:52**	**6:38**	**7:22**
Oceanside	7:27	8:46	9:29	**4:41**	**5:28**	**5:58**	**6:45**	**7:30**

COASTER schedule shown is effective June 6, 2016 and is subject to change without notice. This may not reflect the most current schedule. Only trips that connect with the Sorrento Valley COASTER Connection are shown. Additional days and times of service can be found at www.gonctd.com.
COASTER calendario que se muestra es a partir del 6 de junio de 2016 y está sujeto a cambios sin previo aviso. Esto puede no reflejar el calendario más actual. Sólo los viajes que conectan con el Sorrento Valley COASTER Connection se muestran. Días adicionales y las horas de servicio se pueden encontrar en www.gonctd.com.
*Operated by Amtrak / *Operado por Amtrak*

ROUTE DEVIATIONS / *Desviaciones de la Ruta*

The SVCC is a demand-response service that will provide a route deviation of up to 3/4 of a mile off an operating SVCC route for requesting passengers traveling to or from the Sorrento Valley COASTER Station. This service is provided anywhere in the SVCC service area during the corresponding hours that the SVCC service operates. Lift-equipped buses are available. To ensure availability, please call (877) 841-3278 at least one hour before your trip to schedule a curb-to-curb trip.

El SVCC es un servicio de demanda-respuesta que proveerá una desviación de ruta de hasta 3/4 de milla de una ruta SVCC operativa a pasajeros que viajen a y de Sorrento Valley COASTER Station. Este servicio es proveído en cualquier parte del la área de servicio del SVCC, durante las horas correspondientes a al servicio que SVCC opera. Autobuses equipados para levantar sillas también están disponibles. Para asegurarse de su disponibilidad, por favor hable al (877) 841-3278 por lo menos una hora antes de su viaje para fijar el horario de su viaje de banqueta-a-banqueta.

COMMUTER TAX BENEFIT PROGRAM FOR EMPLOYERS / *Programa de Asistencia de Tránsito del Empleador*

Employers can provide their employees a payroll tax deduction for riding transit to work of up to $125 per month. Employers benefit from this program through reduced payroll taxes and other business deductions. For more information about this and other free commuter services for employers visit iCommuteSD.com or call 511 and say "iCommute."

Los empleadores pueden proporcionar a sus empleados una deducción de los impuestos sobre nóminas de hasta $125 dólares al mes por trasladarse al trabajo usando el transporte interurbano. Los empleadores sacan provecho de este programa mediante menores impuestos sobre nómina y otras deducciones empresariales. Para mayores informes sobre éste y otros servicios gratuitos para pasajeros interurbanos para los empleadores, favor de visitar iCommuteSD.com o llamar al 511 y decir 'iCommute'.

Alternative formats available upon request. Please call: (619) 557-4555 / *Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555*

Route 972 – Monday through Friday / *lunes a viernes*

Sorrento Mesa ➡ Sorrento Valley COASTER Station

		Morning (AM)					Afternoon/Evening (PM)				
ⓣ	Sorrento Valley COASTER Station **DEPART***	6:30a	7:10a	7:50a	8:16a	8:55a	—	**4:05p**	**4:40p**	**5:22p**	**6:10p**
1	10525 Vista Sorrento						**3:30p**				
2	EB Lusk Blvd & Wateridge Circle (after intersection)										
3	EB Lusk Blvd & Telesis Ct. (after intersection)										
4	Across from 6455 Lusk Blvd.	6:37	7:17	7:57	8:23	9:02	**3:31**	**4:14**	**4:49**	**5:31**	**6:19**
5	10225 Lusk Blvd. (electrical boxes)										
6	Across from 5525 Morehouse Drive										
7	5510 Morehouse Drive										
8	5424 Scranton Road										
9	9605 Scranton Road										
10	9805 Scranton Road										
11	10055 Barnes Canyon Road										
12	10225 Barnes Canyon Road										
13	EB Barnes Canyon Road & Lusk Blvd. (after intersection)	6:43	7:23	8:03	8:29	9:08	**3:37**	**4:20**	**4:55**	**5:37**	**6:25**
14	EB Barnes Canyon Road & Pacific Heights Blvd. (before turn)										
15	10211 Pacific Mesa Blvd.										
16	10309 Pacific Center Ct.										
17	10450 Pacific Center Ct.										
18	5910 Pacific Center Blvd.										
19	5788 Pacific Center Blvd.										
20	5764 Pacific Center Blvd.										
21	WB Pacific Center Blvd & McKellar Ct. (after intersection)										
22	Qualcomm Design Center (45 mph sign)	6:51	7:31	8:11	8:37	9:16	**3:45**	**4:28**	**5:03**	**5:45**	**6:33**
23	WB Lush Blvd & Telesis Ct. (after intersection)										
ⓣ	Sorrento Valley COASTER Station **ARRIVE**	6:57	7:37	8:16	8:42	—	**3:54**	**4:37**	**5:12**	**5:56**	**6:42**

Route 973 – Monday through Friday / *lunes a viernes*

Carroll Canyon ➡ Sorrento Valley COASTER Station

		Morning (AM)					Afternoon/Evening (PM)				
ⓣ	Sorrento Valley COASTER Station **DEPART***	6:30a	7:10a	7:53a	8:22a	8:55a	—	**4:06p**	**4:41p**	**5:25p**	**6:10p**
24	10240 Sorrento Valley Road						—				
25	EB Mira Mesa Blvd & Scranton Road (after intersection)						**3:30p**				
26	EB Mira Mesa Blvd & Oberlin Drive (after intersection)										
27	Pacific Heights Blvd & Mira Mesa Blvd. (after turn, electrical boxes)	6:38	7:18	8:01	8:30	9:03	**3:31**	**4:14**	**4:49**	**5:33**	**6:18**
28	Pacific Heights Blvd & Cornerstone Ct. (after intersection)										
29	Brown Deer Road & Ferris Square (at pedestrian crossing sign)										
30	9215 Brown Deer Road										
31	9339 Carroll Park Drive										
32	9449 Carroll Park Drive										
33	Nancy Ridge Drive & Carroll Road (after turn, Carroll Ridge Bus. Park)	6:47	7:27	8:09	8:38	9:12	**3:40**	**4:23**	**4:58**	**5:42**	**6:27**
34	Phage Biotechnology										
35	6650 Nancy Ridge Drive										
36	6310 Nancy Ridge Drive (electrical boxes in front of Nancy Ridge Technology Park)										
37	6150 Nancy Ridge Drive (Sorrento Ridge Business Park)										
38	5960 Nancy Ridge Drive (Sorrento Vista Industrial Park)										
39	5280 Carroll Canyon Road										
40	Youngstown Way & Oberlin Drive (before turn, at fire hydrant)										
41	5807 Oberlin Drive										
42	5871 Oberlin Drive (mailboxes)	6:51	7:31	8:13	8:42	9:16	**3:44**	**4:27**	**5:02**	**5:46**	**6:31**
43	45mph sign across street from Websense										
ⓣ	Sorrento Valley COASTER Station **ARRIVE**	7:00	7:40	8:22	8:51	—	**3:54**	**4:37**	**5:12**	**5:56**	**6:41**

Route 978 – Monday through Friday / *lunes a viernes*

Torrey Pines ➡ Sorrento Valley COASTER Station

		Morning (AM)				Afternoon/Evening (PM)				
ⓣ	Sorrento Valley COASTER Station **DEPART***	6:32a	7:10a	7:55a	8:24a	—	**4:10p**	**4:40p**	**5:23p**	**6:10p**
44	10240 Science Center Drive	6:38	7:16	8:01	8:30	**3:34p**	**4:16**	**4:48**	**5:33**	**6:20**
45	General Atomics Court (at end of turnaround)									
46	General Aromics Court & John Hopkins Drive (before turn)									
47	John Hopkins Drive & North Torrey Pines Road (before turn)									
48	3033 Science Park Road (driveway to L3 Communications)									
49	Torreyana Rd & Road to the Cure (before intersection)	6:45	7:23	8:07	8:37	**3:41**	**4:23**	**4:55**	**5:40**	**6:27**
50	Torreyana Rd & Callan Road (before turn)									
51	11099 Callan Road									
52	10666 North Torrey Pines Road	6:48	7:26	8:10	8:40	**3:44**	**4:26**	**4:58**	**5:43**	**6:30**
53	3366 North Torrey Pines Road									
ⓣ	Sorrento Valley COASTER Station **ARRIVE**	7:06	7:42	8:24	—	**3:53**	**4:37**	**5:10**	**5:55**	**6:41**

Route 979 – Monday through Friday / *lunes a viernes*

University City ➡ Sorrento Valley COASTER Station

		Morning (AM)				Afternoon/Evening (PM)				
ⓣ	Sorrento Valley COASTER Station **DEPART***	6:32a	7:10a	7:49a	8:17a	—	**4:13p**	**4:46p**	**5:30p**	**6:16p**
54	SB Genesee Ave & Scripps Driveway (after intersection)					—				
55	SB Genesee Ave & Campus Point Drive (after intersection)	6:39	7:17	7:56	8:24	**3:35p**	**4:20**	**4:53**	**5:37**	**6:23**
56	EB Eastgate Mall & Easter Way (before intersection)									
57	EB Eastgate Mall & Towne Centre Way (before turn)									
58	Towne Centre Way & Executive Drive (before turn)									
59	Executive Way & Executive Drive (before turn)									
60	NB Genesee Ave & La Jolla Village Drive (after turn)	6:44	7:22	8:01	8:29	**3:40**	**4:25**	**4:58**	**5:42**	**6:28**
61	NB Genesee Ave & Executive Drive (before intersection)									
62	NB Genesee Ave & Eastgate Mall (after intersection)									
63	NB Genesee Ave & Campus Point Drive (after intersection)									
64	NB Genesee Ave & Scripps Driveway (after intersection)									
ⓣ	Sorrento Valley COASTER Station **ARRIVE**	6:54	7:32	8:11	—	**3:53**	**4:38**	**5:11**	**5:55**	**6:41**

Routes 972, 973, 978, and 979 do not operate on weekends or on the observation of the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas
Las rutas 972, 973, 978 y 979 no ofrecen servicio durante el fin de semana ó durante los siguientes días festivos: Año Nuevo, Memorial Day, Día de la Independencia (E.E.U.U.), Labor Day, Día de Acción de Gracias, y Navidad

* All morning departures from Sorrento Valley COASTER Station wait for the arriving southbound train. Morning buses may depart the station earlier than time shown, once all passengers have transferred from the designated COASTER train. Afternoon departures from Sorrento Valley COASTER Station may leave up to ten minutes earlier than shown.

Todas las salidas de Sorrento Valley COASTER Station en la mañana esperan la llegada del tren hacia el sur. En la mañana, cuando todos los pasajeros del COASTER se han trasladado a los autobuses, los autobuses podrán salir de la estación, aunque sea unos minutos antes del horario. En la tarde, las salidas de Sorrento Valley COASTER Station pueden salir hasta diez minutos antes de lo mostrado.

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses. / *Los horarios e información que se indican en este itineratio están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.*

TSP Intersections Operated by the City

1. Regents Road & Health Center Drive/Country Day Lane
2. Executive Drive & Judicial Drive
3. Judicial Drive & Golden Haven Drive
4. Judicial Drive & Sydney Court
5. Judicial Drive & Research Plaza/Illumina Drive
6. Nobel Drive & Judicial Drive
7. Nobel Drive & Shoreline Drive
8. Nobel Drive & Lombard Plaza
9. Nobel Drive & Costa Verde Boulevard / Cargill Avenue
10. Nobel Drive & Caminto Plaza Centro
11. Nobel Drive & La Jolla Village Square Driveway
12. Villa La Jolla Drive & La Jolla Village Square Driveway
13. Villa La Jolla Drive & Via Mallorca
14. Gilman Drive & La Jolla Village Drive WB Ramps
15. Regents Road & Eastgate Mall
16. Regents Road & Executive Drive
17. Executive Drive & Regents Park Row
18. Executive Drive & Genesee Avenue
19. Executive Drive & Executive Way
20. Executive Drive & Towne Center Drive
21. Towne Center Drive & Nobel Drive
22. Nobel Drive & Genesee Avenue
23. Nobel Drive & Regents Road
24. Regents Road & Berino Court
25. Regents Road & Arrriba Street
26. Arriba Street & Palmilla Drive
27. Palmilla Drive & Lebon Drive
28. Nobel Drive & Lebon Drive
29. Nobel Drive & Villa La Jolla Drive
30. Gilman Drive & Villa La Jolla Drive
31. Gilman Drive & La Jolla Village Drive

TSP Intersections Operated by UCSD

1. Gilman Drive & Osler Lane – Scholars Drive
2. Gilman Drive & Mandeville Lane
3. Gilman Drive & Myers Drive
4. Gilman Drive & Russell Drive
5. Gilman Drive & Villa La Jolla Drive
6. Voight Drive at Scripps Hospital
7. Voight Drive & Campus Point Drive

TSP Intersections Operated by Caltrans

1. Nobel Drive & I-5 NB Offramp
2. Nobel Drive & I-5 SB Offramp

APPENDIX E

TRAFFIC COUNT SHEETS

Kimley»Horn

MEMORANDUM

To: Claudia Brizuela, City of San Diego

From: Mychal Loomis, Kimley-Horn and Associates, Inc.

Date: April 27, 2018

Subject: University Community Plan Update - Traffic Count Validation

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The following memorandum summarizes how the traffic data collected in year 2015 as part of the *University Community Plan Amendment (CPA) Existing Conditions Summary effort , dated December 2015,* were validated for continued use in the University Community Plan Update Existing Conditions evaluation, being prepared in April 2018. Validation of the 2015 traffic counts were needed to determine if the traffic counts obtained in April and May 2015 are representative of the current traffic conditions in the University area. Since the counts were conducted in Year 2015 there have been many on-going construction projects in the northern portion of the University area including but not limited to intermittent freeway disruptions of ramp closures as part of the I-5 Genesee Avenue interchange improvements. Additionally, many of the community's major thoroughfares have been disrupted by the construction of the Mid-Coast Trolley Line and other individual development projects. Although traffic shifts have occurred (due to construction), for purposes of the University Community Plan Update (CPU) it is important to capture typical traffic patterns within the study area. Since traffic counts collected as part of the University CPA are more than two years old, validation of those traffic counts was needed to determine if the CPU baseline conditions analysis is effected by the change in traffic pattern within the study area due to construction projects.

Count Sources and Dates

As previously mentioned, since 2015 there has been significant construction in the community associated with the Mid-Coast Trolley extension, I-5 Genesee interchange improvements, and major private developments. As such, roadway and lane closures have modified travel behaviors in an interim condition. However, under a separate effort led by University of California San Diego, traffic counts in the community were taken in 2016 and were shared with City staff for use in the traffic count validation effort for the CPU project. A comparison of key intersections and roadways in the community between the 2015 and 2016 counts was performed to determine if the 2015 data was still valid.

Comparison Area

The following locations were used in the validation process to compare traffic counts collected in 2015 to data collected in 2016:

Peak-hour intersection volumes from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM

- Genesee Ave and N Torrey Pines Rd
- Genesee Ave and Regents Rd
- La Jolla Village Dr and I-5 SB Ramps
- La Jolla Village Dr and I-5 NB Ramps
- La Jolla Village Dr and Regents Rd
- La Jolla Village Dr and Towne Centre Dr
- Nobel Dr and I-5 NB ramps

Typical 24-hour weekday volumes

- Genesee Ave, between I-5 NB Ramps and Regents Rd
- Genesee Ave, between Nobel Dr and Centurion Sq
- Gilman Dr, between Via Alicante and I-5 SB Ramps
- La Jolla Village Dr, between Villa La Jolla Dr and I-5 SB Ramps
- La Jolla Village Dr, between Lebon Dr and Regents Rd,
- North Torrey Pines Rd, between Science Park Rd and Genesee Ave
  Nobel Dr, between Villa La Jolla Dr and I-5 SB On Ramp

Daily Traffic Volumes

Average daily traffic (ADT) volumes along the roadway segments were compared and are shown in **Table 1** which provides a summary of the daily traffic volumes along key roadway segments in the University Community Plan Amendment (CPA) collected in April/May of 2015. Much of the data collected for the University of California San Diego led effort was collected in May of 2016, with the exception of two locations which were collected in November 2017 and one location collected in March 2016. Traffic volumes may vary during different seasons of the year, with no clear conclusion of one being consistently higher or lower than the other. This is observed along Nobel Drive between Villa La Jolla Drive and I-5 SB on-ramp and along North Torrey Pines Road from Science Park Road to Genesee Avenue where the highest difference between traffic counts is attributed to seasonal variation.

The differences in segment volumes are indicated with color depending on the level of difference over the two-year period. A difference of up to 10% either in an increase or a reduction is identified with green; differences above 10% but below 20% is indicated in yellow; and differences of 20% or more are indicated in red.

Generally, traffic counts that are within 10 percent of each other are considered to be within an acceptable range. At the selected roadway segments, ADT measurements showed a general reduction in volumes. This indicates that there has not been significant change in traffic volumes in the main areas of the community, and perhaps volumes may be slightly lower than original 2015 data. This supports validity of using the 2015 volumes across the community.

Table 1 Comparison of Segment ADTs

ROADWAY SEGMENT	Original Count Data Date / Volume		Validation Count Data Date / Volume		Change
Nobel Drive					
Villa La Jolla Dr to I-5 SB On Ramp	5/12/15	26,284	11/16/17	14,376	-45%
La Jolla Village Drive					
Villa La Jolla Dr to I-5 SB Ramps	5/6/15	62,258	5/24/16	59,540	-4%
Lebon Dr to Regents Rd	5/5/15	42,863	5/24/16	40,293	-6%
North Torrey Pines Road					
Science Park Rd to Genesee Ave	5/12/15	29,303	11/30/17	23,278	-21%
Genesee Avenue					
I-5 NB Ramps to Regents Rd	5/12/15	48,542	5/24/16	39,901	-18%
Gilman Drive					
Via Alicante to I-5 SB Ramps	4/28/15	17,138	3/9/16	16,986	-1%

Peak-Hour Traffic Volumes

Peak-hour traffic volumes at selected intersections were also evaluated to see if substantial change has occurred during peak periods. **Table 2** provides a summary of the intersection counts obtained in 2015 and provides a comparison to the more recent volumes obtained in 2016. The differences in intersection volumes are indicated with color depending on the level of difference over the two year period. A difference of up to 10% either in an increase or a reduction is identified with green; differences above 10% but below 20% is indicated in yellow; and differences of 20% or more are indicated in red.

As shown in the table, volumes are generally within 10%. The intersection of Genesee Avenue and Regents Road showed a 20% increase in the morning and a 15% decrease in the afternoon. This shows some irregularity at that specific intersection,but does not indicate any substantial increase or decrease of volumes as a community. The intersection of Nobel Drive and I-5 ramps had an increase of 11% during the PM peak which is anticipated to be caused by the construction at I-5 and Genesee that was occurring during 2016 diverting traffic to other I-5 ramps.

Table 2 Comparison of Intersection Volumes

Intersection	Location	Dir	Move	Date of Original Counts	Original Count Data		Date of Validation Counts	Validation Count Data		Variation	
					AM	PM		AM	PM	AM	PM
1	Genesee Ave and N Torrey Pines Rd	EB	Left	5/12/15	471	561	5/25/16	499	408	-7%	3%
			Right		293	388		377	242		
		NB	Left		443	494		361	813		
			Thru		949	240		774	408		
		SB	Thru		401	825		393	686		
			Right		321	824		261	871		
2	Genesee Ave and Regents Rd	EB	Left	5/12/15	190	103	5/24/16	210	101	20%	-15%
			Right		77	59		63	49		
		NB	Left		94	36		155	51		
			Thru		1277	638		1427	508		
		SB	Thru		643	1574		911	1634		
			Right		99	649		97	267		
3	La Jolla Village Dr and I-5 SB Ramps	EB	Thru	5/6/15	1562	2074	5/24/16	1794	1988	4%	2%
			Right		221	820		199	579		
		WB	Thru		1284	1228		1416	948		
			Right		314	1095		222	1559		
		SB	Left		559	664		538	725		
			Right		1266	609		1269	799		

Intersection	Location	Dir	Move	Date of Original Counts	Original Count Data (2015)		Date of Validation Counts	Validation Count Data (2016)		Variation	
					AM	PM		AM	PM	AM	PM
4	La Jolla Village Dr and I-	EB	Thru	5/6/15	1229	1490	5/24/16	1344	1749	0%	4%
			Right		844	1248		944	964		
		NB	Left		459	289		442	202		
			Right		780	258		590	255		

	5 NB Ramps	WB	Thru		1221	2034		1157	2305		
			Right		488	544		569	651		
5	**La Jolla Village Dr and Regents Rd**	EB	Left	5/5/15	777	488	5/24/16	532	262	-10%	-5%
			Thru		1047	1512		876	945		
			Right		21	101		61	215		
		NB	Left		231	287		320	310		
			Thru		470	244		355	234		
			Right		109	57		70	89		
		WB	Left		64	323		48	426		
			Thru		619	1594		728	1954		
			Right		100	70		100	144		
		SB	Left		107	201		105	305		
			Thru		153	745		119	682		
			Right		258	873		250	581		
6	**Nobel Dr and I-5 NB ramps**	EB	Thru	4/28/15	242	723	11/17/16	296	721	6%	11%
		NB	Left		277	306		282	299		
			Thru		159	50		148	70		
			Right		338	270		412	295		
		WB	Thru		654	1284		655	1522		
			Right		19	10		22	14		
		SB	Right		83	253		62	305		

Conclusion

Based on the traffic volume comparison in the above discussion, it is concluded that the traffic volumes used by the City of San Diego in the preparation of the University Community Plan Amendment Existing Conditions Report continue to offer valid representation of the existing conditions. The roadway volumes throughout the community generally decreased between 2015 and 2016, and intersections showed no substantial or consistent changes. Further, with the current construction projects in the University community area, traffic patterns are anticipated to be temporarily disrupted and not representative of typical traffic patterns within the study area; therefore, the 2015 traffic counts are considered valid and no new traffic counts will be needed.

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ N. Torrey Pines Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
7:00 AM		208	107	55	43	50	87	550
7:15 AM		153	130	47	69	65	106	570
7:30 AM		186	148	78	113	48	82	655
7:45 AM		221	95	47	117	87	103	670
8:00 AM		277	103	77	102	66	78	703
8:15 AM		177	113	61	99	78	135	663
8:30 AM		285	99	75	124	80	80	743
8:45 AM		210	128	80	146	97	108	769
Total		1,717	923	520	813	571	779	5,323

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.94**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		949	443	293	471	321	401	2,878
PHF		0.83	0.87	0.92	0.81	0.83	0.74	0.94
Movement PHF		0.91		0.85			0.85	0.94

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM		88	127	93	120	173	175	776
4:15 PM		37	87	92	120	175	239	750
4:30 PM		100	120	113	151	222	161	867
4:45 PM		40	100	99	142	190	226	797
5:00 PM		63	187	84	148	237	199	918
5:15 PM		18	145	72	99	186	109	629
5:30 PM		22	189	97	115	214	169	806
5:45 PM		24	211	75	74	164	198	746
Total		392	1,166	725	969	1,561	1,476	6,289

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.91**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		240	494	388	561	824	825	3332
PHF		0.6	0.66	0.858	0.929	0.869	0.863	0.91
Movement PHF		0.73		0.90			0.95	0.91

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Genesee Avenue @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)					
		Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM		0	0	0	0
7:15 AM		0	0	0	0
7:30 AM		0	0	0	0
7:45 AM		0	0	0	0
8:00 AM		0	0	0	0
8:15 AM		0	0	0	0
8:30 AM		0	0	0	0
8:45 AM		0	0	0	0
Total		0	0	0	0

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **#DIV/0!**

		East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume		0	0	0	0
PHF		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
		Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM		0	0	0	0
4:15 PM		0	0	0	0
4:30 PM		0	0	0	0
4:45 PM		0	0	0	0
5:00 PM		0	0	0	0
5:15 PM		0	0	0	0
5:30 PM		0	0	0	0
5:45 PM		0	0	0	0
Total		0	0	0	0

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **#DIV/0!**

		East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume		0	0	0	0
PHF		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ N. Torrey Pines Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Kimley»Horn

Location: Genesee Avenue @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
7:00 AM		0	2	0	5	4	2	13
7:15 AM		1	0	0	2	1	4	8
7:30 AM		2	0	1	4	1	1	9
7:45 AM		0	0	3	9	1	0	13
8:00 AM		0	0	2	11	1	2	16
8:15 AM		2	0	2	6	6	3	19
8:30 AM		3	0	0	13	2	1	19
8:45 AM		0	2	0	10	4	1	17
Total		8	4	8	60	20	14	114

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.93**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		5	2	4	40	13	7	71
PHF		0.42	0.25	0.50	0.77	0.54	0.58	0.93
Movement PHF		0.58		0.85		0.56		0.93

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM		0	3	0	5	2	8	18
4:15 PM		0	1	0	7	1	3	12
4:30 PM		1	1	0	6	2	4	14
4:45 PM		0	0	1	5	4	10	20
5:00 PM		5	1	1	5	0	3	15
5:15 PM		3	0	0	2	3	6	14
5:30 PM		0	2	0	6	1	5	14
5:45 PM		5	3	1	3	0	2	14
Total		14	11	3	39	13	41	121

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.80**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		1	5	1	23	9	25	64
PHF		0.25	0.417	0.25	0.821	0.563	0.625	0.80
Movement PHF		0.50		0.86		0.61		0.80

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ N. Torrey Pines Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ N. Torrey Pines Road

PM Period (2:00 PM - 4:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
2:00 PM	0	0	0	0	139	82	137	0	58	49	142	0	607
2:15 PM	0	0	0	0	260	110	100	0	68	61	134	0	733
2:30 PM	0	0	0	0	145	115	122	0	86	79	140	0	687
2:45 PM	0	0	0	0	51	142	78	0	80	97	117	0	565
3:00 PM	0	0	0	0	82	88	108	0	92	106	230	0	706
3:15 PM	0	0	0	0	137	125	120	0	80	116	167	0	745
3:30 PM	0	0	0	0	105	122	93	0	126	126	194	0	766
3:45 PM	0	0	0	0	3	158	77	0	102	139	284	0	763
Total	0	0	0	0	922	942	835	0	692	773	1,408	0	5,572

PM Intersection Peak Hour : **3:00 PM - 4:00 PM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	327	493	398	0	400	487	875	0	2980
PHF	#####	#####	#####	#####	0.597	0.78	0.829	#####	0.794	0.876	0.77	#####	0.97
Movement PHF	#DIV/0!			0.78			0.91			0.80			0.97

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Genesee Avenue @ N. Torrey Pines Road

PM Period (2:00 PM - 4:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
2:00 PM	0	0	0	0	0
2:15 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0
Total	0	0	0	0	0

PM Intersection Peak Hour : **3:00 PM - 4:00 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ N. Torrey Pines Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ N. Torrey Pines Road

PM Period (2:00 PM - 4:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
2:00 PM	0	0	0	0	2	0	0	0	1	3	0	0	6
2:15 PM	0	0	0	0	1	0	0	0	2	2	1	0	6
2:30 PM	0	0	0	0	1	0	0	0	2	0	2	0	5
2:45 PM	0	0	0	0	1	0	0	0	3	0	1	0	5
3:00 PM	0	0	0	0	5	0	1	0	0	0	0	0	6
3:15 PM	0	0	0	0	1	0	0	0	5	4	1	0	11
3:30 PM	0	0	0	0	2	0	0	0	3	1	1	0	7
3:45 PM	0	0	0	0	1	1	1	0	3	1	0	0	7
Total	0	0	0	0	14	1	2	0	19	11	6	0	53

PM Intersection Peak Hour : **3:00 PM - 4:00 PM**

Intersection PHF : **0.70**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	9	1	2	0	11	6	2	0	31
PHF	#####	#####	#####	#####	0.45	0.25	0.5	#####	0.55	0.375	0.5	#####	0.70
Movement PHF	#DIV/0!			0.50			0.65			0.40			0.70

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ N. Torrey Pines Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ N. Torrey Pines Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	0	0	0	124	89	88	0	54	65	152	0	572
11:15 AM	0	0	0	0	279	75	54	0	45	61	80	0	594
11:30 AM	0	0	0	0	289	84	62	0	50	60	29	0	574
11:45 AM	0	0	0	0	311	93	58	0	51	68	36	0	617
12:00 PM	0	0	0	0	205	113	73	0	64	85	70	0	610
12:15 PM	0	0	0	0	295	96	74	0	70	72	-5	0	602
12:30 PM	0	0	0	0	251	76	114	0	51	64	5	0	561
12:45 PM	0	0	0	0	163	90	80	0	68	67	131	0	599
Total	0	0	0	0	1,917	716	603	0	453	542	498	0	4,729

PM Intersection Peak Hour : **11:30 PM - 12:30 PM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	1100	386	267	0	235	285	130	0	2403
PHF	#####	#####	#####	#####	0.884	0.854	0.902	#####	0.839	0.838	0.464	#####	0.97
Movement PHF	#DIV/0!			0.92			0.87			0.67			0.97

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Genesee Avenue @ N. Torrey Pines Road

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
Total	0	0	0	0	0

PM Intersection Peak Hour : **11:30 PM - 12:30 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ N. Torrey Pines Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ N. Torrey Pines Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	0	0	0	2	0	0	0	1	3	0	0	6
11:15 AM	0	0	0	0	1	0	0	0	2	2	1	0	6
11:30 AM	0	0	0	0	1	0	0	0	2	0	2	0	5
11:45 AM	0	0	0	0	1	0	0	0	3	0	1	0	5
12:00 PM	0	0	0	0	5	0	1	0	0	0	0	0	6
12:15 PM	0	0	0	0	1	0	0	0	5	4	1	0	11
12:30 PM	0	0	0	0	2	0	0	0	3	1	1	0	7
12:45 PM	0	0	0	0	1	1	1	0	3	1	0	0	7
Total	0	0	0	0	14	1	2	0	19	11	6	0	53

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.70**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	9	1	2	0	11	6	2	0	31
PHF	#####	#####	#####	#####	0.45	0.25	0.5	#####	0.55	0.375	0.5	#####	0.70
Movement PHF	#DIV/0!			0.50			0.65			0.40			0.70

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ John Hopkins Drive (South)

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ John Hopkins Drive (South)

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	6	15	164	306		120	19	630
7:15 AM	4	9	216	278		144	8	659
7:30 AM	7	13	174	326		149	10	679
7:45 AM	7	19	202	308		138	11	685
8:00 AM	3	20	169	376		140	14	722
8:15 AM	9	17	203	279		173	21	702
8:30 AM	4	12	204	380		130	25	755
8:45 AM	2	32	245	336		164	24	803
Total	42	137	1,577	2,589		1,158	132	5,635

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.93**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	18	81	821	1,371		607	84	2,982
PHF	0.50	0.63	0.84	0.90		0.88	0.84	0.93
Movement PHF	0.73			0.94		0.89		0.93

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	18	135	30	197		261	7	648
4:15 PM	23	125	37	101		320	11	617
4:30 PM	27	123	36	193		268	6	653
4:45 PM	19	124	15	120		318	6	602
5:00 PM	48	169	15	202		270	13	717
5:15 PM	34	133	23	129		169	12	500
5:30 PM	29	139	28	182		257	9	644
5:45 PM	40	124	38	195		264	9	670
Total	238	1072	222	1,319		2,127	73	5,051

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.90**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	117	541	103	616		1176	36	2589
PHF	0.61	0.8	0.696	0.762		0.919	0.692	0.90
Movement PHF	0.76			0.78		0.92		0.90

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Genesee Avenue @ John Hopkins Drive (South)

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
7:00 AM	0	2		3	5
7:15 AM	0	1		1	2
7:30 AM	0	0		1	1
7:45 AM	0	1		1	2
8:00 AM	0	1		1	2
8:15 AM	1	0		2	3
8:30 AM	0	0		0	0
8:45 AM	0	0		0	0
Total	1	5		9	15

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.42**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	1	1		3	5
PHF	0.25	0.25		0.38	0.42
Movement PHF	0.25	0.25		0.38	0.42

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
4:00 PM	0	1		0	1
4:15 PM	0	0		0	0
4:30 PM	0	0		0	0
4:45 PM	0	0		1	1
5:00 PM	0	0		0	0
5:15 PM	0	0		0	0
5:30 PM	0	0		0	0
5:45 PM	0	0		0	0
Total	0	1		1	2

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.25**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	0		1	1
PHF	#DIV/0!	#DIV/0!		0.25	0.25
Movement PHF	#DIV/0!	#DIV/0!		0.25	0.25

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ John Hopkins Drive (South)

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ John Hopkins Drive (South)

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	0	0	0	0		2	0	2
7:15 AM	0	0	0	1		4	0	5
7:30 AM	0	0	0	2		2	0	4
7:45 AM	0	0	0	0		3	0	3
8:00 AM	0	0	0	0		4	0	4
8:15 AM	0	0	0	2		5	0	7
8:30 AM	0	1	0	3		1	0	5
8:45 AM	0	0	0	1		1	0	2
Total	0	1	0	9		22	0	32

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.68**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	1	0	5		13	0	19
PHF	#####	0.25	#####	0.42		0.65	#####	0.68
Movement PHF	0.25		0.42			0.65		0.68

PM Period (4:00 PM - 6:00 PM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	0	0	0	3		8	0	11
4:15 PM	0	3	0	1		3	0	7
4:30 PM	0	0	0	2		4	0	6
4:45 PM	0	0	0	0		10	1	11
5:00 PM	0	3	0	6		4	0	13
5:15 PM	0	0	0	3		6	0	9
5:30 PM	0	0	2	0		5	0	7
5:45 PM	0	0	0	8		3	0	11
Total	0	6	2	23		43	1	75

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.77**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	3	2	9		25	1	40
PHF	#####	0.25	0.25	0.375		0.625	0.25	0.77
Movement PHF	0.25		0.46			0.59		0.77

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: John Hopkins Drive (South) @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: John Hopkins Drive (South) @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	7	0	43	50	206	0	0	0	0	0	228	12	546
11:15 AM	6	0	56	52	348	0	0	0	0	0	79	55	596
11:30 AM	11	0	84	56	361	0	0	0	0	0	73	17	602
11:45 AM	15	0	88	70	388	0	0	0	0	0	70	23	654
12:00 PM	7	0	58	62	311	0	0	0	0	0	132	11	581
12:15 PM	16	1	70	48	375	0	0	0	0	0	49	20	579
12:30 PM	2	0	23	61	325	0	0	0	0	0	117	2	530
12:45 PM	10	0	42	68	243	0	0	0	0	0	203	8	574
Total	74	1	464	467	2,557	0	0	0	0	0	951	148	4,662

PM Intersection Peak Hour : **11:15 AM - 12:15 PM**

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	39	0	286	240	1408	0	0	0	0	0	354	106	2433
PHF	0.65	#####	0.813	0.857	0.907	#####	#####	#####	#####	#####	0.67	0.482	0.93
Movement PHF		0.79			0.90			#DIV/0!			0.80		0.93

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: John Hopkins Drive (South) @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	1	1
11:45 AM	0	0	0	1	1
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
Total	0	0	0	2	2

PM Intersection Peak Hour : **11:15 AM - 12:15 PM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	2	2
PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.5	0.50
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.50	0.50

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

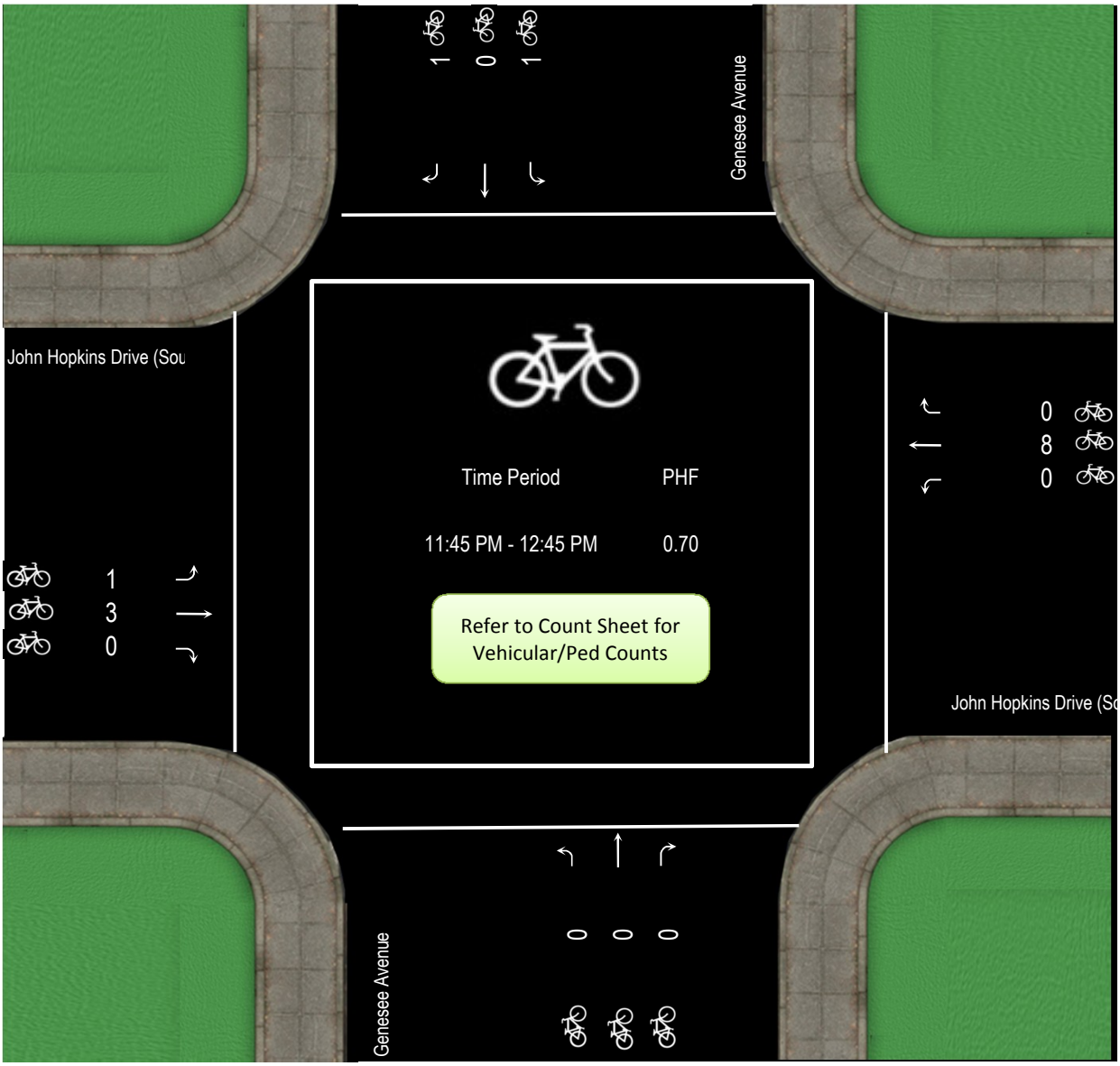
Location: John Hopkins Drive (South) @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: John Hopkins Drive (South) @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
11:30 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
11:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
12:00 PM	0	0	0	0	5	0	0	0	0	0	0	0	5
12:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:30 PM	1	0	1	0	1	0	0	0	0	0	0	1	4
12:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	1	0	1	0	14	0	0	0	0	0	7	1	24

PM Intersection Peak Hour : **11:45 PM - 12:45 PM**

Intersection PHF : **0.70**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	0	1	0	8	0	0	0	0	0	3	1	14
PHF	0.25	#####	0.25	#####	0.4	#####	#####	#####	#####	#####	0.375	0.25	0.70
Movement PHF		0.25			0.40			#DIV/0!			0.50		0.70

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

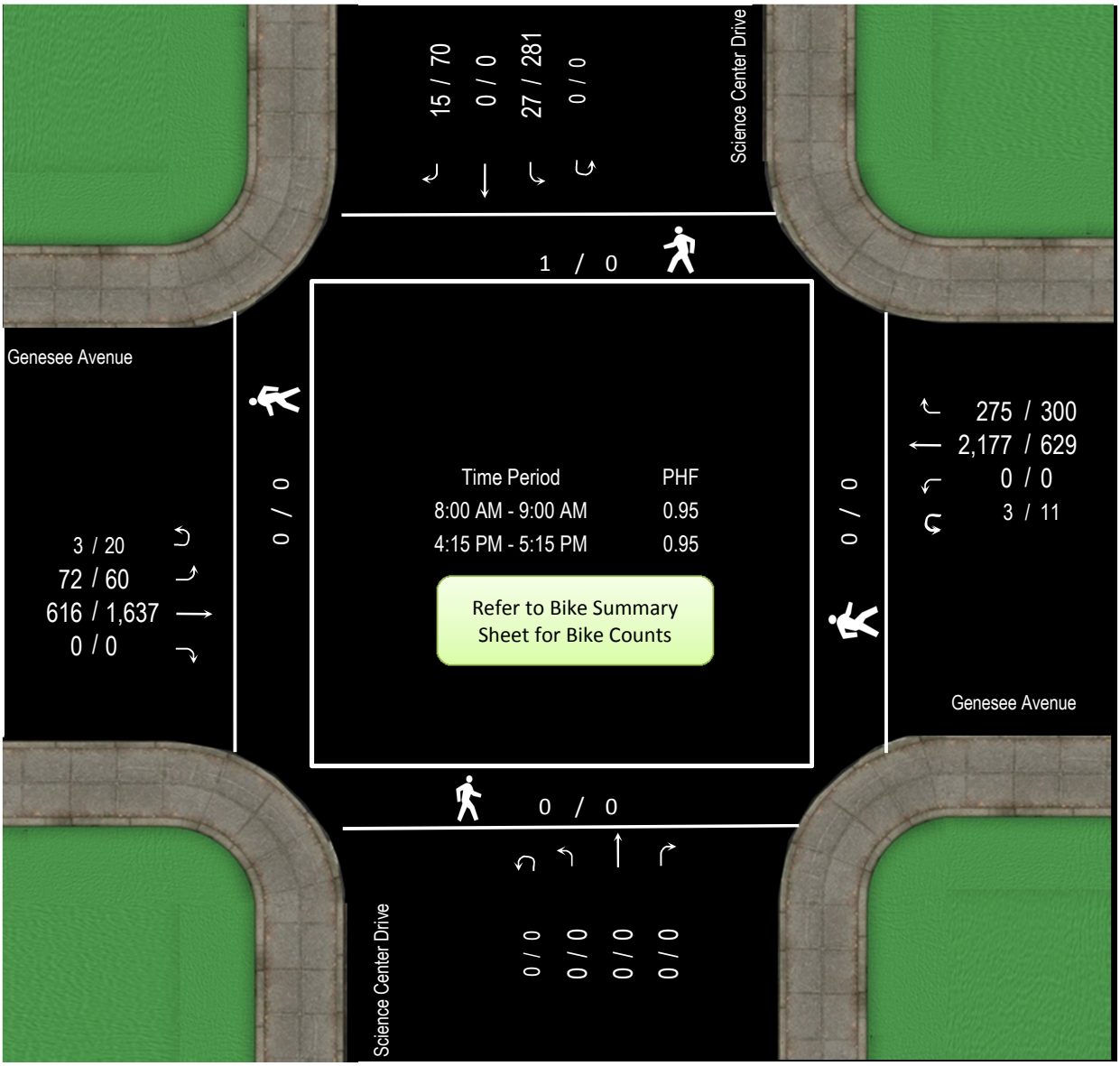
Location: Genesee Avenue @ Science Center Drive

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ Science Center Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	2	0	4	91	468	0	0	0	0	0	122	13	700
7:15 AM	6	0	8	80	489	0	0	0	0	0	142	12	737
7:30 AM	4	0	7	72	496	0	0	0	0	0	145	17	741
7:45 AM	2	0	8	64	508	0	0	0	0	0	138	19	739
8:00 AM	4	0	7	74	542	0	0	0	0	0	144	17	788
8:15 AM	6	0	9	76	476	0	0	0	0	0	174	16	757
8:30 AM	2	0	7	66	581	0	0	0	0	0	127	14	797
8:45 AM	3	0	4	59	578	0	0	0	0	0	171	25	840
Total	29	0	54	582	4,138	0	0	0	0	0	1,163	133	6,099

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	15	0	27	275	2,177	0	0	0	0	0	616	72	3,182
PHF	0.63	#####	0.75	0.90	0.94	#####	#####	#####	#####	#####	0.89	0.72	0.95
Movement PHF		0.70			0.95			#DIV/0!			0.88		0.95

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	12	0	116	6	215	0	0	0	0	0	389	7	745
4:15 PM	11	0	83	81	121	0	0	0	0	0	426	13	735
4:30 PM	24	0	73	80	200	0	0	0	0	0	374	12	763
4:45 PM	17	0	64	61	113	0	0	0	0	0	418	19	692
5:00 PM	18	0	61	78	195	0	0	0	0	0	419	16	787
5:15 PM	4	0	28	91	143	0	0	0	0	0	284	13	563
5:30 PM	10	0	18	63	198	0	0	0	0	0	374	20	683
5:45 PM	17	0	59	6	215	0	0	0	0	0	385	2	684
Total	113	0	502	466	1,400	0	0	0	0	0	3,069	102	5,652

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	70	0	281	300	629	0	0	0	0	0	1637	60	2977
PHF	0.73	#####	0.846	0.926	0.786	#####	#####	#####	#####	#####	0.961	0.789	0.95
Movement PHF		0.90			0.83			#DIV/0!			0.97		0.95

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Genesee Avenue @ Science Center Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	2	2
7:15 AM	0	1	0	0	1
7:30 AM	0	1	0	0	1
7:45 AM	0	1	0	1	2
8:00 AM	0	1	0	0	1
8:15 AM	0	2	0	0	2
8:30 AM	0	2	0	1	3
8:45 AM	0	0	0	0	0
Total	0	8	0	4	12

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	3	0	3	6
PHF	#DIV/0!	0.63	#DIV/0!	0.25	0.50
Movement PHF	#DIV/0!	0.63	#DIV/0!	0.25	0.50

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	2	0	1	3
4:15 PM	0	4	0	6	10
4:30 PM	0	1	0	5	6
4:45 PM	0	2	0	5	7
5:00 PM	0	4	0	4	8
5:15 PM	0	0	0	5	5
5:30 PM	0	1	0	2	3
5:45 PM	0	0	0	1	1
Total	0	14	0	29	43

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.78**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	11	0	20	31
PHF	#DIV/0!	0.6875	#DIV/0!	0.833333333	0.78
Movement PHF	#DIV/0!	0.69	#DIV/0!	0.83	0.78

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

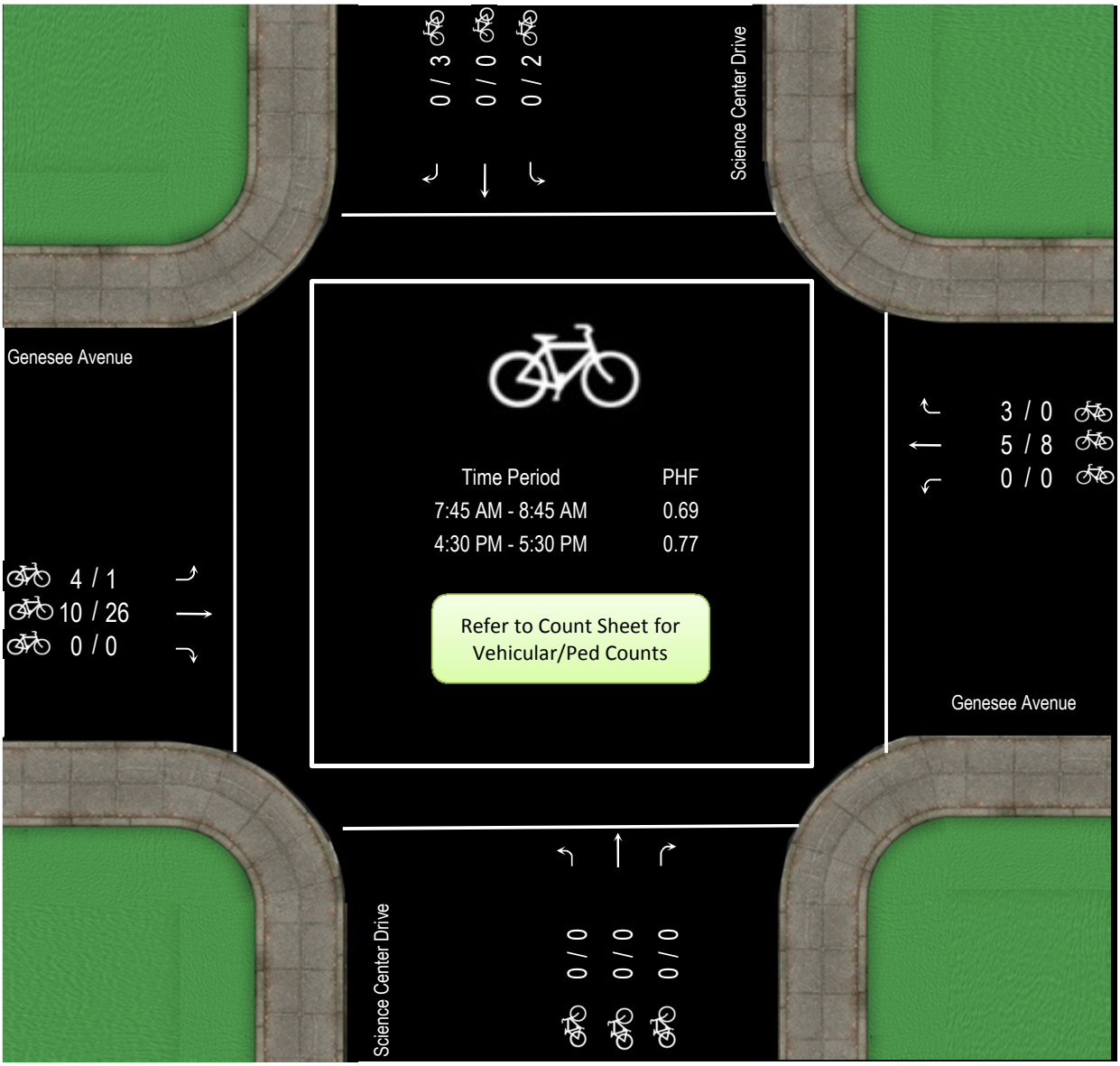
Location: Genesee Avenue @ Science Center Drive

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ Science Center Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	1	0	0	0	0	0	0	1	1	3
7:15 AM	0	0	0	0	1	0	0	0	0	0	4	0	5
7:30 AM	0	0	0	0	2	0	0	0	0	0	1	1	4
7:45 AM	0	0	0	1	0	0	0	0	0	0	2	1	4
8:00 AM	0	0	0	1	0	0	0	0	0	0	4	0	5
8:15 AM	0	0	0	1	2	0	0	0	0	0	2	3	8
8:30 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
8:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	4	9	0	0	0	0	0	17	6	36

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.69**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	3	5	0	0	0	0	0	10	4	22
PHF	#####	#####	#####	0.75	0.42	#####	#####	#####	#####	#####	0.63	0.33	0.69
Movement PHF	#DIV/0!			0.67			#DIV/0!			0.70			0.69

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	1	0	0	0	2	0	0	0	0	0	8	0	11
4:15 PM	1	0	0	0	0	0	0	0	0	0	6	0	7
4:30 PM	1	0	1	0	1	0	0	0	0	0	4	0	7
4:45 PM	0	0	0	0	0	0	0	0	0	0	9	1	10
5:00 PM	1	0	0	0	5	0	0	0	0	0	7	0	13
5:15 PM	1	0	1	0	2	0	0	0	0	0	6	0	10
5:30 PM	0	0	0	0	1	0	0	0	0	0	5	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	5	0	2	0	11	0	0	0	0	0	48	1	67

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.77**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	3	0	2	0	8	0	0	0	0	0	26	1	40
PHF	0.75	#####	0.5	#####	0.4	#####	#####	#####	#####	#####	0.722	0.25	0.77
Movement PHF	0.63			0.40			#DIV/0!			0.68			0.77

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ Science Center Drive

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ Science Center Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	10	0	19	33	245	0	0	0	0	0	264	6	577
11:15 AM	4	0	40	22	395	0	0	0	0	0	129	5	595
11:30 AM	2	0	9	78	415	0	0	0	0	0	152	5	661
11:45 AM	3	0	6	62	455	0	0	0	0	0	141	17	684
12:00 PM	4	0	7	62	369	0	0	0	0	0	173	17	632
12:15 PM	4	0	3	53	418	0	0	0	0	0	108	10	596
12:30 PM	4	0	11	67	381	0	0	0	0	0	120	19	602
12:45 PM	8	0	17	31	303	0	0	0	0	0	234	11	604
Total	39	0	112	408	2,981	0	0	0	0	0	1,321	90	4,951

PM Intersection Peak Hour : **11:30 PM - 12:30 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	13	0	25	255	1657	0	0	0	0	0	574	49	2573
PHF	0.81	#####	0.694	0.817	0.91	#####	#####	#####	#####	#####	0.829	0.721	0.94
Movement PHF		0.86			0.92			#DIV/0!			0.82		0.94

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Genesee Avenue @ Science Center Drive

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	3	0	1	4
11:15 AM	0	4	0	1	5
11:30 AM	0	2	0	0	2
11:45 AM	1	0	0	0	1
12:00 PM	3	1	0	0	4
12:15 PM	2	4	0	1	7
12:30 PM	0	4	0	1	5
12:45 PM	0	3	0	0	3
Total	6	21	0	4	31

PM Intersection Peak Hour : **11:30 PM - 12:30 PM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	6	7	0	1	14
PHF	0.50	0.4375	#DIV/0!	0.25	0.50
Movement PHF	0.50	0.44	#DIV/0!	0.25	0.50

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

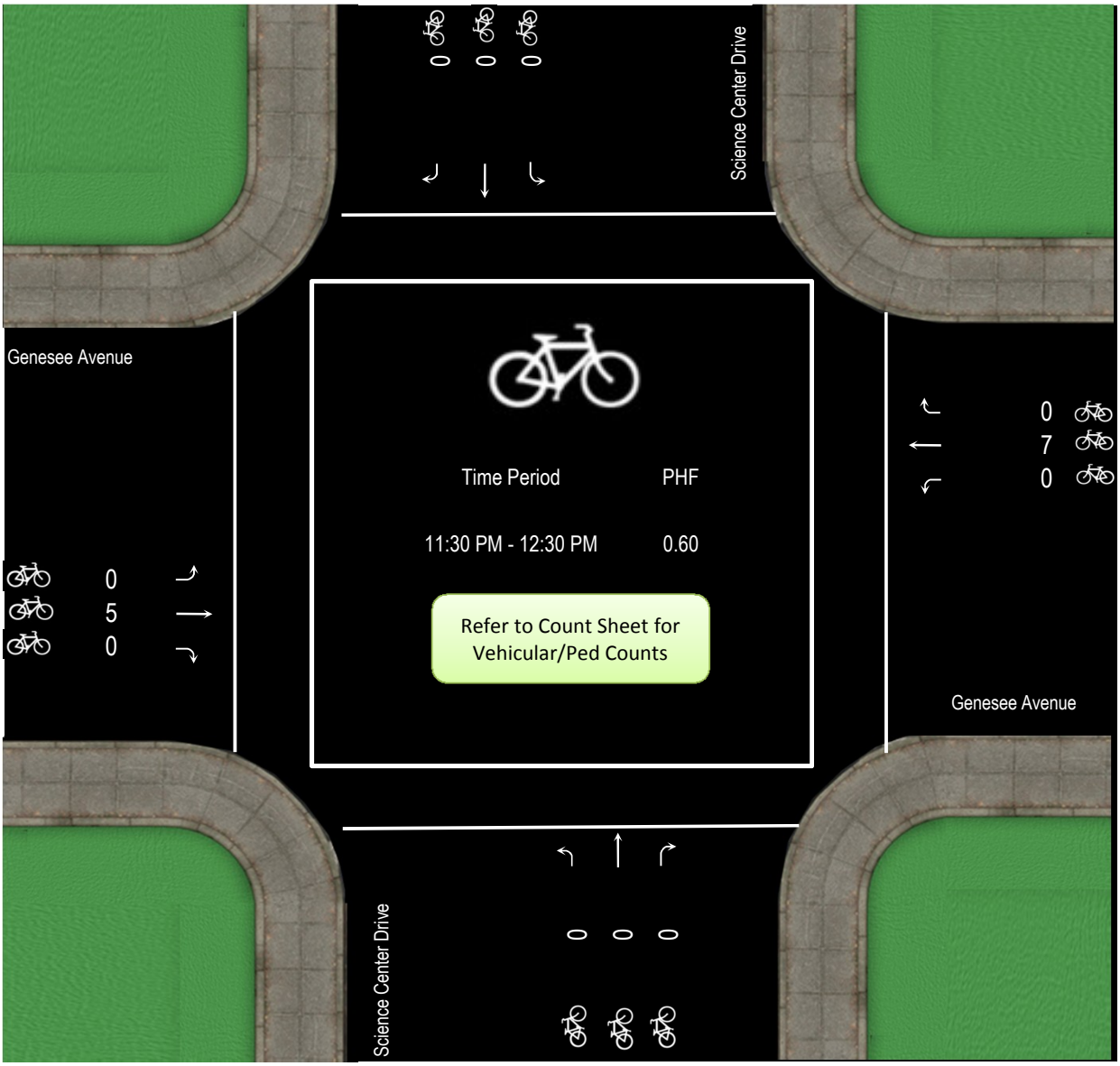
Location: Genesee Avenue @ Science Center Drive

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ Science Center Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	1	0	0	0	0	0	0	1	2
11:30 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
11:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	4	0	0	0	0	0	1	0	5
12:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
12:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	14	0	0	0	0	0	7	1	22

PM Intersection Peak Hour : **11:30 PM - 12:30 PM**

Intersection PHF : **0.60**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	7	0	0	0	0	0	5	0	12
PHF	#####	#####	#####	#####	0.438	#####	#####	#####	#####	#####	0.625	#####	0.60
Movement PHF	#DIV/0!			0.44			#DIV/0!			0.63			0.60

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ I-5 SB Ramps

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	152	0	171	0	407	24	0	0	0	42	84	0	880
7:15 AM	178	0	252	0	392	15	0	0	0	43	108	0	988
7:30 AM	179	0	316	0	390	28	0	0	0	54	99	0	1,066
7:45 AM	181	0	296	0	392	27	0	0	0	44	103	0	1,043
8:00 AM	174	0	107	0	443	15	0	0	0	43	109	0	891
8:15 AM	143	0	136	0	411	40	0	0	0	57	128	0	915
8:30 AM	174	0	116	0	475	27	0	0	0	41	95	0	928
8:45 AM	125	0	120	0	512	40	0	0	0	52	123	0	972
Total	1,306	0	1,514	0	3,422	216	0	0	0	376	849	0	7,683

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	712	0	971	0	1,617	85	0	0	0	184	419	0	3,988
PHF	0.98	#####	0.77	#####	0.91	0.76	#####	#####	#####	0.85	0.96	#####	0.94
Movement PHF		0.85			0.93			#DIV/0!			0.99		0.94

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	82	0	193	0	141	84	0	0	0	184	323	0	1,007
4:15 PM	79	0	211	0	127	84	0	0	0	182	331	0	1,014
4:30 PM	99	3	193	0	182	60	0	0	0	128	320	0	985
4:45 PM	78	0	253	0	98	84	0	0	0	177	307	0	997
5:00 PM	96	3	65	0	181	58	0	0	0	135	349	0	887
5:15 PM	134	0	284	0	100	81	0	0	0	138	174	0	911
5:30 PM	110	0	278	0	152	69	0	0	0	140	253	0	1,002
5:45 PM	97	3	137	0	124	60	0	0	0	126	318	0	865
Total	775	9	1614	0	1,105	580	0	0	0	1,210	2,375	0	7,668

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.99**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	338	3	850	0	548	312	0	0	0	671	1281	0	4003
PHF	0.85	0.25	0.84	#####	0.753	0.929	#####	#####	#####	0.912	0.968	#####	0.99
Movement PHF		0.90			0.89			#DIV/0!			0.95		0.99

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Genesee Avenue @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

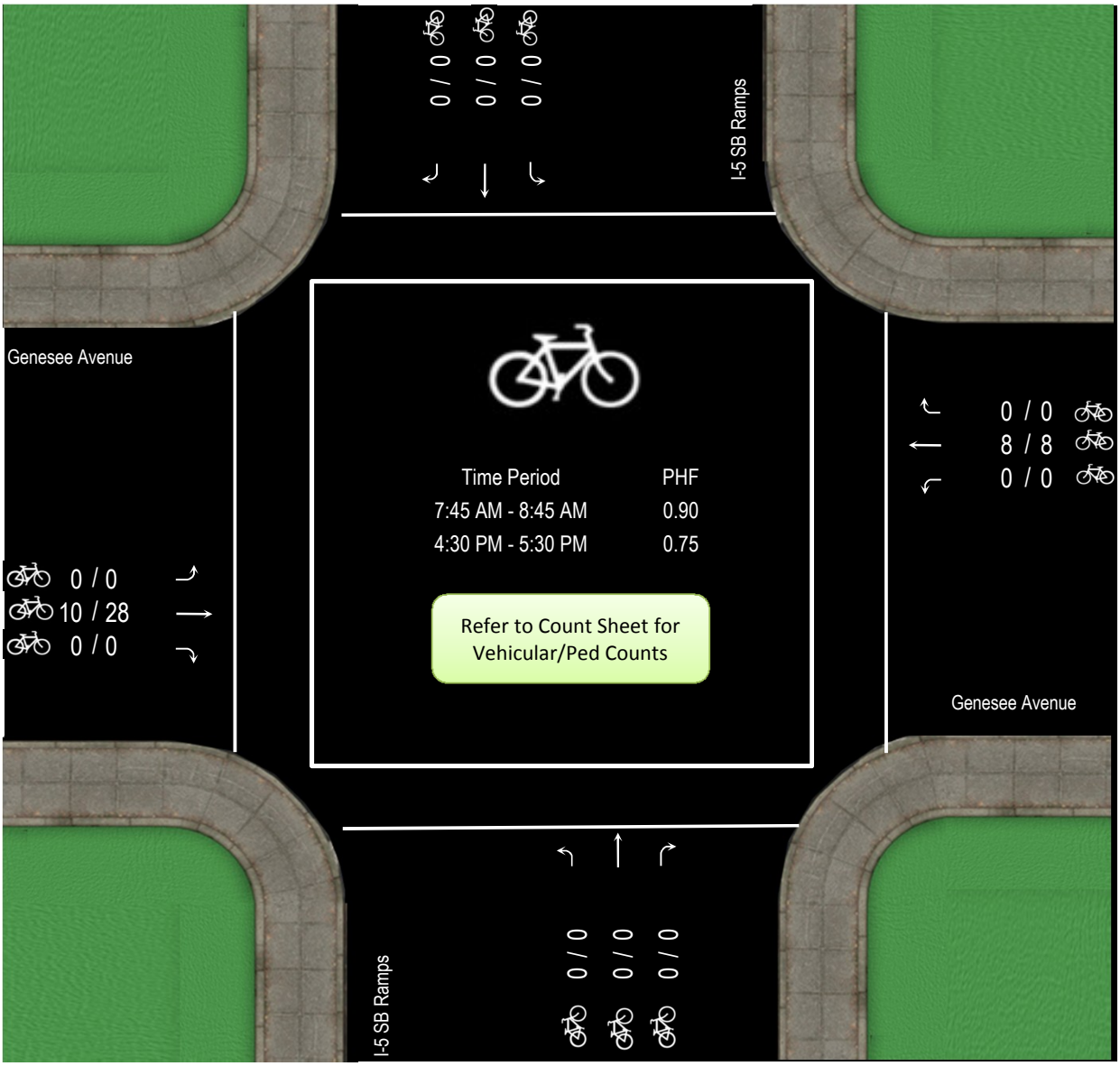
Location: Genesee Avenue @ I-5 SB Ramps

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:15 AM	0	0	0	0	1	0	0	0	0	0	4	0	5
7:30 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
7:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
8:00 AM	0	0	0	0	1	0	0	0	0	0	4	0	5
8:15 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
8:30 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
8:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	13	0	0	0	0	0	17	0	30

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	8	0	0	0	0	0	10	0	18
PHF	#####	#####	#####	#####	0.67	#####	#####	#####	#####	#####	0.63	#####	0.90
Movement PHF	#DIV/0!			0.67			#DIV/0!			0.63			0.90

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	2	0	0	0	0	0	8	0	10
4:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	6
4:30 PM	0	0	0	0	1	0	0	0	0	0	5	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	0	9	0	9
5:00 PM	0	0	0	0	5	0	0	0	0	0	7	0	12
5:15 PM	0	0	0	0	2	0	0	0	0	0	7	0	9
5:30 PM	0	0	0	0	1	0	0	0	0	0	5	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	0	0	0	0	11	0	0	0	0	0	50	0	61

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	8	0	0	0	0	0	28	0	36
PHF	#####	#####	#####	#####	0.4	#####	#####	#####	#####	#####	0.778	#####	0.75
Movement PHF	#DIV/0!			0.40			#DIV/0!			0.78			0.75

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ I-5 SB Ramps

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ I-5 SB Ramps

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	107	0	143	0	174	72	0	0	0	126	160	0	782
11:15 AM	108	0	121	0	313	10	0	0	0	38	135	0	725
11:30 AM	115	0	91	0	380	18	0	0	0	46	117	0	767
11:45 AM	112	0	101	0	405	30	0	0	0	45	102	0	795
12:00 PM	119	0	141	0	313	47	0	0	0	68	113	0	801
12:15 PM	148	0	208	0	327	24	0	0	0	36	79	0	822
12:30 PM	140	0	193	0	312	12	0	0	0	41	94	0	792
12:45 PM	115	0	156	0	222	62	0	0	0	104	150	0	809
Total	964	0	1154	0	2,446	275	0	0	0	504	950	0	6,293

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	522	0	698	0	1174	145	0	0	0	249	436	0	3224
PHF	0.88	#####	0.839	#####	0.898	0.585	#####	#####	#####	0.599	0.727	#####	0.98
Movement PHF		0.86			0.92			#DIV/0!			0.67		0.98

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Genesee Avenue @ I-5 SB Ramps

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
Total	0	0	0	0	0

PM Intersection Peak Hour : **12:00 PM - 1:00 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

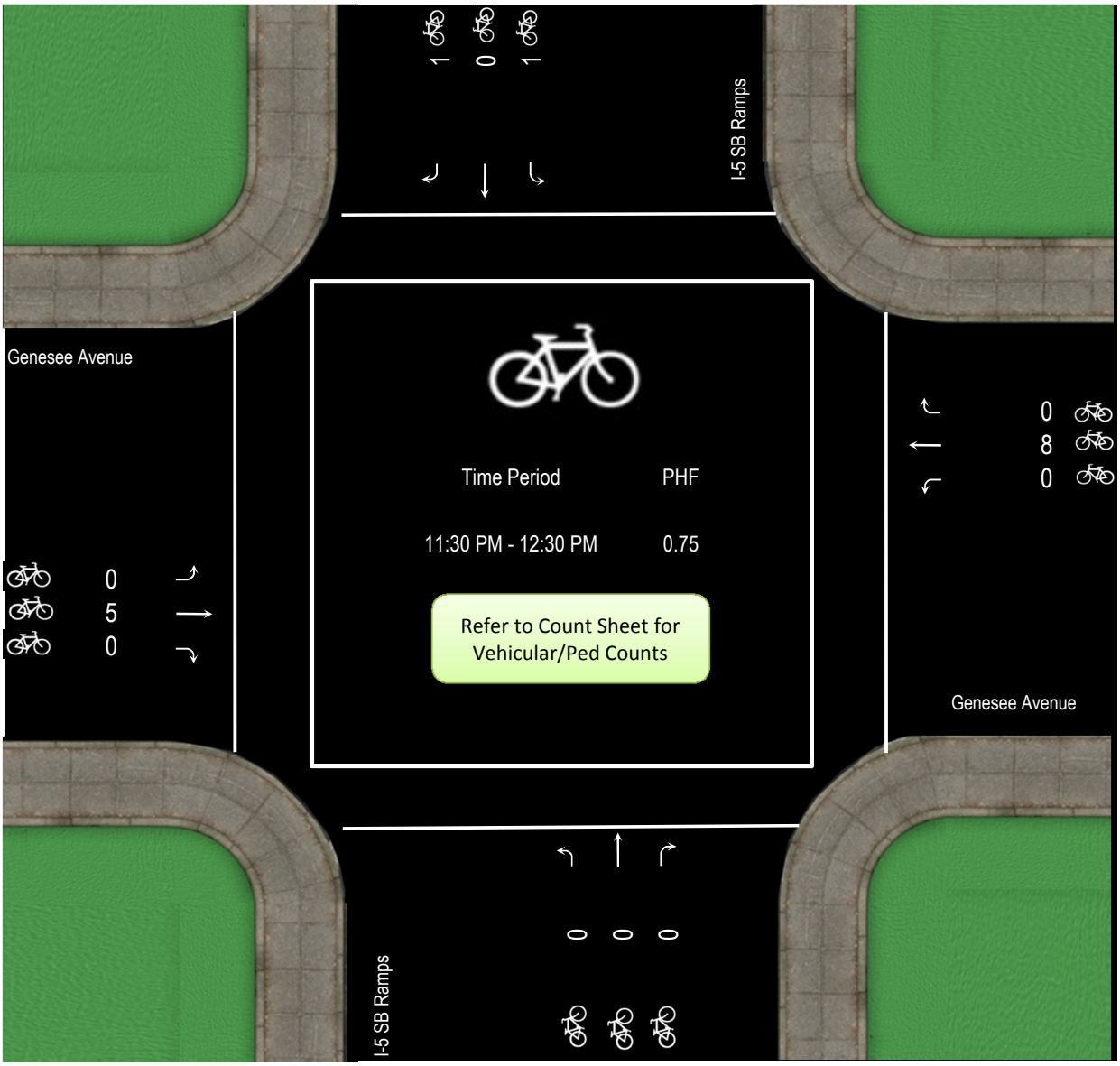
Location: Genesee Avenue @ I-5 SB Ramps

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ I-5 SB Ramps

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
11:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
11:45 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
12:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
12:15 PM	1	0	1	0	1	0	0	0	0	0	1	0	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	1	0	1	0	1	0	0	0	0	0	1	0	4
Total	2	0	3	0	12	0	0	0	0	0	7	0	24

PM Intersection Peak Hour : **11:30 PM - 12:30 PM**

Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	0	1	0	8	0	0	0	0	0	5	0	15
PHF	0.25	#####	0.25	#####	0.667	#####	#####	#####	#####	#####	0.625	#####	0.75
Movement PHF		0.25			0.67			#DIV/0!			0.63		0.75

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ I-5 NB Ramps

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	66	101	0	167	4	330	0	207	48	923
7:15 AM	0	0	0	66	119	0	128	0	288	0	319	41	961
7:30 AM	0	0	0	123	128	0	133	1	290	0	357	58	1,090
7:45 AM	0	0	0	150	134	0	138	3	285	0	358	41	1,109
8:00 AM	0	0	0	16	153	0	166	1	305	0	167	49	857
8:15 AM	0	0	0	102	154	0	129	2	297	0	197	67	948
8:30 AM	0	0	0	75	193	0	136	2	309	0	140	71	926
8:45 AM	0	0	0	80	183	0	122	5	369	0	178	65	1,002
Total	0	0	0	678	1,165	0	1,119	18	2,473	0	1,923	440	7,816

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	405	482	0	566	8	1,193	0	1,241	188	4,083
PHF	#####	#####	#####	0.68	0.90	#####	0.85	0.50	0.90	#####	0.87	0.81	0.92
Movement PHF	#DIV/0!			0.78			0.88			0.86			0.92

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	270	148	0	26	4	77	0	333	183	1,041
4:15 PM	0	0	0	248	131	0	27	0	80	0	331	211	1,028
4:30 PM	0	0	0	227	149	0	23	0	93	0	296	217	1,005
4:45 PM	0	0	0	224	113	0	23	0	69	0	317	243	989
5:00 PM	0	0	0	258	155	0	17	0	84	0	189	225	928
5:15 PM	0	0	0	240	106	0	26	2	75	0	257	201	907
5:30 PM	0	0	0	197	122	0	43	0	99	0	325	206	992
5:45 PM	0	0	0	175	93	0	35	0	91	0	259	196	849
Total	0	0	0	1,839	1,017	0	220	6	668	0	2,307	1,682	7,739

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	969	541	0	99	4	319	0	1277	854	4063
PHF	#####	#####	#####	0.897	0.908	#####	0.917	0.25	0.858	#####	0.959	0.879	0.98
Movement PHF	#DIV/0!			0.90			0.91			0.95			0.98

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Genesee Avenue @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	1	0	0	1
Total	0	1	0	0	1

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ I-5 NB Ramps

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:15 AM	0	0	0	0	1	0	0	0	0	0	4	0	5
7:30 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
7:45 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
8:00 AM	0	0	0	0	1	0	0	0	0	0	4	0	5
8:15 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
8:30 AM	0	0	0	0	3	0	0	0	0	0	2	0	5
8:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	13	0	0	0	0	0	17	0	30

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	8	0	0	0	0	0	10	0	18
PHF	#####	#####	#####	#####	0.67	#####	#####	#####	#####	#####	0.63	#####	0.90
Movement PHF	#DIV/0!			0.67			#DIV/0!			0.63			0.90

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	2	0	0	0	0	0	8	0	10
4:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	6
4:30 PM	0	0	0	0	1	0	0	0	0	0	5	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	0	9	0	9
5:00 PM	0	0	0	0	5	0	0	0	0	0	7	0	12
5:15 PM	0	0	0	0	2	0	0	0	0	0	7	0	9
5:30 PM	0	0	0	0	1	0	0	0	0	0	5	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
Total	0	0	0	0	11	0	0	0	0	0	50	0	61

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	8	0	0	0	0	0	28	0	36
PHF	#####	#####	#####	#####	0.4	#####	#####	#####	#####	#####	0.778	#####	0.75
Movement PHF	#DIV/0!			0.40			#DIV/0!			0.78			0.75

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ I-5 NB On Ramps

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ I-5 NB On Ramps

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	0	0	148	131	0	48	0	115	0	195	108	745
11:15 AM	0	0	0	122	149	0	23	0	174	0	153	103	724
11:30 AM	0	0	0	161	263	0	70	0	135	0	93	115	837
11:45 AM	0	0	0	222	330	0	119	0	105	0	103	100	979
12:00 PM	0	0	0	233	259	0	40	0	101	0	45	209	887
12:15 PM	0	0	0	208	254	0	60	0	97	0	24	263	906
12:30 PM	0	0	0	224	209	0	67	0	115	0	59	228	902
12:45 PM	0	0	0	246	198	0	58	0	86	0	107	199	894
Total	0	0	0	1,564	1,793	0	485	0	928	0	779	1,325	6,874

PM Intersection Peak Hour : **11:45 PM - 12:45 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	887	1052	0	286	0	418	0	231	800	3674
PHF	#####	#####	#####	0.952	0.797	#####	0.601	#####	0.909	#####	0.561	0.76	0.94
Movement PHF	#DIV/0!			0.88			0.79			0.90			0.94

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Genesee Avenue @ I-5 NB On Ramps

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
Total	0	0	0	0	0

PM Intersection Peak Hour : **11:45 PM - 12:45 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

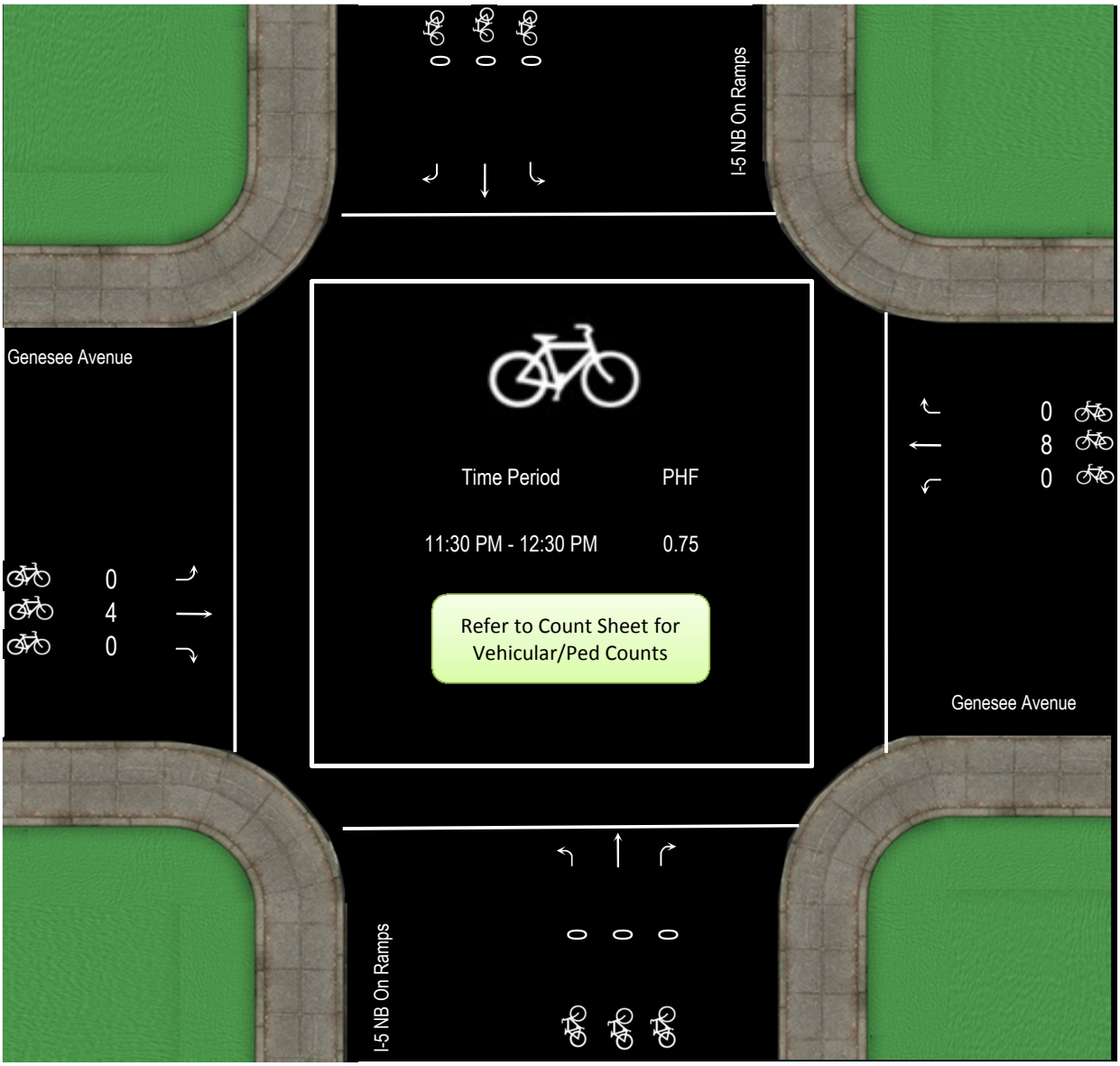
Location: Genesee Avenue @ I-5 NB On Ramps

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Genesee Avenue @ I-5 NB On Ramps

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
11:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
11:45 AM	0	0	0	0	2	0	0	0	0	0	2	0	4
12:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
12:15 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	12	0	0	0	0	0	7	0	19

PM Intersection Peak Hour : **11:30 PM - 12:30 PM**

Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	8	0	0	0	0	0	4	0	12
PHF	#####	#####	#####	#####	0.667	#####	#####	#####	#####	#####	0.5	#####	0.75
Movement PHF	#DIV/0!			0.67			#DIV/0!			0.50			0.75

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Scripps Hospital @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Scripps Hospital @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)								
	Southbound			Northbound		Eastbound		
	Right	Thru		Thru	Left	Right	Left	TOTAL
7:00 AM	119	286		141	38	13	25	622
7:15 AM	122	367		153	38	16	31	727
7:30 AM	149	394		222	55	37	29	886
7:45 AM	110	435		280	48	32	0	905
8:00 AM	109	262		169	64	31	0	635
8:15 AM	96	271		221	52	29	35	704
8:30 AM	78	246		224	58	18	44	668
8:45 AM	94	249		227	53	19	37	679
Total	877	2,510		1,637	406	195	201	5,826

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.87**

	Southbound			Northbound		Eastbound		TOTAL
	Right	Thru		Thru	Left	Right	Left	
Volume	490	1,458		824	205	116	60	3,153
PHF	0.82	0.84		0.74	0.80	0.78	0.48	0.87
Movement PHF		0.89		0.78		0.67		0.87

PM Period (4:00 PM - 6:00 PM)								
	Southbound			Northbound		Eastbound		
	Right	Thru		Thru	Left	Right	Left	TOTAL
4:00 PM	30	417		309	22	53	107	938
4:15 PM	28	372		251	12	69	125	857
4:30 PM	19	343		257	21	68	117	825
4:45 PM	22	364		242	19	52	95	794
5:00 PM	16	149		285	16	74	127	667
5:15 PM	20	267		249	12	69	96	713
5:30 PM	19	309		249	14	54	70	715
5:45 PM	21	321		218	31	28	49	668
Total	175	2542		2,060	147	467	786	6,177

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.91**

	Southbound			Northbound		Eastbound		TOTAL
	Right	Thru		Thru	Left	Right	Left	
Volume	99	1496		1059	74	242	444	3414
PHF	0.83	0.897		0.857	0.841	0.877	0.888	0.91
Movement PHF		0.89		0.86		0.88		0.91

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Scripps Hospital @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn		Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	1		2	0	3
7:15 AM	1		1	0	2
7:30 AM	0		1	0	1
7:45 AM	4		0	0	4
8:00 AM	0		1	0	1
8:15 AM	0		1	0	1
8:30 AM	0		0	0	0
8:45 AM	0		0	0	0
Total	6		6	0	12

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.50**

	North Leg U-Turn		South Leg U-Turn	West Leg U-Turn	TOTAL
Volume	5		3	0	8
PHF	0.31		0.75	#DIV/0!	0.50
Movement PHF	0.31		0.75	#DIV/0!	0.50

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn		Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	2		0	0	2
4:15 PM	3		4	0	7
4:30 PM	2		4	0	6
4:45 PM	0		3	0	3
5:00 PM	1		1	0	2
5:15 PM	1		1	0	2
5:30 PM	0		2	0	2
5:45 PM	1		0	1	2
Total	10		15	1	26

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.64**

	North Leg U-Turn		South Leg U-Turn	West Leg U-Turn	TOTAL
Volume	7		11	0	18
PHF	0.58		0.6875	#DIV/0!	0.64
Movement PHF	0.58		0.69	#DIV/0!	0.64

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Scripps Hospital @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Scripps Hospital @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)								
	Southbound			Northbound		Eastbound		
	Right	Thru		Thru	Left	Right	Left	TOTAL
7:00 AM	0	1		1	0	0	0	2
7:15 AM	0	4		0	0	0	1	5
7:30 AM	0	1		1	1	1	1	5
7:45 AM	1	1		1	0	0	0	3
8:00 AM	0	4		0	1	0	1	6
8:15 AM	0	2		2	0	0	1	5
8:30 AM	0	2		2	0	0	1	5
8:45 AM	0	1		0	0	0	1	2
Total	1	16		7	2	1	6	33

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.79**

	Southbound			Northbound		Eastbound		TOTAL
	Right	Thru		Thru	Left	Right	Left	
Volume	1	10		2	2	1	3	19
PHF	0.25	0.63		0.50	0.50	0.25	0.75	0.79
Movement PHF		0.69		0.50		0.50		0.79

PM Period (4:00 PM - 6:00 PM)								
	Southbound			Northbound		Eastbound		
	Right	Thru		Thru	Left	Right	Left	TOTAL
4:00 PM	0	8		1	1	0	1	11
4:15 PM	0	6		0	0	0	0	6
4:30 PM	2	3		0	0	0	1	6
4:45 PM	2	7		0	0	0	0	9
5:00 PM	2	5		2	0	0	3	12
5:15 PM	0	7		0	0	0	2	9
5:30 PM	0	5		0	0	0	1	6
5:45 PM	0	3		0	0	0	0	3
Total	6	44		3	1	0	8	62

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.75**

	Southbound			Northbound		Eastbound		TOTAL
	Right	Thru		Thru	Left	Right	Left	
Volume	6	22		2	0	0	6	36
PHF	0.75	0.786		0.25	#####	#####	0.5	0.75
Movement PHF		0.78		0.25		0.50		0.75

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Scripps Hospital @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Scripps Hospital @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	83	195	0	0	0	0	0	194	42	40	0	93	647
11:15 AM	89	176	0	0	0	0	0	189	34	74	0	95	657
11:30 AM	84	240	0	0	0	0	0	189	36	63	0	110	722
11:45 AM	76	249	0	0	0	0	0	218	28	54	0	121	746
12:00 PM	63	213	0	0	0	0	0	231	21	55	0	107	690
12:15 PM	79	210	0	0	0	0	0	229	26	45	0	96	685
12:30 PM	48	233	0	0	0	0	0	219	30	58	0	100	688
12:45 PM	80	236	0	0	0	0	0	269	39	47	0	78	749
Total	602	1752	0	0	0	0	0	1,738	256	436	0	800	5,584

PM Intersection Peak Hour : **11:30 PM - 12:30 PM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	302	912	0	0	0	0	0	867	111	217	0	434	2843
PHF	0.90	0.916	#####	#####	#####	#####	#####	0.938	0.771	0.861	#####	0.897	0.95
Movement PHF		0.93			#DIV/0!			0.96			0.93		0.95

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Scripps Hospital @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	0	0
11:15 AM	3	0	0	0	3
11:30 AM	12	0	0	0	12
11:45 AM	2	0	0	0	2
12:00 PM	6	0	1	0	7
12:15 PM	8	0	2	0	10
12:30 PM	14	0	3	0	17
12:45 PM	5	0	1	0	6
Total	50	0	7	0	57

PM Intersection Peak Hour : **11:30 PM - 12:30 PM** Intersection PHF : **0.65**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	28	0	3	0	31
PHF	0.58	#DIV/0!	0.375	#DIV/0!	0.65
Movement PHF	0.58	#DIV/0!	0.38	#DIV/0!	0.65

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

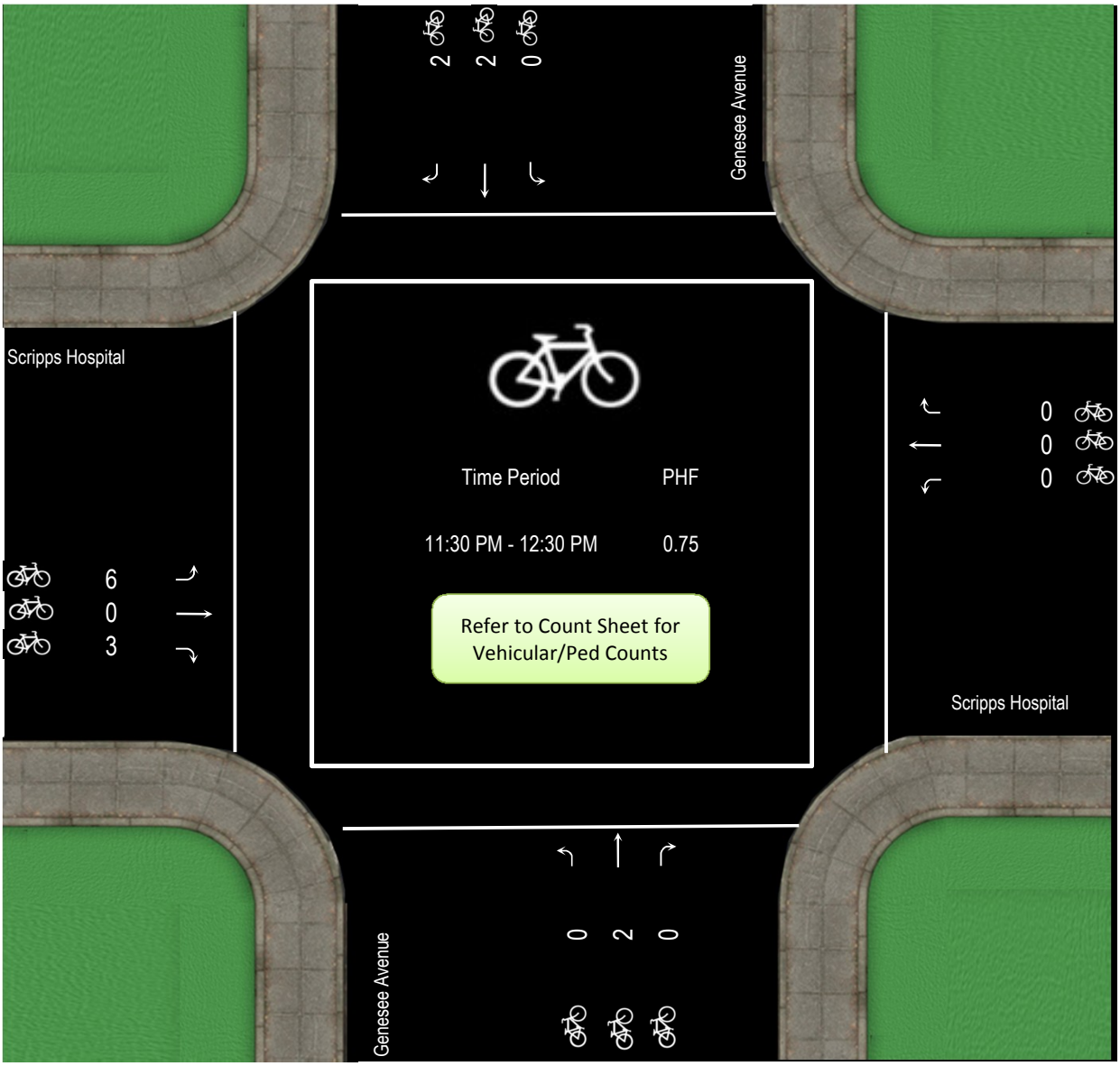
Location: Scripps Hospital @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Scripps Hospital @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	1	0	0	0	0	0	1	1	1	0	1	5
11:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	3	4
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	2	3
12:00 PM	2	0	0	0	0	0	0	1	0	1	0	1	5
12:15 PM	0	0	0	0	0	0	0	1	0	2	0	0	3
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	2	0	1	0	0	0	0	0	0	0	1	4
Total	2	7	0	1	0	0	0	4	1	4	0	8	27

PM Intersection Peak Hour : **11:30 PM - 12:30 PM**

Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	2	2	0	0	0	0	0	2	0	3	0	6	15
PHF	0.25	0.5	#####	#####	#####	#####	#####	0.5	#####	0.375	#####	0.5	0.75
Movement PHF		0.50			#DIV/0!			0.50			0.75		0.75

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Campus Point Drive @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Campus Point Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	129	91	80	9	0	3	70	147	57	11	2	24	623
7:15 AM	131	135	116	12	3	2	88	161	82	10	10	17	767
7:30 AM	138	207	84	9	3	4	86	229	90	26	5	37	918
7:45 AM	118	277	72	9	4	4	81	285	105	24	3	34	1,016
8:00 AM	106	113	73	19	2	3	117	180	79	28	3	33	756
8:15 AM	107	103	90	15	3	5	87	227	87	18	2	31	775
8:30 AM	96	122	46	11	6	9	74	239	81	0	7	32	723
8:45 AM	95	131	42	10	1	11	73	228	123	0	5	42	761
Total	920	1,179	603	94	22	41	676	1,696	704	117	37	250	6,339

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.85**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	469	700	319	52	12	16	371	921	361	96	13	135	3,465
PHF	0.85	0.63	0.89	0.68	0.75	0.80	0.79	0.81	0.86	0.86	0.65	0.91	0.85
Movement PHF		0.80			0.83			0.88			0.90		0.85

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	46	405	15	94	5	95	16	137	32	81	1	96	1,023
4:15 PM	32	400	13	60	10	82	6	143	40	75	0	64	925
4:30 PM	32	373	10	66	3	104	11	131	61	97	3	85	976
4:45 PM	29	373	17	63	7	85	8	125	39	86	5	76	913
5:00 PM	29	191	4	83	4	130	7	128	31	102	1	91	801
5:15 PM	41	288	7	62	9	90	3	118	26	122	2	81	849
5:30 PM	38	320	6	46	7	58	12	157	36	81	4	61	826
5:45 PM	29	308	7	54	8	43	8	135	49	60	0	55	756
Total	276	2658	79	528	53	687	71	1,074	314	704	16	609	7,069

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	139	1551	55	283	25	366	41	536	172	339	9	321	3837
PHF	0.76	0.957	0.809	0.753	0.625	0.88	0.641	0.937	0.705	0.874	0.45	0.836	0.94
Movement PHF		0.94			0.87			0.92			0.90		0.94

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Campus Point Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	1	0	6	0	7
7:15 AM	2	0	2	1	5
7:30 AM	3	2	4	3	12
7:45 AM	0	0	12	7	19
8:00 AM	2	0	2	3	7
8:15 AM	1	1	1	4	7
8:30 AM	0	0	1	0	1
8:45 AM	0	0	2	0	2
Total	9	3	30	18	60

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.59**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	6	3	19	17	45
PHF	0.50	0.38	0.40	0.61	0.59
Movement PHF	0.50	0.38	0.40	0.61	0.59

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	4	6	5	1	16
4:15 PM	0	2	1	0	3
4:30 PM	0	6	0	0	6
4:45 PM	0	1	5	1	7
5:00 PM	0	4	2	4	10
5:15 PM	1	2	2	3	8
5:30 PM	1	2	6	1	10
5:45 PM	5	1	5	2	13
Total	11	24	26	12	73

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	4	15	11	2	32
PHF	0.25	0.625	0.55	0.5	0.50
Movement PHF	0.25	0.63	0.55	0.50	0.50

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

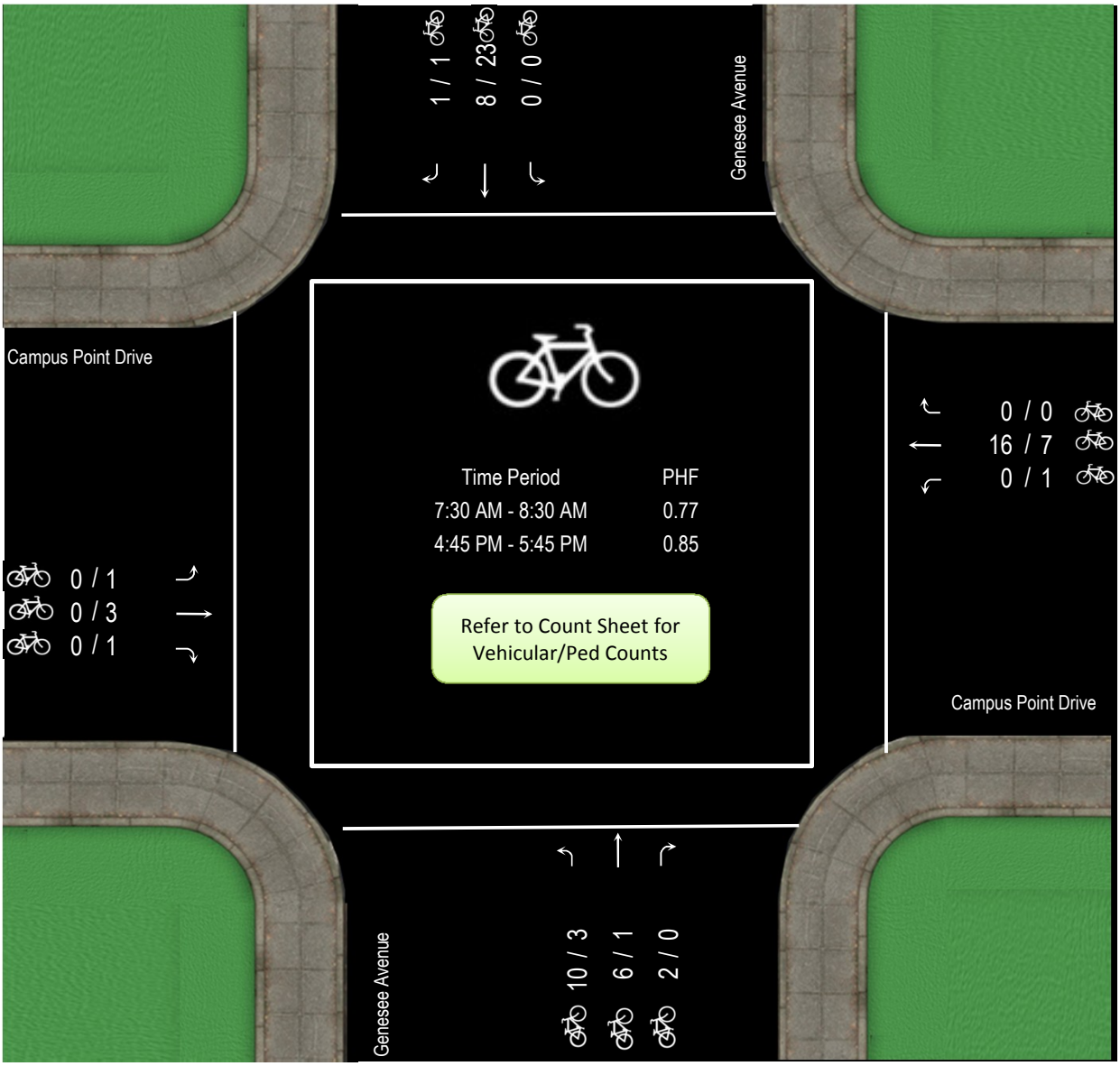
Location: Campus Point Drive @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Campus Point Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	1	0	0	0	0	2	1	1	0	0	0	5
7:15 AM	0	3	1	0	1	0	0	0	1	0	0	0	6
7:30 AM	0	2	0	0	4	0	0	2	1	0	0	0	9
7:45 AM	0	1	0	0	5	0	2	1	5	0	0	0	14
8:00 AM	1	3	0	0	2	0	0	1	2	0	0	0	9
8:15 AM	0	2	0	0	5	0	0	2	2	0	0	0	11
8:30 AM	0	2	0	0	2	0	0	2	2	0	0	0	8
8:45 AM	0	1	0	0	4	0	0	0	1	0	0	0	6
Total	1	15	1	0	23	0	4	9	15	0	0	0	68

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.77**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	8	0	0	16	0	2	6	10	0	0	0	43
PHF	0.25	0.67	#####	#####	0.80	#####	0.25	0.75	0.50	#####	#####	#####	0.77
Movement PHF		0.56			0.80			0.56			#DIV/0!		0.77

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	8	0	0	0	0	0	1	1	0	0	1	11
4:15 PM	0	5	1	0	0	0	0	0	0	1	1	0	8
4:30 PM	0	3	0	0	0	0	0	0	0	0	2	0	5
4:45 PM	1	6	0	0	1	0	0	0	2	0	0	0	10
5:00 PM	0	5	0	0	3	0	0	1	0	0	2	1	12
5:15 PM	0	7	0	0	0	1	0	0	1	0	0	0	9
5:30 PM	0	5	0	0	3	0	0	0	0	1	1	0	10
5:45 PM	1	2	0	0	1	1	1	0	0	0	0	0	6
Total	2	41	1	0	8	2	1	2	4	2	6	2	71

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.85**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	23	0	0	7	1	0	1	3	1	3	1	41
PHF	0.25	0.821	#####	#####	0.583	0.25	#####	0.25	0.375	0.25	0.375	0.25	0.85
Movement PHF		0.86			0.67			0.50			0.42		0.85

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Campus Point Drive @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Campus Point Drive @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	58	162	15	18	2	25	14	160	43	68	2	58	625
11:15 AM	43	190	17	24	0	16	22	147	38	52	5	52	606
11:30 AM	78	193	32	32	2	41	20	148	36	51	0	45	678
11:45 AM	76	198	28	40	4	22	31	155	44	44	2	50	694
12:00 PM	84	160	25	30	4	28	39	156	56	51	2	67	702
12:15 PM	71	166	20	26	8	30	33	154	44	48	3	77	680
12:30 PM	89	164	40	31	5	37	48	142	77	56	1	78	768
12:45 PM	78	179	26	39	3	19	42	213	60	56	4	56	775
Total	577	1412	203	240	28	218	249	1,275	398	426	19	483	5,528

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	322	669	111	126	20	114	162	665	237	211	10	278	2925
PHF	0.90	0.934	0.694	0.808	0.625	0.77	0.844	0.781	0.769	0.942	0.625	0.891	0.94
Movement PHF		0.94			0.89			0.84			0.92		0.94

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Campus Point Drive @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	2	3	0	5
11:15 AM	0	2	2	1	5
11:30 AM	0	0	2	1	3
11:45 AM	1	0	8	0	9
12:00 PM	0	1	2	2	5
12:15 PM	0	0	5	2	7
12:30 PM	1	0	5	0	6
12:45 PM	1	0	5	0	6
Total	3	5	32	6	46

PM Intersection Peak Hour : **12:00 PM - 1:00 PM** Intersection PHF : **0.86**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	1	17	5	24
PHF	0.50	0.25	0.85	0.5	0.86
Movement PHF	0.50	0.25	0.85	0.50	0.86

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Campus Point Drive @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Campus Point Drive @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	2	0	0	0	0	0	1	1	0	0	1	5
11:15 AM	0	1	0	0	1	0	0	0	0	0	1	0	3
11:30 AM	0	0	0	0	1	0	0	0	3	0	0	0	4
11:45 AM	0	3	0	0	0	0	0	0	2	0	0	0	5
12:00 PM	0	0	0	0	1	2	0	1	1	0	0	0	5
12:15 PM	0	1	0	0	2	0	0	2	0	0	0	0	5
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	3	0	0	0	0	1	0	1	0	0	0	5
Total	0	11	0	0	5	2	1	4	8	0	1	1	33

PM Intersection Peak Hour : **11:30 PM - 12:30 PM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	4	0	0	4	2	0	3	6	0	0	0	19
PHF	#####	0.333	#####	#####	0.5	0.25	#####	0.375	0.5	#####	#####	#####	0.95
Movement PHF		0.33			0.50			0.75			#DIV/0!		0.95

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Regents Road @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Regents Road @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)								
	Southbound			Northbound		Eastbound		
	Right	Thru		Thru	Left	Right	Left	TOTAL
7:00 AM	16	83		189	11	10	28	337
7:15 AM	15	117		258	13	14	49	466
7:30 AM	29	182		264	33	28	67	603
7:45 AM	42	235		335	29	30	40	711
8:00 AM	20	119		311	14	14	8	486
8:15 AM	8	107		367	14	5	54	555
8:30 AM	1	125		344	16	8	38	532
8:45 AM	4	136		342	14	7	19	522
Total	135	1,104		2,410	144	116	303	4,212

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.83**

	Southbound			Northbound		Eastbound		TOTAL
	Right	Thru		Thru	Left	Right	Left	
Volume	99	643		1,277	90	77	169	2,355
PHF	0.59	0.68		0.87	0.68	0.64	0.63	0.83
Movement PHF		0.67		0.90		0.65		0.83

PM Period (4:00 PM - 6:00 PM)								
	Southbound			Northbound		Eastbound		
	Right	Thru		Thru	Left	Right	Left	TOTAL
4:00 PM	188	391		155	3	18	21	776
4:15 PM	129	421		154	4	18	12	738
4:30 PM	191	364		165	11	15	19	765
4:45 PM	141	398		164	6	8	33	750
5:00 PM	110	310		127	6	14	34	601
5:15 PM	122	365		154	14	41	13	709
5:30 PM	115	343		190	13	34	25	720
5:45 PM	99	310		161	18	22	14	624
Total	1095	2902		1,270	75	170	171	5,683

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.98**

	Southbound			Northbound		Eastbound		TOTAL
	Right	Thru		Thru	Left	Right	Left	
Volume	649	1574		638	24	59	85	3029
PHF	0.85	0.935		0.967	0.545	0.819	0.644	0.98
Movement PHF		0.96		0.94		0.88		0.98

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Regents Road @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn		Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	12		1	4	17
7:15 AM	17		0	6	23
7:30 AM	30		1	6	37
7:45 AM	40		0	5	45
8:00 AM	7		1	6	14
8:15 AM	12		2	4	18
8:30 AM	6		2	6	14
8:45 AM	4		1	12	17
Total	128		8	49	185

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.63**

	North Leg U-Turn		South Leg U-Turn	West Leg U-Turn	TOTAL
Volume	89		4	21	114
PHF	0.56		0.50	0.88	0.63
Movement PHF	0.56		0.50	0.88	0.63

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn		Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	7		4	5	16
4:15 PM	8		4	2	14
4:30 PM	19		4	9	32
4:45 PM	10		0	2	12
5:00 PM	5		2	0	7
5:15 PM	15		1	4	20
5:30 PM	7		0	4	11
5:45 PM	7		4	2	13
Total	78		19	28	125

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.58**

	North Leg U-Turn		South Leg U-Turn	West Leg U-Turn	TOTAL
Volume	44		12	18	74
PHF	0.58		0.75	0.5	0.58
Movement PHF	0.58		0.75	0.50	0.58

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Regents Road @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Regents Road @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)								
	Southbound			Northbound		Eastbound		
	Right	Thru		Thru	Left	Right	Left	TOTAL
7:00 AM	1	0		4	0	0	3	8
7:15 AM	0	3		3	1	0	2	9
7:30 AM	0	2		4	1	0	4	11
7:45 AM	0	1		5	2	0	3	11
8:00 AM	0	3		6	1	0	2	12
8:15 AM	0	2		6	0	0	3	11
8:30 AM	0	2		7	1	0	2	12
8:45 AM	1	0		3	0	0	2	6
Total	2	13		38	6	0	21	80

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.96**

	Southbound			Northbound		Eastbound		TOTAL
	Right	Thru		Thru	Left	Right	Left	
Volume	0	8		24	4	0	10	46
PHF	#####	0.67		0.86	0.50	#####	0.83	0.96
Movement PHF		0.67		0.88		0.83		0.96

PM Period (4:00 PM - 6:00 PM)								
	Southbound			Northbound		Eastbound		
	Right	Thru		Thru	Left	Right	Left	TOTAL
4:00 PM	0	8		2	0	0	0	10
4:15 PM	0	6		1	0	0	0	7
4:30 PM	0	3		1	0	0	0	4
4:45 PM	0	6		4	0	1	2	13
5:00 PM	0	5		2	0	1	0	8
5:15 PM	0	8		3	0	1	0	12
5:30 PM	0	6		3	0	0	0	9
5:45 PM	0	3		4	2	0	0	9
Total	0	45		20	2	3	2	72

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.81**

	Southbound			Northbound		Eastbound		TOTAL
	Right	Thru		Thru	Left	Right	Left	
Volume	0	25		12	0	3	2	42
PHF	#####	0.781		0.75	#####	0.75	0.25	0.81
Movement PHF		0.78		0.75		0.42		0.81

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Regents Road @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Regents Road @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	28	218	0	0	0	0	0	245	12	4	0	25	532
11:15 AM	29	220	0	0	0	0	0	291	10	8	0	21	579
11:30 AM	33	243	0	0	0	0	0	187	10	4	0	30	507
11:45 AM	41	220	0	0	0	0	0	188	17	10	0	21	497
12:00 PM	24	200	0	0	0	0	0	212	12	4	0	35	487
12:15 PM	22	224	0	0	0	0	0	263	8	7	0	26	550
12:30 PM	29	224	0	0	0	0	0	327	5	8	0	29	622
12:45 PM	21	230	0	0	0	0	0	424	17	7	0	54	753
Total	227	1779	0	0	0	0	0	2,137	91	52	0	241	4,527

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.80**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	96	878	0	0	0	0	0	1226	42	26	0	144	2412
PHF	0.83	0.954	#####	#####	#####	#####	#####	0.723	0.618	0.813	#####	0.667	0.80
Movement PHF		0.96			#DIV/0!			0.72			0.70		0.80

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Regents Road @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	12	0	7	2	21
11:15 AM	11	0	2	0	13
11:30 AM	11	0	3	2	16
11:45 AM	11	0	7	1	19
12:00 PM	17	0	1	4	22
12:15 PM	3	0	0	3	6
12:30 PM	9	0	4	8	21
12:45 PM	8	0	3	0	11
Total	82	0	27	20	129

PM Intersection Peak Hour : **12:00 PM - 1:00 PM** Intersection PHF : **0.68**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	37	0	8	15	60
PHF	0.54	#DIV/0!	0.5	0.46875	0.68
Movement PHF	0.54	#DIV/0!	0.50	0.47	0.68

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Regents Road @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Regents Road @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
11:15 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:45 AM	2	1	0	0	0	0	0	0	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	2
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	3	0	0	0	0	0	7	1	0	0	0	11
Total	2	8	0	0	0	0	0	11	2	1	0	0	24

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.32**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	4	0	0	0	0	0	7	2	1	0	0	14
PHF	#####	0.333	#####	#####	#####	#####	#####	0.25	0.5	0.25	#####	#####	0.32
Movement PHF		0.33			#DIV/0!			0.28			0.25		0.32

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

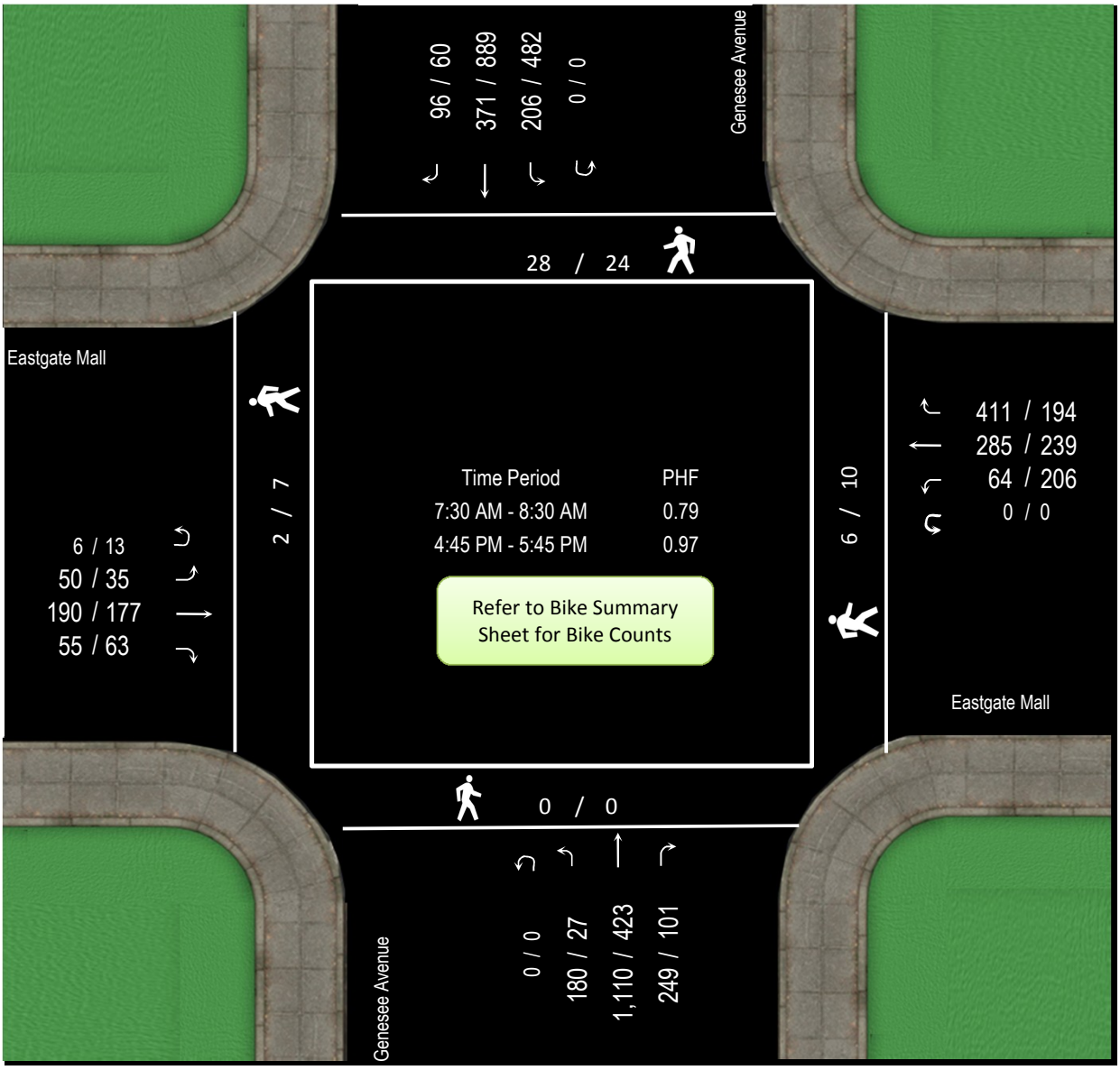
Location: Eastgate Mall @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Eastgate Mall @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	4	53	21	60	16	10	40	146	10	1	23	4	388
7:15 AM	7	68	20	76	46	12	45	180	36	1	28	3	522
7:30 AM	35	90	40	95	81	10	42	252	37	14	19	3	718
7:45 AM	50	119	72	96	112	23	74	279	94	28	62	26	1,035
8:00 AM	7	88	50	108	47	16	74	257	32	9	51	18	757
8:15 AM	4	74	44	112	45	15	59	322	17	4	58	3	757
8:30 AM	2	79	62	124	32	20	58	241	21	8	40	3	690
8:45 AM	5	89	47	121	45	21	77	279	28	7	57	3	779
Total	114	660	356	792	424	127	469	1,956	275	72	338	63	5,646

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.79**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	96	371	206	411	285	64	249	1,110	180	55	190	50	3,267
PHF	0.48	0.78	0.72	0.92	0.64	0.70	0.84	0.86	0.48	0.49	0.77	0.48	0.79
Movement PHF		0.70			0.82			0.86			0.64		0.79

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	13	249	93	53	32	28	20	137	7	13	39	6	690
4:15 PM	12	211	100	41	50	33	29	107	5	6	50	15	659
4:30 PM	13	221	120	36	54	45	28	96	11	13	44	12	693
4:45 PM	6	257	107	40	63	47	24	107	6	18	41	11	727
5:00 PM	15	215	101	50	75	70	27	106	8	17	41	6	731
5:15 PM	23	185	145	46	48	49	19	100	11	11	41	14	692
5:30 PM	16	232	129	58	53	40	31	110	2	17	54	4	746
5:45 PM	6	206	73	62	60	40	24	124	2	19	44	7	667
Total	104	1776	868	386	435	352	202	887	52	114	354	75	5,605

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	60	889	482	194	239	206	101	423	27	63	177	35	2896
PHF	0.65	0.865	0.831	0.836	0.797	0.736	0.815	0.961	0.614	0.875	0.819	0.625	0.97
Movement PHF		0.95			0.82			0.96			0.92		0.97

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Eastgate Mall @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	4	4
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	2	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	3	3
8:30 AM	0	0	0	2	2
8:45 AM	0	0	0	2	2
Total	0	0	0	14	14

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	6	6
PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.50	0.50
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.50	0.50

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	2	2
4:15 PM	0	0	0	4	4
4:30 PM	0	0	0	5	5
4:45 PM	0	0	0	1	1
5:00 PM	0	0	0	5	5
5:15 PM	0	0	0	3	3
5:30 PM	0	0	0	4	4
5:45 PM	0	0	0	6	6
Total	0	0	0	30	30

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.65**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	13	13
PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.65	0.65
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.65	0.65

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Eastgate Mall @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Eastgate Mall @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	1	0	0	0	0	2	0	0	2	0	5
7:15 AM	0	2	0	0	0	0	0	5	0	0	1	0	8
7:30 AM	0	2	0	0	0	0	3	5	0	0	2	0	12
7:45 AM	0	1	2	0	3	0	0	9	0	0	1	0	16
8:00 AM	0	0	2	0	2	1	0	4	0	0	0	0	9
8:15 AM	0	1	0	2	1	0	1	5	0	0	0	0	10
8:30 AM	0	0	2	1	1	1	1	4	0	0	5	0	15
8:45 AM	0	0	0	0	2	0	1	2	0	0	2	0	7
Total	0	6	7	3	9	2	6	36	0	0	13	0	82

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.78**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	6	3	7	2	2	22	0	0	6	0	50
PHF	#####	0.50	0.75	0.38	0.58	0.50	0.50	0.61	#####	#####	0.30	#####	0.78
Movement PHF		0.67			1.00			0.67			0.30		0.78

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
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	4	0	0	0	0	0	1	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	1	2	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	8	0	0	0	0	0	3	0	0	0	0	12

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.50**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	6	0	0	0	0	0	3	0	0	0	0	10
PHF	0.25	0.375	#####	#####	#####	#####	#####	0.375	#####	#####	#####	#####	0.50
Movement PHF		0.44			#DIV/0!			0.38			#DIV/0!		0.50

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Eastgate Mall @ Genesee Avenue

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Eastgate Mall @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	17	177	5	11	31	3	5	168	50	36	18	19	540
11:15 AM	14	156	9	6	23	1	1	168	52	56	23	27	536
11:30 AM	21	163	16	7	23	0	4	174	39	39	24	35	545
11:45 AM	32	177	2	4	11	3	1	182	64	50	27	50	603
12:00 PM	25	156	11	7	33	8	3	184	53	55	35	22	592
12:15 PM	25	134	13	11	14	5	4	150	76	65	24	41	562
12:30 PM	37	187	6	4	25	3	1	168	47	46	21	29	574
12:45 PM	36	214	10	5	34	2	5	186	48	49	23	20	632
Total	207	1364	72	55	194	25	24	1,380	429	396	195	243	4,584

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	123	691	40	27	106	18	13	688	224	215	103	112	2360
PHF	0.83	0.807	0.769	0.614	0.779	0.563	0.65	0.925	0.737	0.827	0.736	0.683	0.93
Movement PHF		0.82			0.79			0.96			0.83		0.93

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Eastgate Mall @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
Total	0	0	0	0	0

PM Intersection Peak Hour : **12:00 PM - 1:00 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

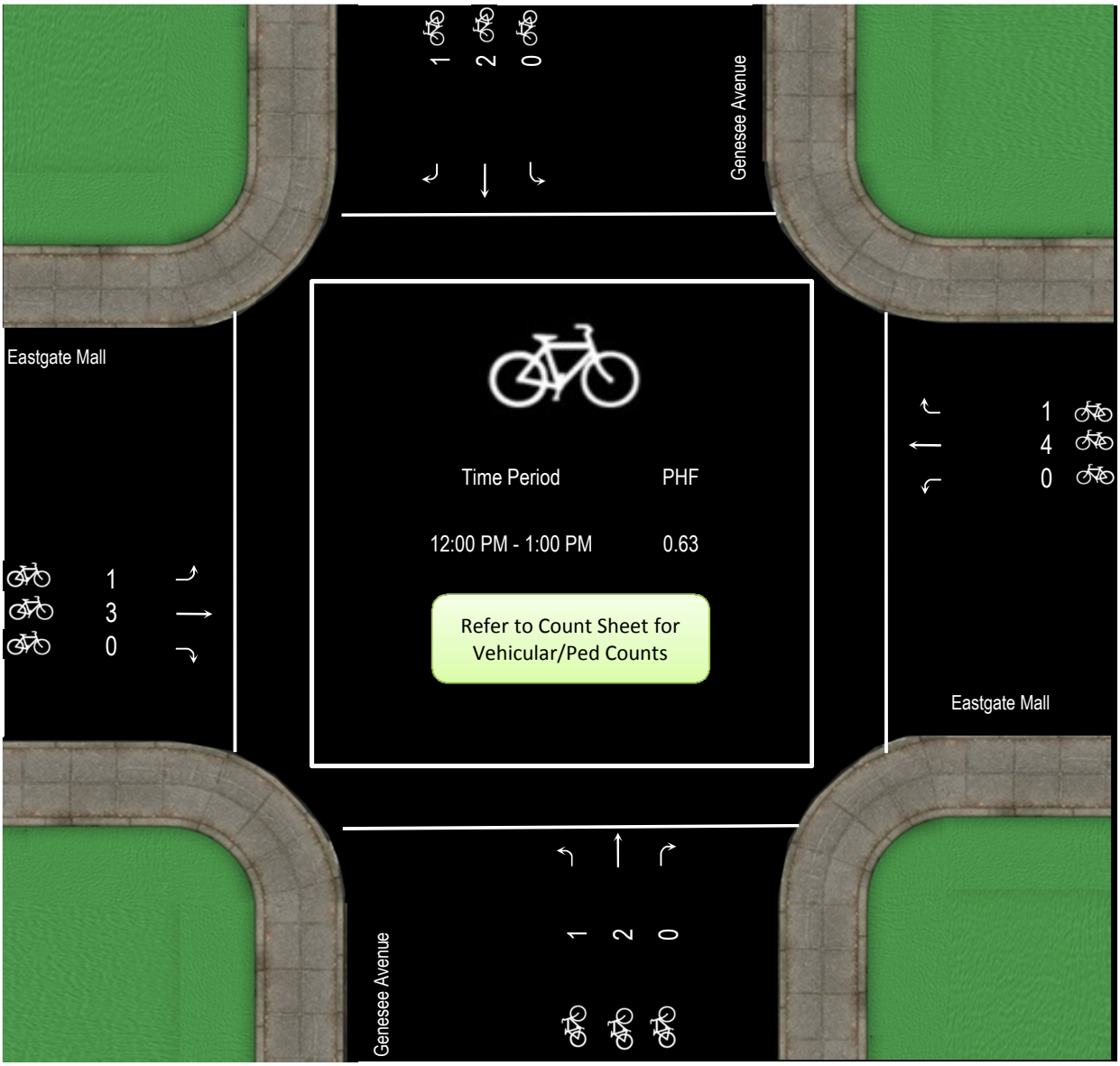
Location: Eastgate Mall @ Genesee Avenue

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Eastgate Mall @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	1	0	1	1	0	0	1	1	1	0	0	6
11:15 AM	0	0	0	0	2	0	0	1	0	0	0	0	3
11:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	1	0	0	0	3	0	0	1	0	0	0	1	6
12:45 PM	0	2	0	1	1	0	0	1	0	0	1	0	6
Total	1	4	1	2	7	0	0	4	2	1	4	1	27

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.63**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	2	0	1	4	0	0	2	1	0	3	1	15
PHF	0.25	0.25	#####	0.25	0.333	#####	#####	0.5	0.25	#####	0.75	0.25	0.63
Movement PHF		0.38			0.42			0.75			1.00		0.63

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Drive @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	4	51	5	12	5	4	42	217	8	4	7	4	363
7:15 AM	7	60	14	14	7	6	62	230	7	4	16	7	434
7:30 AM	7	102	12	14	7	3	68	296	7	5	20	9	550
7:45 AM	6	121	16	20	9	5	72	330	11	5	26	5	626
8:00 AM	6	79	15	19	17	4	68	289	6	7	24	6	540
8:15 AM	5	58	15	24	17	9	70	276	18	5	28	7	532
8:30 AM	6	88	10	21	26	13	65	275	19	5	35	2	565
8:45 AM	5	75	11	25	25	14	59	256	34	7	36	9	556
Total	46	634	98	149	113	58	506	2,169	110	42	192	49	4,166

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	23	346	56	84	69	31	275	1,170	54	22	113	20	2,263
PHF	0.96	0.71	0.88	0.88	0.66	0.60	0.95	0.89	0.71	0.79	0.81	0.71	0.90
Movement PHF		0.74			0.77			0.91			0.92		0.90

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	6	341	15	19	42	29	18	86	13	20	20	4	613
4:15 PM	5	280	42	21	37	28	19	101	8	11	21	11	584
4:30 PM	5	365	20	26	56	20	17	97	12	14	13	7	652
4:45 PM	17	309	25	20	35	36	15	89	11	12	23	3	595
5:00 PM	11	262	28	20	65	29	19	72	20	26	44	10	606
5:15 PM	12	325	30	24	57	32	14	77	18	14	25	1	629
5:30 PM	21	269	18	32	44	33	15	71	12	10	14	8	547
5:45 PM	16	265	23	25	33	26	17	96	10	18	12	9	550
Total	93	2416	201	187	369	233	134	689	104	125	172	53	4,776

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	45	1261	103	90	213	117	65	335	61	66	105	21	2482
PHF	0.66	0.864	0.858	0.865	0.819	0.813	0.855	0.863	0.763	0.635	0.597	0.525	0.95
Movement PHF		0.90			0.92			0.91			0.60		0.95

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Executive Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	1	0	1	0	2
7:15 AM	0	0	2	0	2
7:30 AM	0	0	1	0	1
7:45 AM	0	0	1	0	1
8:00 AM	0	0	0	1	1
8:15 AM	0	0	1	0	1
8:30 AM	0	0	5	0	5
8:45 AM	0	0	3	0	3
Total	1	0	14	1	16

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.40**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	7	1	8
PHF	#DIV/0!	#DIV/0!	0.35	0.25	0.40
Movement PHF	#DIV/0!	#DIV/0!	0.35	0.25	0.40

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	2	0	2
4:15 PM	0	0	1	0	1
4:30 PM	0	0	1	0	1
4:45 PM	0	0	2	0	2
5:00 PM	0	0	7	0	7
5:15 PM	0	0	1	0	1
5:30 PM	1	0	2	0	3
5:45 PM	0	0	1	0	1
Total	1	0	17	0	18

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.39**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	11	0	11
PHF	#DIV/0!	#DIV/0!	0.392857143	#DIV/0!	0.39
Movement PHF	#DIV/0!	#DIV/0!	0.39	#DIV/0!	0.39

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

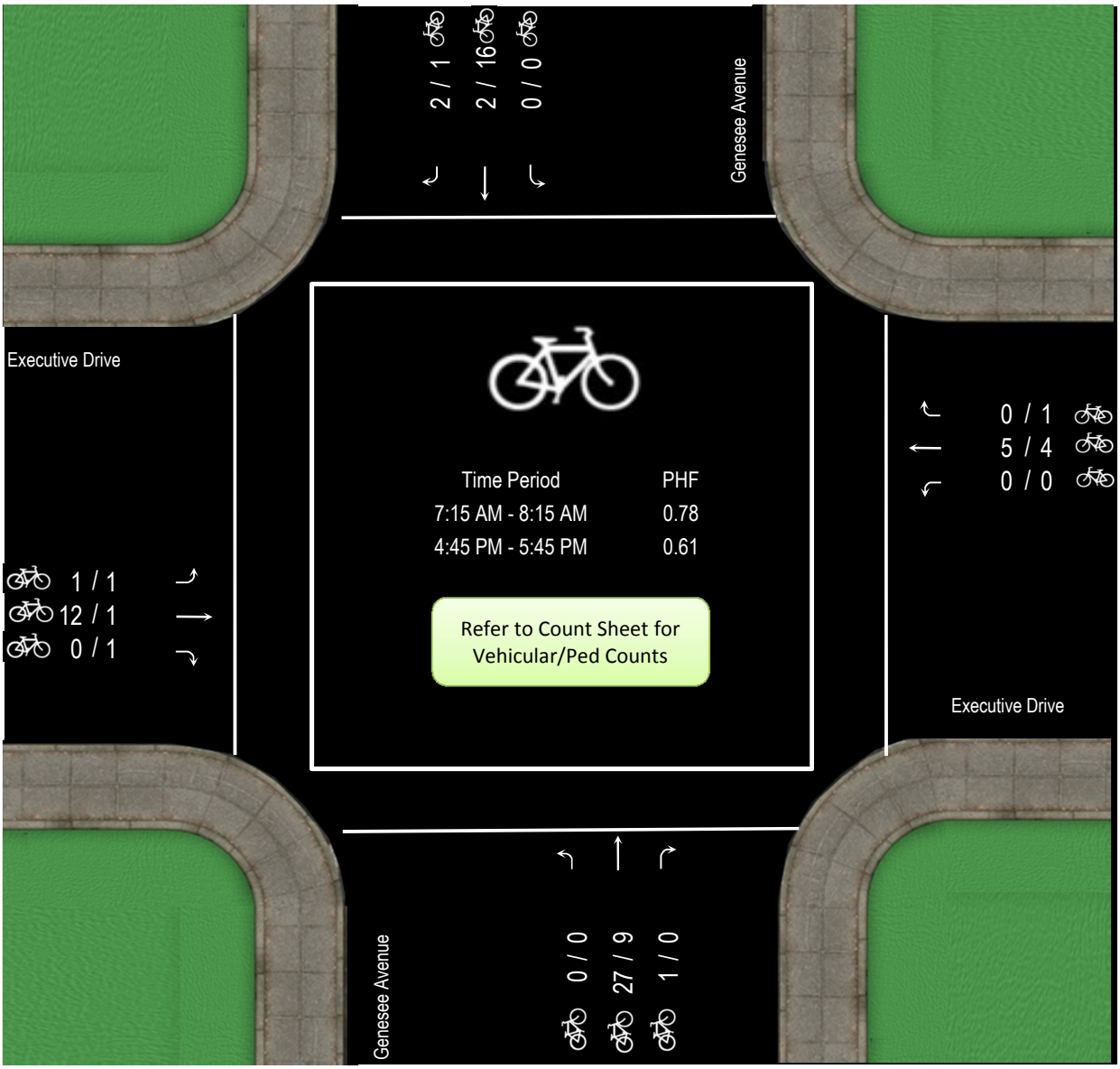
Location: Executive Drive @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	2	0	0	0	0	0	0	1	0	0	1	4
7:15 AM	1	0	0	0	2	0	0	8	0	0	3	0	14
7:30 AM	0	0	0	0	2	0	0	9	0	0	4	1	16
7:45 AM	1	0	0	0	0	0	0	7	0	0	0	0	8
8:00 AM	0	2	0	0	1	0	1	3	0	0	5	0	12
8:15 AM	1	0	0	1	1	0	2	3	0	0	0	0	8
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
Total	3	5	0	1	7	0	3	32	1	0	12	2	66

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.78**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	2	2	0	0	5	0	1	27	0	0	12	1	50
PHF	0.50	0.25	#####	#####	0.63	#####	0.25	0.75	#####	#####	0.60	0.25	0.78
Movement PHF		0.50			0.63			0.78			0.65		0.78

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	6	0	0	0	0	0	1	0	0	1	0	8
4:15 PM	0	1	0	0	2	0	1	1	0	0	0	0	5
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	7	0	1	2	0	0	2	0	1	0	1	14
5:00 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
5:15 PM	1	2	0	0	2	0	0	0	0	0	1	0	6
5:30 PM	0	4	0	0	0	0	0	5	0	0	0	0	9
5:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	3
Total	1	27	0	1	6	0	1	11	0	2	2	1	52

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.61**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	16	0	1	4	0	0	9	0	1	1	1	34
PHF	0.25	0.571	#####	0.25	0.5	#####	#####	0.45	#####	0.25	0.25	0.25	0.61
Movement PHF		0.61			0.42			0.45			0.38		0.61

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Drive @ Genesee Avenue

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Drive @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	11	192	27	20	9	20	15	106	7	13	16	7	443
11:15 AM	15	154	29	22	19	34	30	107	12	15	12	5	454
11:30 AM	7	192	27	18	23	32	25	115	6	13	13	8	479
11:45 AM	5	196	19	19	29	33	22	117	8	14	17	8	487
12:00 PM	6	188	11	25	31	33	27	206	7	12	14	2	562
12:15 PM	12	179	20	23	17	36	25	137	7	10	23	8	497
12:30 PM	7	173	19	24	16	35	40	239	11	12	14	11	601
12:45 PM	5	194	25	27	25	14	34	188	12	14	25	5	568
Total	68	1468	177	178	169	237	218	1,215	70	103	134	54	4,091

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	30	734	75	99	89	118	126	770	37	48	76	26	2228
PHF	0.63	0.946	0.75	0.917	0.718	0.819	0.788	0.805	0.771	0.857	0.76	0.591	0.93
Movement PHF		0.94			0.86			0.80			0.85		0.93

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Executive Drive @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	3	0	3
11:15 AM	3	0	5	0	8
11:30 AM	0	0	5	0	5
11:45 AM	1	0	3	0	4
12:00 PM	3	0	5	0	8
12:15 PM	0	0	2	0	2
12:30 PM	1	0	4	0	5
12:45 PM	1	0	4	0	5
Total	9	0	31	0	40

PM Intersection Peak Hour : **12:00 PM - 1:00 PM** Intersection PHF : **0.63**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	4	0	16	0	20
PHF	0.42	#DIV/0!	0.75	#DIV/0!	0.63
Movement PHF	0.42	#DIV/0!	0.75	#DIV/0!	0.63

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

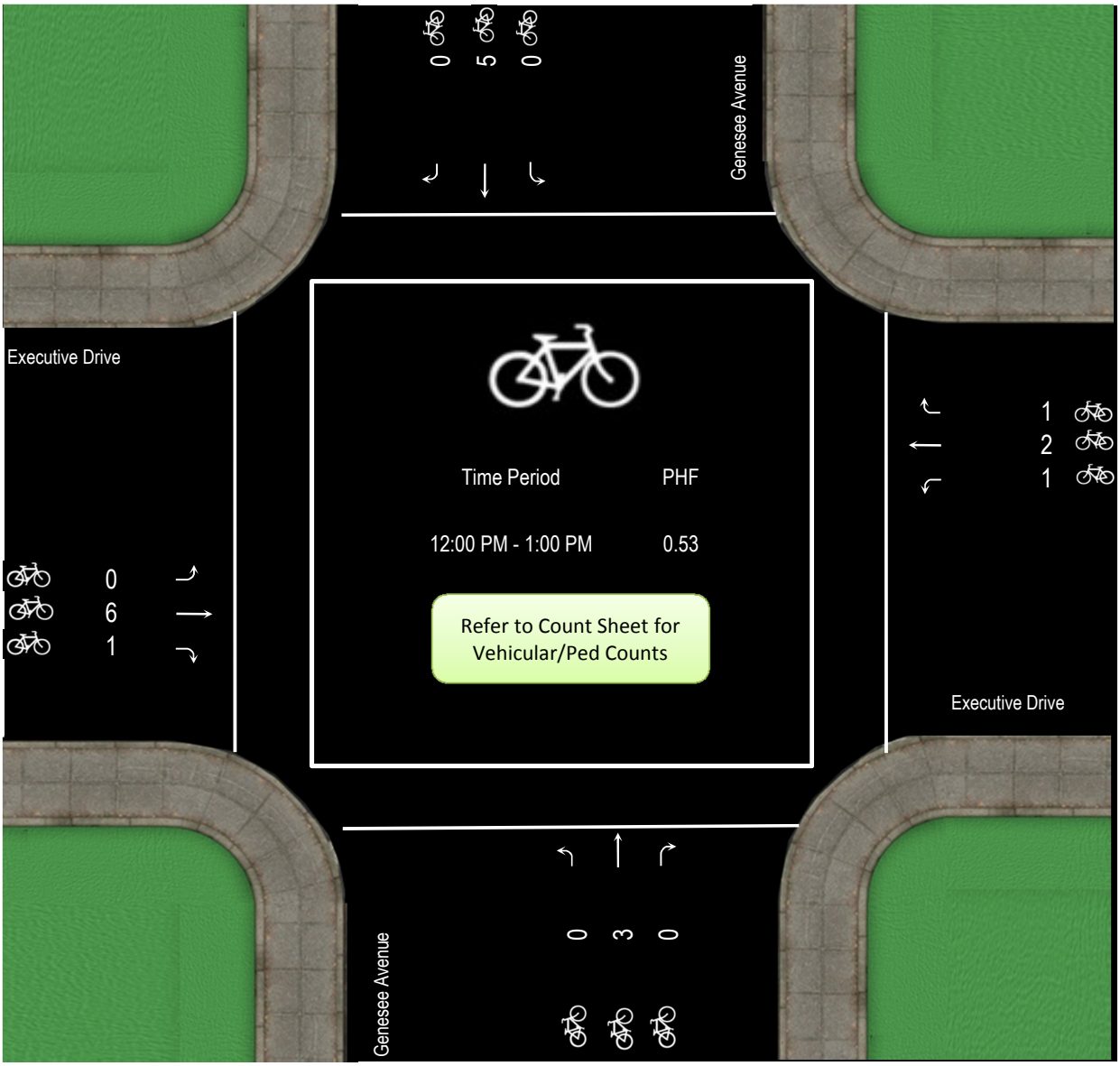
Location: Executive Drive @ Genesee Avenue

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Drive @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:00 PM	0	1	0	0	0	0	0	2	0	1	5	0	9
12:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
12:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
12:45 PM	0	2	0	1	0	1	0	1	0	0	0	0	5
Total	0	5	0	1	2	1	0	4	0	1	7	0	21

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.53**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	5	0	1	2	1	0	3	0	1	6	0	19
PHF	#####	0.625	#####	0.25	0.5	0.25	#####	0.375	#####	0.25	0.3	#####	0.53
Movement PHF		0.63			0.50			0.38			0.29		0.53

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Square @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Square @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	5	55	0	2	1	2	36	264	29	10	0	2	406
7:15 AM	5	65	2	2	0	3	30	295	33	8	4	4	451
7:30 AM	3	107	1	0	0	1	31	370	48	7	0	2	570
7:45 AM	6	122	4	4	1	4	36	404	73	5	1	6	666
8:00 AM	4	82	4	0	2	2	49	360	47	11	1	3	565
8:15 AM	3	70	0	2	0	0	61	362	78	10	0	1	587
8:30 AM	5	102	3	3	1	3	62	357	82	10	1	3	632
8:45 AM	5	92	2	4	2	3	43	344	52	10	1	4	562
Total	36	695	16	17	7	18	348	2,756	442	71	8	25	4,439

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	18	376	11	9	4	9	208	1,483	280	36	3	13	2,450
PHF	0.75	0.77	0.69	0.56	0.50	0.56	0.84	0.92	0.85	0.82	0.75	0.54	0.92
Movement PHF		0.77			0.61			0.96			0.87		0.92

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	6	384	1	3	3	30	6	105	5	29	3	10	585
4:15 PM	0	318	2	7	1	20	0	118	9	26	1	4	506
4:30 PM	4	396	0	3	0	23	1	120	9	39	0	4	599
4:45 PM	4	354	0	6	4	22	3	102	13	40	1	8	557
5:00 PM	0	322	1	1	2	40	4	106	8	57	0	10	551
5:15 PM	5	363	3	5	4	42	4	97	5	36	1	7	572
5:30 PM	2	309	3	5	5	31	5	85	10	34	1	10	500
5:45 PM	4	306	0	4	2	19	2	118	19	41	0	2	517
Total	25	2752	10	34	21	227	25	851	78	302	7	55	4,387

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	13	1435	4	15	10	127	12	425	35	172	2	29	2279
PHF	0.65	0.906	0.333	0.625	0.625	0.756	0.75	0.885	0.673	0.754	0.5	0.725	0.95
Movement PHF		0.91			0.75			0.91			0.76		0.95

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Executive Square @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	1	0	1	0	2
8:45 AM	0	0	3	0	3
Total	1	0	4	0	5

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	0	1	0	2
PHF	0.25	#DIV/0!	0.25	#DIV/0!	0.25
Movement PHF	0.25	#DIV/0!	0.25	#DIV/0!	0.25

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	1	0	1	0	2
4:15 PM	0	0	1	0	1
4:30 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1
5:00 PM	1	0	0	0	1
5:15 PM	1	0	0	1	2
5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0
Total	4	0	3	1	8

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	2	0	2	0	4
PHF	0.75	#DIV/0!	#DIV/0!	0.25	0.50
Movement PHF	0.75	#DIV/0!	#DIV/0!	0.25	0.50

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

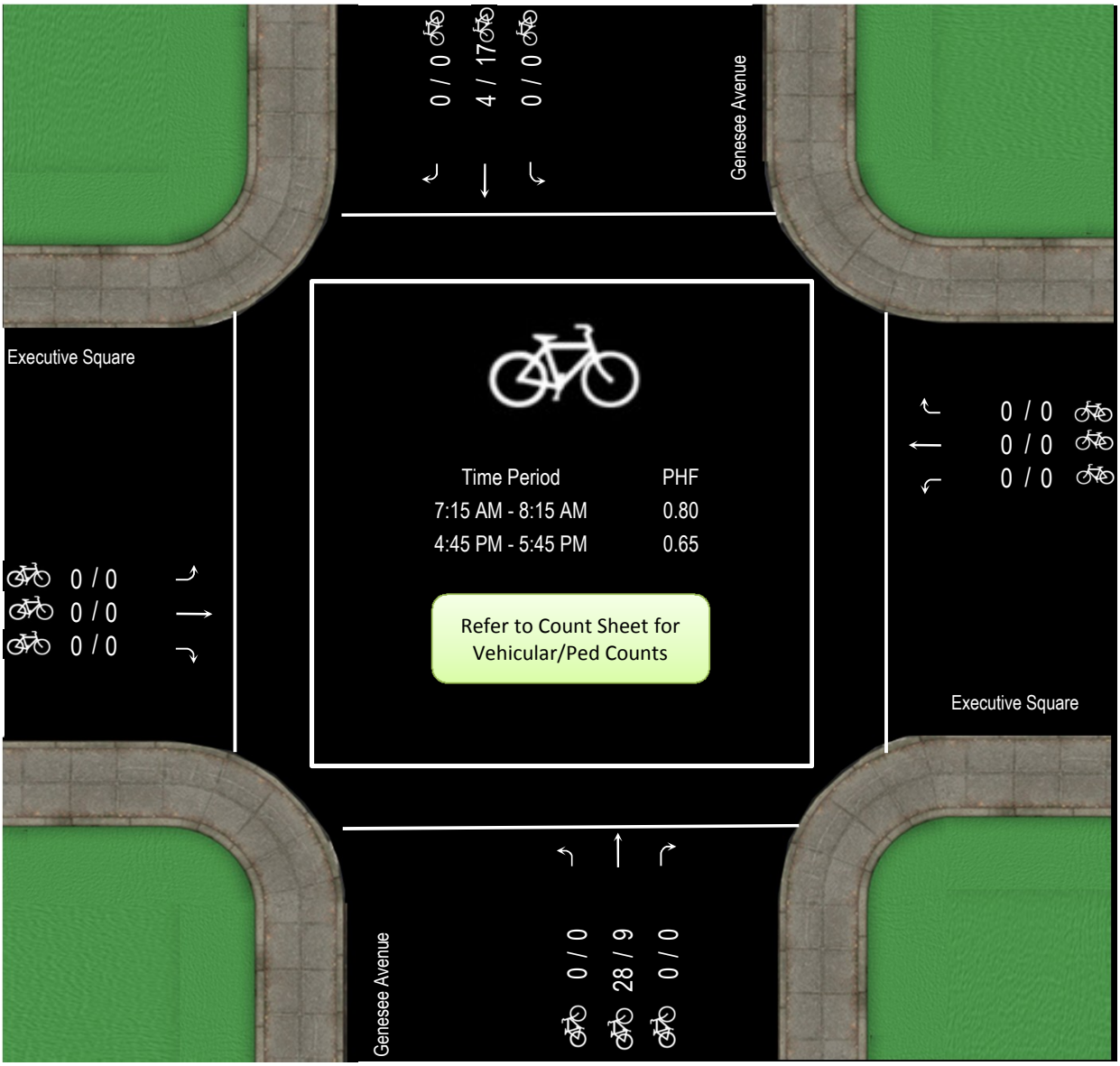
Location: Executive Square @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Square @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
7:15 AM	0	2	0	0	0	0	0	8	0	0	0	0	10
7:30 AM	0	0	0	0	0	0	0	9	0	0	0	0	9
7:45 AM	0	0	0	0	0	0	0	7	0	0	0	0	7
8:00 AM	0	2	0	0	0	0	0	4	0	0	0	0	6
8:15 AM	0	2	0	0	0	0	0	5	1	0	0	0	8
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:45 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	9	0	0	0	0	0	37	1	0	0	0	47

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.80**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	4	0	0	0	0	0	28	0	0	0	0	32
PHF	#####	0.50	#####	#####	#####	#####	#####	0.78	#####	#####	#####	#####	0.80
Movement PHF		0.50			#DIV/0!			0.78			#DIV/0!		0.80

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	6	0	0	0	0	0	1	0	0	0	0	7
4:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	8	0	0	0	0	0	2	0	0	0	0	10
5:00 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	4	0	0	0	0	0	5	0	0	0	0	9
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	29	0	0	0	0	0	12	0	0	0	0	41

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.65**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	17	0	0	0	0	0	9	0	0	0	0	26
PHF	#####	0.531	#####	#####	#####	#####	#####	0.45	#####	#####	#####	#####	0.65
Movement PHF		0.53			#DIV/0!			0.45			#DIV/0!		0.65

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Square @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Square @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	5	221	2	2	2	32	53	127	57	23	1	2	527
11:15 AM	12	195	1	3	2	6	28	145	29	21	2	6	450
11:30 AM	10	225	7	5	0	6	30	143	42	32	2	3	505
11:45 AM	9	231	5	10	0	10	37	133	28	40	0	6	509
12:00 PM	4	230	4	3	0	62	32	236	31	24	0	6	632
12:15 PM	2	223	2	8	1	75	45	160	18	25	3	3	565
12:30 PM	7	211	5	2	0	43	12	285	3	24	0	6	598
12:45 PM	6	218	2	3	2	43	28	233	22	25	0	2	584
Total	55	1754	28	36	7	277	265	1,462	230	214	8	34	4,370

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	19	882	13	16	3	223	117	914	74	98	3	17	2379
PHF	0.68	0.959	0.65	0.5	0.375	0.743	0.65	0.802	0.597	0.98	0.25	0.708	0.94
Movement PHF		0.96			0.72			0.92			0.95		0.94

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Executive Square @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)

	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	0	0
11:15 AM	0	0	2	0	2
11:30 AM	0	0	2	0	2
11:45 AM	1	0	2	0	3
12:00 PM	0	0	0	1	1
12:15 PM	0	0	2	0	2
12:30 PM	1	0	1	0	2
12:45 PM	0	0	0	0	0
Total	2	0	9	1	12

PM Intersection Peak Hour : **12:00 PM - 1:00 PM** Intersection PHF : **0.63**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	0	3	1	5
PHF	0.25	#DIV/0!	0.375	0.25	0.63
Movement PHF	0.25	#DIV/0!	0.38	0.25	0.63

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

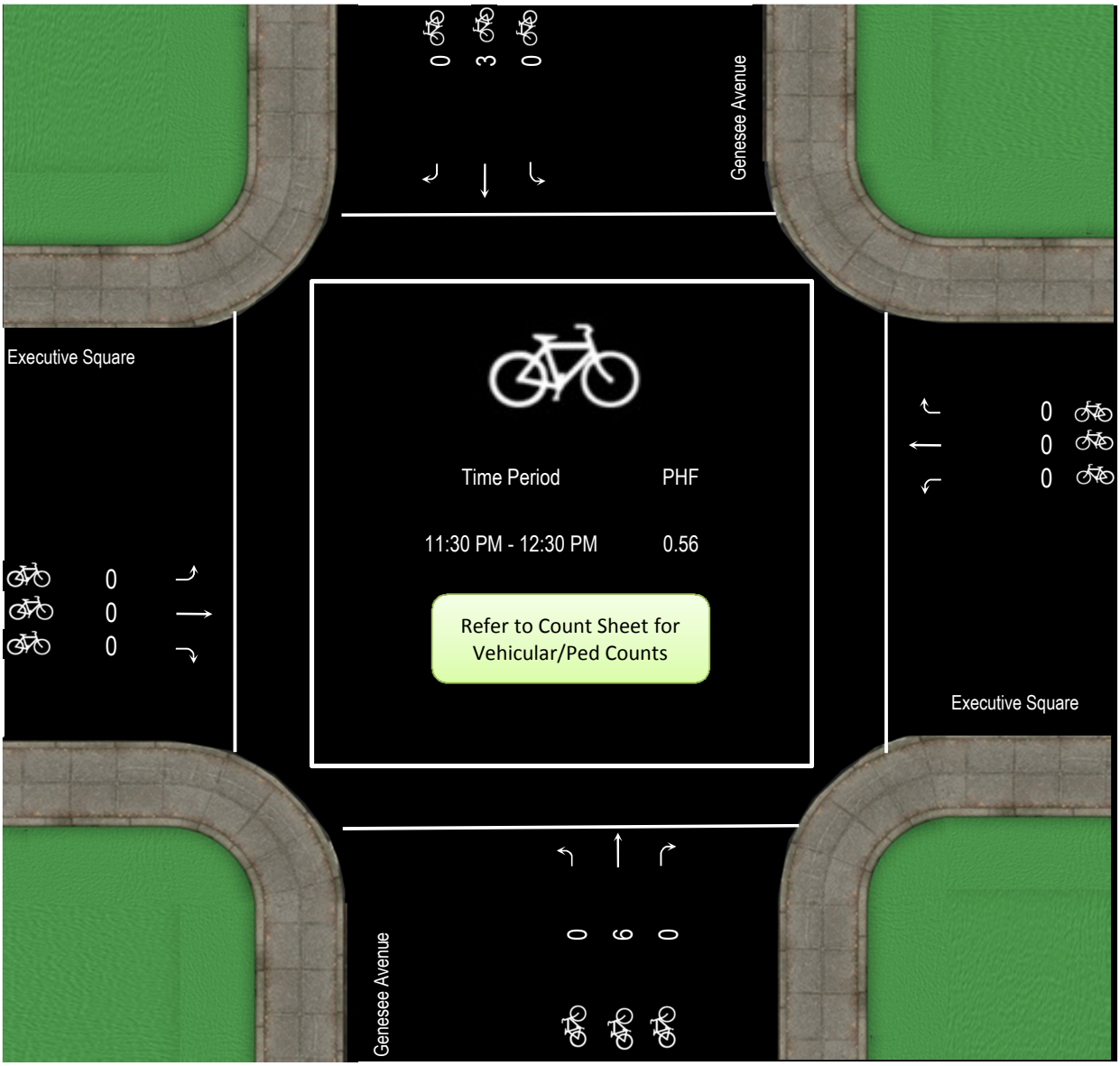
Location: Executive Square @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Square @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:00 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
12:15 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	4	0	0	0	0	0	9	0	0	0	0	13

PM Intersection Peak Hour : **11:30 PM - 12:30 PM**

Intersection PHF : **0.56**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	3	0	0	0	0	0	6	0	0	0	0	9
PHF	#####	0.375	#####	#####	#####	#####	#####	0.5	#####	#####	#####	#####	0.56
Movement PHF		0.38			#DIV/0!			0.50			#DIV/0!		0.56

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Genesee Avenue

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	9	21	25	85	206	15	28	164	33	19	184	98	887
7:15 AM	7	29	29	86	493	40	27	207	51	18	301	80	1,368
7:30 AM	19	33	44	95	333	28	21	260	34	18	390	83	1,358
7:45 AM	13	61	56	103	433	23	27	285	51	23	427	108	1,610
8:00 AM	13	42	51	81	291	14	29	265	34	20	373	96	1,309
8:15 AM	14	39	21	115	176	33	28	241	36	23	313	129	1,168
8:30 AM	20	50	37	110	323	27	23	287	45	21	304	102	1,349
8:45 AM	25	43	57	135	267	31	27	187	35	35	348	135	1,325
Total	120	318	320	810	2,522	211	210	1,896	319	177	2,640	831	10,374

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.88**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	52	165	180	365	1,550	105	104	1,017	170	79	1,491	367	5,645
PHF	0.68	0.68	0.80	0.89	0.79	0.66	0.90	0.89	0.83	0.86	0.87	0.85	0.88
Movement PHF		0.76			0.82			0.89			0.87		0.88

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	61	246	130	23	427	81	25	73	69	40	179	32	1,386
4:15 PM	72	170	151	30	334	86	18	82	50	51	193	33	1,270
4:30 PM	50	246	145	33	220	85	16	54	62	50	367	36	1,364
4:45 PM	51	239	100	26	274	87	19	52	53	47	236	25	1,209
5:00 PM	80	222	115	21	514	84	18	53	68	49	326	20	1,570
5:15 PM	72	249	102	36	165	82	20	71	67	54	259	21	1,198
5:30 PM	51	214	123	35	294	99	23	47	86	46	343	17	1,378
5:45 PM	56	200	111	31	283	99	23	84	85	50	166	14	1,202
Total	493	1786	977	235	2,511	703	162	516	540	387	2,069	198	10,577

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.86**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	253	877	511	110	1342	342	71	241	233	197	1122	114	5413
PHF	0.79	0.891	0.846	0.833	0.653	0.983	0.934	0.735	0.857	0.966	0.764	0.792	0.86
Movement PHF		0.93			0.72			0.91			0.79		0.86

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Kimley»Horn

Location: La Jolla Village Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	3	1	1	5
7:15 AM	0	2	0	0	2
7:30 AM	0	2	0	0	2
7:45 AM	0	1	0	0	1
8:00 AM	0	2	0	1	3
8:15 AM	0	0	0	0	0
8:30 AM	0	2	0	0	2
8:45 AM	0	2	0	0	2
Total	0	14	1	2	17

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.67**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	7	0	1	8
PHF	#DIV/0!	0.88	#DIV/0!	0.25	0.67
Movement PHF	#DIV/0!	0.88	#DIV/0!	0.25	0.67

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	1	2	0	0	3
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	4	0	0	4
Total	1	6	0	0	7

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	2	0	0	3
PHF	0.25	0.25	#DIV/0!	#DIV/0!	0.25
Movement PHF	0.25	0.25	#DIV/0!	#DIV/0!	0.25

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

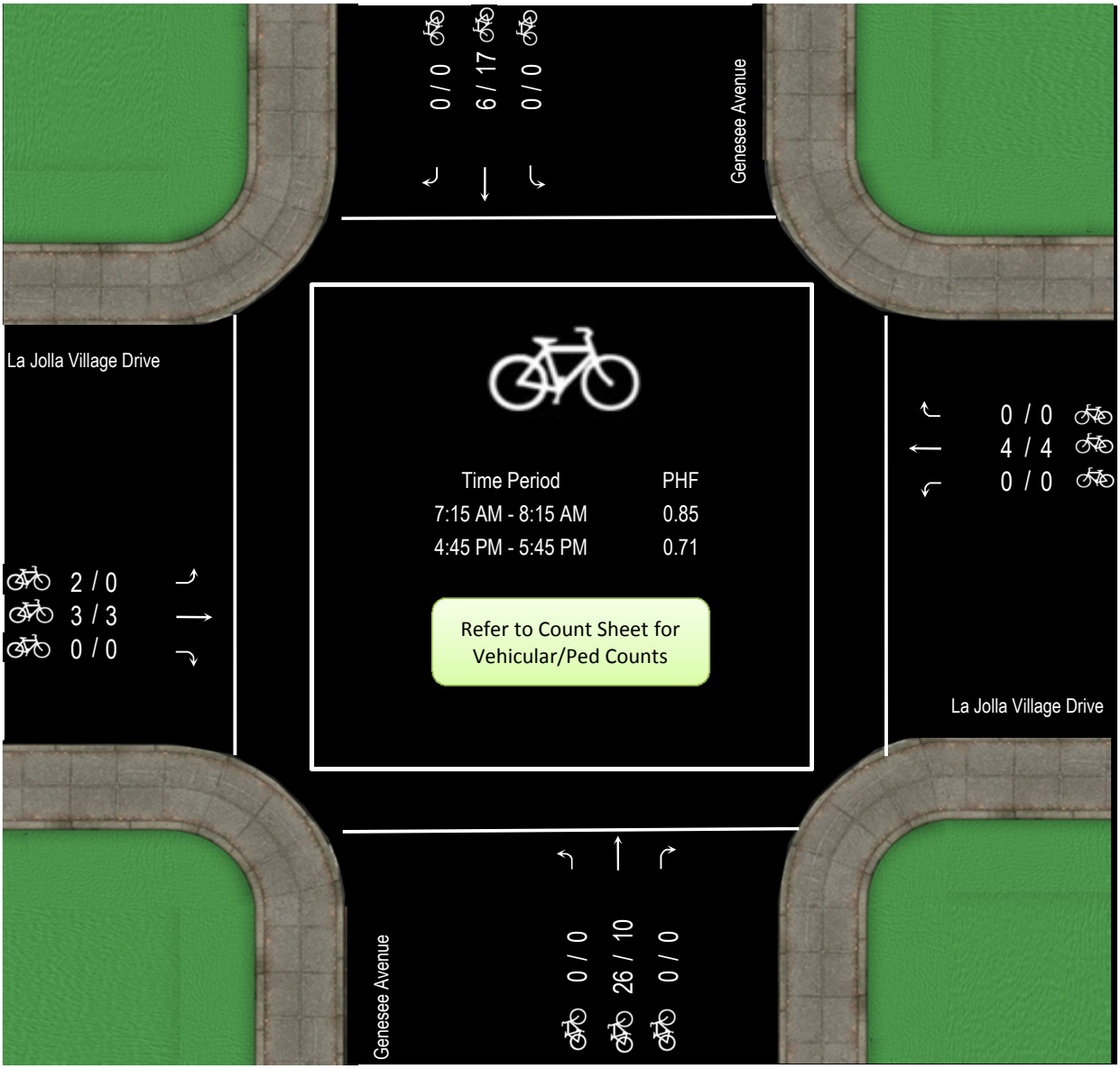
Location: La Jolla Village Drive @ Genesee Avenue

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	2	0	0	1	0	0	1	1	0	0	0	5
7:15 AM	0	2	0	0	2	0	0	8	0	0	0	0	12
7:30 AM	0	2	0	0	0	0	0	8	0	0	1	1	12
7:45 AM	0	0	0	0	1	0	0	6	0	0	1	1	9
8:00 AM	0	2	0	0	1	0	0	4	0	0	1	0	8
8:15 AM	0	2	0	0	0	0	0	6	0	0	1	0	9
8:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
8:45 AM	0	1	0	0	0	0	0	1	0	0	2	0	4
Total	0	11	0	0	5	0	0	36	1	0	8	2	63

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.85**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	6	0	0	4	0	0	26	0	0	3	2	41
PHF	#####	0.75	#####	#####	0.50	#####	#####	0.81	#####	#####	0.75	0.50	0.85
Movement PHF		0.75			0.50			0.81			0.63		0.85

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	6	0	0	0	1	0	1	0	0	1	0	9
4:15 PM	0	1	0	0	1	0	0	2	0	0	1	0	5
4:30 PM	0	2	0	0	1	0	0	1	0	0	0	0	4
4:45 PM	0	8	0	0	1	0	0	2	0	0	1	0	12
5:00 PM	0	3	0	0	1	0	0	2	0	0	1	0	7
5:15 PM	0	2	0	0	1	0	0	1	0	0	0	0	4
5:30 PM	0	4	0	0	1	0	0	5	0	0	1	0	11
5:45 PM	0	3	0	0	1	0	0	0	0	0	1	0	5
Total	0	29	0	0	7	1	0	14	0	0	6	0	57

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.71**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	17	0	0	4	0	0	10	0	0	3	0	34
PHF	#####	0.531	#####	#####	1	#####	#####	0.5	#####	#####	0.75	#####	0.71
Movement PHF		0.53			1.00			0.50			0.75		0.71

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Genesee Avenue

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	34	112	130	83	100	80	29	81	55	33	52	73	862
11:15 AM	25	62	137	55	121	90	31	106	44	55	64	43	833
11:30 AM	46	69	150	62	127	117	43	113	82	41	5	42	897
11:45 AM	41	86	156	78	133	89	37	88	85	34	14	34	875
12:00 PM	62	85	169	107	148	84	49	128	58	48	72	64	1,074
12:15 PM	45	141	139	65	142	93	49	146	39	43	77	51	1,030
12:30 PM	43	138	98	62	143	59	58	140	38	28	89	50	946
12:45 PM	48	98	140	102	185	79	56	140	60	41	144	53	1,146
Total	344	791	1119	614	1,099	691	352	942	461	323	517	410	7,663

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	198	462	546	336	618	315	212	554	195	160	382	218	4196
PHF	0.80	0.819	0.808	0.785	0.835	0.847	0.914	0.949	0.813	0.833	0.663	0.852	0.92
Movement PHF		0.93			0.87			0.94			0.80		0.92

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
Total	0	0	0	0	0

PM Intersection Peak Hour : **12:00 PM - 1:00 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

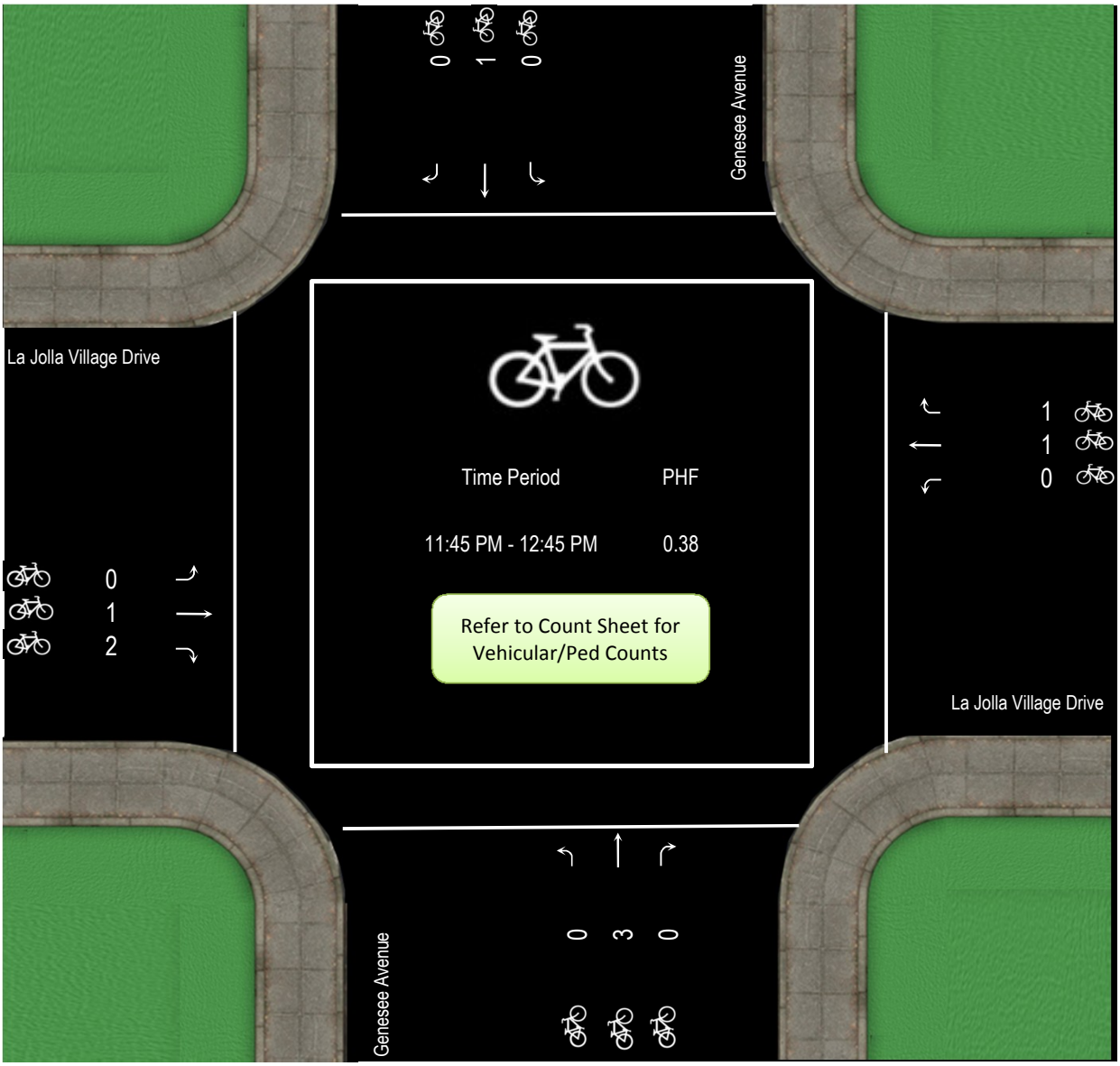
Location: La Jolla Village Drive @ Genesee Avenue

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	2	0	0	1	1	0	0	0	0	0	0	4
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	0	0	0	2	0	2	1	0	6
12:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	1	2	1	0	3	0	2	1	0	14

PM Intersection Peak Hour : **11:45 PM - 12:45 PM**

Intersection PHF : **0.38**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	0	1	1	0	0	3	0	2	1	0	9
PHF	#####	0.25	#####	0.25	0.25	#####	#####	0.375	#####	0.25	0.25	#####	0.38
Movement PHF		0.25			0.25			0.38			0.25		0.38

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Esplanade Court @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Esplanade Court @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	7	41	16	28	1	15	18	459	13	5	1	19	623
7:15 AM	14	49	19	15	2	17	25	249	9	5	3	25	432
7:30 AM	7	50	16	27	1	15	17	378	13	4	1	19	548
7:45 AM	18	46	19	22	4	13	23	387	7	9	5	24	577
8:00 AM	23	43	27	16	3	6	21	331	7	6	2	20	505
8:15 AM	13	60	18	32	1	15	26	352	13	6	1	21	558
8:30 AM	16	62	21	35	7	24	23	385	18	5	1	24	621
8:45 AM	26	59	30	25	3	12	30	396	11	13	4	28	637
Total	124	410	166	200	22	117	183	2,937	91	53	18	180	4,501

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	78	224	96	108	14	57	100	1,464	49	30	8	93	2,321
PHF	0.75	0.90	0.80	0.77	0.50	0.59	0.83	0.92	0.68	0.58	0.50	0.83	0.91
Movement PHF		0.87			0.68			0.92			0.73		0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	20	258	65	54	10	44	39	125	17	14	9	28	683
4:15 PM	49	203	73	59	8	35	42	124	15	16	3	45	672
4:30 PM	22	213	36	26	4	21	39	112	11	11	4	39	538
4:45 PM	28	185	48	72	7	42	37	162	11	24	9	48	673
5:00 PM	37	226	55	85	12	42	38	119	15	29	7	49	714
5:15 PM	39	210	92	49	8	39	44	179	16	17	8	39	740
5:30 PM	17	266	65	60	12	50	40	59	19	9	5	24	626
5:45 PM	64	329	68	49	7	50	48	130	21	19	11	35	831
Total	276	1890	502	454	68	323	327	1,010	125	139	56	307	5,477

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.88**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	157	1031	280	243	39	181	170	487	71	74	31	147	2911
PHF	0.61	0.783	0.761	0.715	0.813	0.905	0.885	0.68	0.845	0.638	0.705	0.75	0.88
Movement PHF		0.80			0.83			0.76			0.74		0.88

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Esplanade Court @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	1	1
8:30 AM	0	0	1	4	5
8:45 AM	0	0	0	0	0
Total	0	0	1	7	8

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.30**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	1	5	6
PHF	#DIV/0!	#DIV/0!	0.25	0.31	0.30
Movement PHF	#DIV/0!	#DIV/0!	0.25	0.31	0.30

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	1	0	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	4	0	0	0	4
5:30 PM	3	0	2	1	6
5:45 PM	1	0	0	0	1
Total	9	0	2	1	12

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.46**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	8	0	2	1	11
PHF	0.50	#DIV/0!	0.25	0.25	0.46
Movement PHF	0.50	#DIV/0!	0.25	0.25	0.46

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

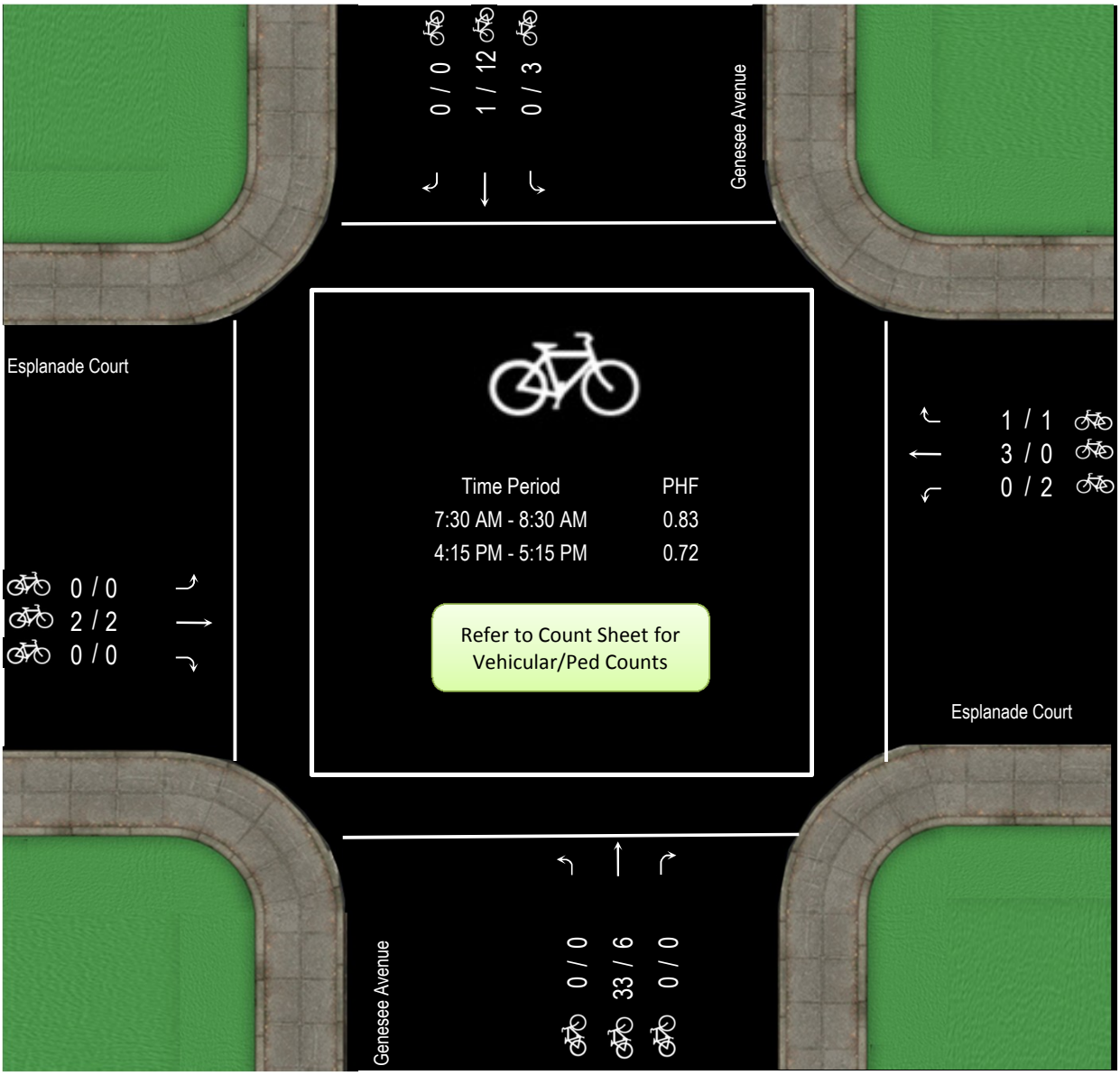
Location: Esplanade Court @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Esplanade Court @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	0	0	0	5	0	0	0	0	5
7:15 AM	0	1	1	0	0	0	0	6	0	0	0	0	8
7:30 AM	0	0	0	1	0	0	0	10	0	0	1	0	12
7:45 AM	0	0	0	0	1	0	0	6	0	0	0	0	7
8:00 AM	0	0	0	0	2	0	0	10	0	0	0	0	12
8:15 AM	0	1	0	0	0	0	0	7	0	0	1	0	9
8:30 AM	0	0	0	0	0	0	0	8	0	0	0	0	8
8:45 AM	0	0	0	1	0	0	0	8	0	0	0	0	9
Total	0	2	1	2	3	0	0	60	0	0	2	0	70

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.83**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	0	1	3	0	0	33	0	0	2	0	40
PHF	#####	0.25	#####	0.25	0.38	#####	#####	0.83	#####	#####	0.50	#####	0.83
Movement PHF		0.25			0.50			0.83			0.50		0.83

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
4:15 PM	0	5	1	1	0	0	0	2	0	0	0	0	9
4:30 PM	0	0	1	0	0	0	0	2	0	0	1	0	4
4:45 PM	0	5	0	0	0	1	0	2	0	0	1	0	9
5:00 PM	0	2	1	0	0	1	0	0	0	0	0	0	4
5:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
5:30 PM	0	4	0	0	0	0	0	1	0	0	0	0	5
5:45 PM	0	1	0	0	0	0	0	3	0	0	1	0	5
Total	0	19	3	1	0	3	0	12	0	0	3	0	41

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.72**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	12	3	1	0	2	0	6	0	0	2	0	26
PHF	#####	0.6	0.75	0.25	#####	0.5	#####	0.75	#####	#####	0.5	#####	0.72
Movement PHF		0.63			0.75			0.75			0.50		0.72

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

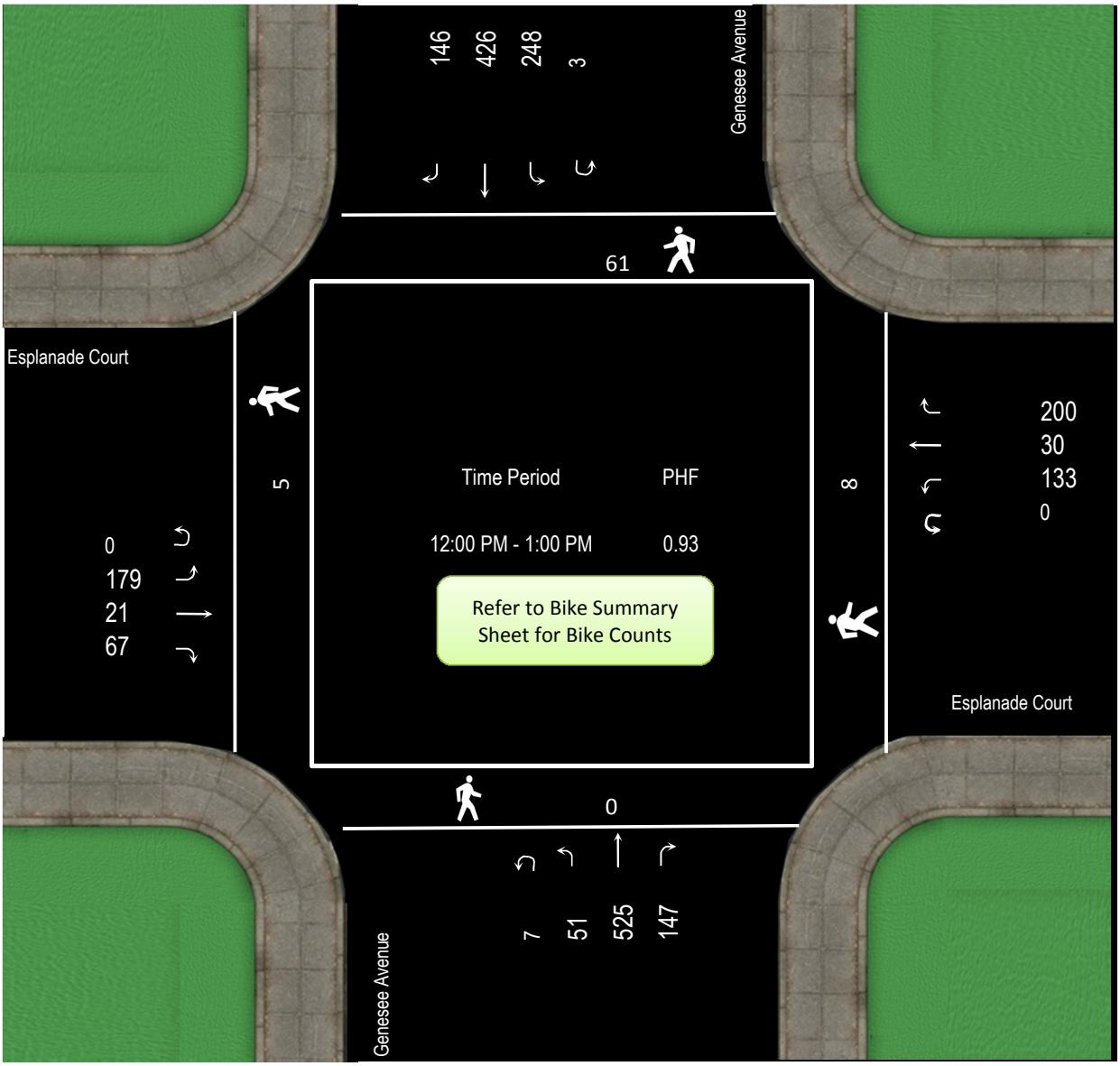
Location: Esplanade Court @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Esplanade Court @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	40	97	70	35	5	36	32	109	10	14	3	37	488
11:15 AM	30	83	72	37	7	41	37	144	10	8	7	25	501
11:30 AM	11	87	19	37	2	21	22	193	14	4	1	26	437
11:45 AM	21	132	32	24	4	15	32	146	11	8	3	32	460
12:00 PM	21	122	30	24	4	20	33	176	6	7	5	33	481
12:15 PM	56	111	84	48	8	42	38	111	13	16	4	53	584
12:30 PM	34	96	72	44	9	30	37	134	17	15	5	43	536
12:45 PM	35	97	62	84	9	41	39	104	15	29	7	50	572
Total	248	825	441	333	48	246	270	1,117	96	101	35	299	4,059

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	146	426	248	200	30	133	147	525	51	67	21	179	2173
PHF	0.65	0.873	0.738	0.595	0.833	0.792	0.942	0.746	0.75	0.578	0.75	0.844	0.93
Movement PHF		0.82			0.68			0.84			0.78		0.93

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Esplanade Court @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	2	0	0	0	2
11:45 AM	1	0	2	0	3
12:00 PM	0	0	1	0	1
12:15 PM	2	0	3	0	5
12:30 PM	0	0	1	0	1
12:45 PM	1	0	2	0	3
Total	6	0	9	0	15

PM Intersection Peak Hour : **12:00 PM - 1:00 PM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	3	0	7	0	10
PHF	0.38	#DIV/0!	0.583333333	#DIV/0!	0.50
Movement PHF	0.38	#DIV/0!	0.58	#DIV/0!	0.50

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

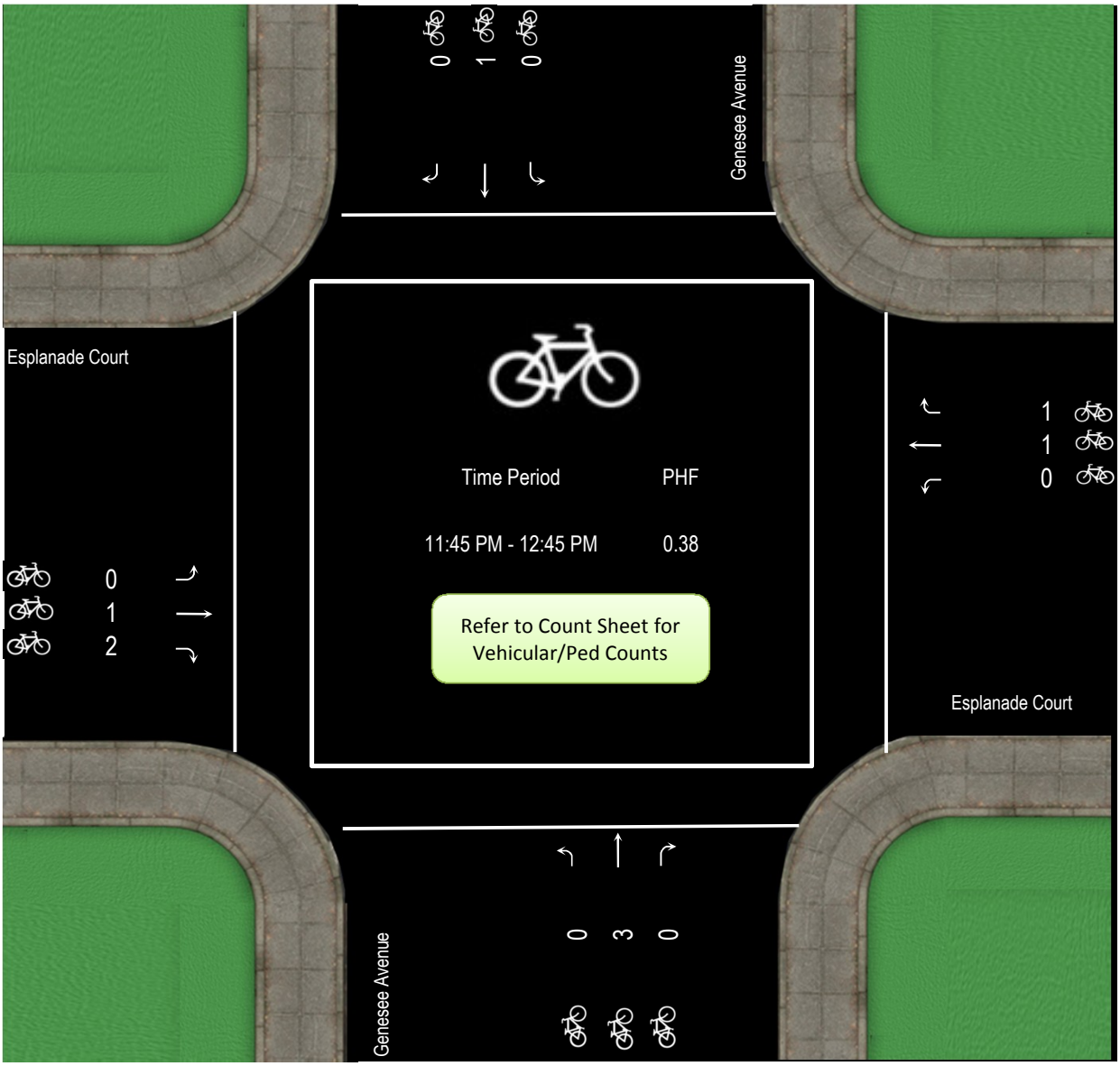
Location: Esplanade Court @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Esplanade Court @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	2	0	0	1	1	0	0	0	0	0	0	4
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	0	0	0	2	0	2	1	0	6
12:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	1	2	1	0	3	0	2	1	0	14

PM Intersection Peak Hour : **11:45 PM - 12:45 PM**

Intersection PHF : **0.38**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	0	1	1	0	0	3	0	2	1	0	9
PHF	#####	0.25	#####	0.25	0.25	#####	#####	0.375	#####	0.25	0.25	#####	0.38
Movement PHF		0.25			0.25			0.38			0.25		0.38

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	10	43	10	10	32	11	14	465	22	28	38	15	698
7:15 AM	5	65	11	5	101	22	43	258	49	14	98	20	691
7:30 AM	9	92	11	9	75	20	33	375	27	26	105	24	806
7:45 AM	17	41	8	15	68	20	50	376	37	21	150	26	829
8:00 AM	9	49	12	8	54	10	34	331	43	19	95	20	684
8:15 AM	7	46	24	13	66	20	46	342	45	20	116	36	781
8:30 AM	13	49	15	11	45	18	53	391	44	22	83	25	769
8:45 AM	12	38	13	11	46	21	40	389	51	17	94	34	766
Total	82	423	104	82	487	142	313	2,927	318	167	779	200	6,024

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	42	228	55	45	263	70	163	1,424	152	86	466	106	3,100
PHF	0.62	0.62	0.57	0.75	0.88	0.88	0.82	0.95	0.84	0.83	0.78	0.74	0.93
Movement PHF		0.73			0.91			0.94			0.84		0.93

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	19	280	29	12	127	115	27	102	29	55	86	67	948
4:15 PM	34	263	26	19	156	103	34	84	50	52	113	76	1,010
4:30 PM	21	251	20	15	113	65	27	77	47	54	80	69	839
4:45 PM	30	221	30	14	154	93	37	113	47	52	106	81	978
5:00 PM	30	289	25	11	70	66	37	115	27	45	50	46	811
5:15 PM	30	252	20	21	174	73	27	150	39	49	84	62	981
5:30 PM	20	333	21	11	165	65	32	64	57	53	104	43	968
5:45 PM	41	356	37	22	145	73	22	124	59	57	85	51	1,072
Total	225	2245	208	125	1,104	653	243	829	355	417	708	495	7,607

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	121	1230	103	65	554	277	118	453	182	204	323	202	3832
PHF	0.74	0.864	0.696	0.739	0.796	0.949	0.797	0.755	0.771	0.895	0.776	0.815	0.89
Movement PHF		0.84			0.84			0.87			0.91		0.89

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Nobel Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	0	1
7:45 AM	0	2	1	0	3
8:00 AM	0	4	0	0	4
8:15 AM	0	2	3	0	5
8:30 AM	0	0	7	0	7
8:45 AM	3	3	1	1	8
Total	3	12	12	2	29

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.65**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	9	4	0	13
PHF	#DIV/0!	0.56	0.33	#DIV/0!	0.65
Movement PHF	#DIV/0!	0.56	0.33	#DIV/0!	0.65

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	2	0	2
4:15 PM	2	0	0	0	2
4:30 PM	1	0	4	0	5
4:45 PM	2	0	2	0	4
5:00 PM	0	0	4	0	4
5:15 PM	6	0	5	0	11
5:30 PM	2	0	0	0	2
5:45 PM	2	0	0	0	2
Total	15	0	17	0	32

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.43**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	10	0	9	0	19
PHF	0.42	#DIV/0!	0.45	#DIV/0!	0.43
Movement PHF	0.42	#DIV/0!	0.45	#DIV/0!	0.43

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	1	0	0	1	0	0	4	1	0	0	1	8
7:15 AM	0	0	0	0	1	0	0	5	0	0	0	1	7
7:30 AM	0	1	0	1	3	1	0	9	0	0	1	0	16
7:45 AM	0	1	0	1	3	0	0	5	0	0	0	0	10
8:00 AM	0	0	0	0	0	0	0	10	0	0	1	0	11
8:15 AM	0	0	0	0	1	0	0	7	0	0	0	0	8
8:30 AM	0	2	0	0	0	0	0	7	2	0	0	1	12
8:45 AM	0	0	0	0	7	0	0	8	0	0	0	0	15
Total	0	5	0	2	16	1	0	55	3	0	2	3	87

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.77**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	0	0	8	0	0	32	2	0	1	1	46
PHF	#####	0.25	#####	#####	0.29	#####	#####	0.80	0.25	#####	0.25	0.25	0.77
Movement PHF		0.25			0.29			0.85			0.50		0.77

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	2	0	0	1	0	0	0	0	0	1	0	4
4:15 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
4:30 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
4:45 PM	0	9	0	0	1	0	0	2	0	0	0	0	12
5:00 PM	0	2	0	0	3	0	0	0	0	0	0	0	5
5:15 PM	0	4	0	0	1	0	0	2	0	1	0	0	8
5:30 PM	1	2	1	0	0	0	0	1	0	0	0	0	5
5:45 PM	0	3	0	0	0	0	0	3	0	0	1	0	7
Total	1	25	1	0	6	0	0	12	0	1	2	0	48

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.63**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	17	1	0	5	0	0	5	0	1	0	0	30
PHF	0.25	0.472	0.25	#####	0.417	#####	#####	0.625	#####	0.25	#####	#####	0.63
Movement PHF		0.53			0.42			0.63			0.25		0.63

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	28	145	28	11	69	28	18	115	45	21	80	24	612
11:15 AM	9	167	27	7	90	10	25	154	40	13	55	30	627
11:30 AM	14	180	17	17	95	27	18	164	39	24	57	48	700
11:45 AM	26	206	26	17	84	24	24	133	58	25	87	41	751
12:00 PM	28	182	37	16	107	28	34	149	52	46	99	51	829
12:15 PM	22	165	36	13	126	38	26	86	55	40	92	65	764
12:30 PM	36	145	37	20	118	28	36	120	46	27	84	49	746
12:45 PM	27	149	33	22	96	40	41	91	57	39	101	47	743
Total	190	1339	241	123	785	223	222	1,012	392	235	655	355	5,772

PM Intersection Peak Hour : **11:45 PM - 12:45 PM**

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	112	698	136	66	435	118	120	488	211	138	362	206	3090
PHF	0.78	0.847	0.919	0.825	0.863	0.776	0.833	0.819	0.909	0.75	0.914	0.792	0.93
Movement PHF		0.92			0.87			0.87			0.90		0.93

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Nobel Drive @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	1	0	6	0	7
11:15 AM	0	0	7	0	7
11:30 AM	0	0	4	0	4
11:45 AM	0	0	2	0	2
12:00 PM	0	0	3	0	3
12:15 PM	1	0	1	1	3
12:30 PM	0	0	2	1	3
12:45 PM	0	0	5	0	5
Total	2	0	30	2	34

PM Intersection Peak Hour : **11:45 PM - 12:45 PM** Intersection PHF : **0.92**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	0	8	2	11
PHF	0.25	#DIV/0!	0.666666667	0.5	0.92
Movement PHF	0.25	#DIV/0!	0.67	0.50	0.92

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
11:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
Total	0	1	0	0	1	0	1	2	0	2	1	0	8

PM Intersection Peak Hour : **11:00 AM - 12:00 PM**

Intersection PHF : **0.50**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	0	0	1	2	0	1	0	0	4
PHF	#####	#####	#####	#####	#####	#####	0.25	0.5	#####	0.25	#####	#####	0.50
Movement PHF	#DIV/0!			#DIV/0!			0.38			0.25			0.50

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Decoro Street @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Decoro Street @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	4	98	0	3	3	14	10	495	25	35	7	2	696
7:15 AM	12	135	0	5	10	12	31	338	54	40	2	6	645
7:30 AM	19	166	3	5	9	15	34	422	31	48	12	7	771
7:45 AM	6	122	2	9	2	12	46	447	39	50	7	8	750
8:00 AM	4	100	4	5	3	10	52	396	49	36	5	6	670
8:15 AM	8	103	1	11	2	5	30	413	20	32	5	11	641
8:30 AM	6	103	2	10	7	10	26	473	37	32	14	11	731
8:45 AM	6	109	3	8	1	3	24	462	19	28	7	10	680
Total	65	936	15	56	37	81	253	3,446	274	301	59	61	5,584

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	41	521	5	22	24	53	121	1,702	149	173	28	23	2,862
PHF	0.54	0.78	0.42	0.61	0.60	0.88	0.66	0.86	0.69	0.87	0.58	0.72	0.93
Movement PHF		0.75			0.85			0.93			0.84		0.93

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	19	380	6	1	3	39	12	154	21	49	3	5	692
4:15 PM	13	417	5	4	5	65	10	157	43	45	5	6	775
4:30 PM	10	371	7	2	6	70	8	151	29	40	5	2	701
4:45 PM	14	397	5	3	4	44	10	188	25	54	10	8	762
5:00 PM	15	439	2	1	4	60	2	175	37	62	8	5	810
5:15 PM	12	414	2	1	8	85	6	212	49	49	3	8	849
5:30 PM	9	488	4	10	17	65	12	140	46	56	10	3	860
5:45 PM	13	510	6	3	9	35	9	197	47	41	4	5	879
Total	105	3416	37	25	56	463	69	1,374	297	396	48	42	6,328

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	49	1851	14	15	38	245	29	724	179	208	25	21	3398
PHF	0.82	0.907	0.583	0.375	0.559	0.721	0.604	0.854	0.913	0.839	0.625	0.656	0.97
Movement PHF		0.90			0.79			0.87			0.85		0.97

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Decoro Street @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	1	1	0	0	2
7:15 AM	1	0	0	1	2
7:30 AM	1	1	0	0	2
7:45 AM	0	0	0	0	0
8:00 AM	1	1	0	0	2
8:15 AM	1	0	1	0	2
8:30 AM	1	0	0	1	2
8:45 AM	1	0	0	0	1
Total	7	3	1	2	13

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.75**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	3	2	0	1	6
PHF	0.75	0.50	#DIV/0!	0.25	0.75
Movement PHF	0.75	0.50	#DIV/0!	0.25	0.75

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	1	0	0	0	1
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	2	0	0	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	3	0	0	0	3

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	2	0	0	0	2
PHF	0.25	#DIV/0!	#DIV/0!	#DIV/0!	0.25
Movement PHF	0.25	#DIV/0!	#DIV/0!	#DIV/0!	0.25

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Decoro Street @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Decoro Street @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	1	0	0	1	0	0	0	4	0	2	2	0	10
7:15 AM	0	2	0	1	0	0	0	3	0	0	1	1	8
7:30 AM	0	0	0	0	0	0	0	8	0	1	1	1	11
7:45 AM	0	0	0	0	1	0	1	5	0	0	0	0	7
8:00 AM	1	0	0	2	0	0	0	8	1	1	1	0	14
8:15 AM	1	1	0	1	0	0	0	6	0	1	1	0	11
8:30 AM	0	0	0	1	2	0	0	8	0	0	1	0	12
8:45 AM	0	0	0	1	0	0	0	7	0	0	1	0	9
Total	3	3	0	7	3	0	1	49	1	5	8	2	82

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.82**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	2	1	0	5	2	0	0	29	1	2	4	0	46
PHF	0.50	0.25	#####	0.63	0.25	#####	#####	0.91	0.25	0.50	1.00	#####	0.82
Movement PHF		0.38			0.58			0.83			0.75		0.82

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	1	0	0	0	0	1	0	0	1	0	0	3
4:15 PM	0	5	0	0	0	0	0	2	0	3	2	0	12
4:30 PM	0	2	0	0	0	1	0	2	1	0	3	0	9
4:45 PM	0	8	1	0	0	0	0	2	2	1	1	0	15
5:00 PM	2	2	1	0	1	0	0	0	0	1	6	0	13
5:15 PM	1	7	0	0	0	0	0	2	0	2	0	0	12
5:30 PM	0	5	0	0	0	0	0	1	0	0	0	0	6
5:45 PM	0	4	0	0	0	0	0	2	0	1	1	1	9
Total	3	34	2	0	1	1	1	11	3	9	13	1	79

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.82**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	2	17	2	0	1	1	0	6	3	5	12	0	49
PHF	0.25	0.531	0.5	#####	0.25	0.25	#####	0.75	0.375	0.417	0.5	#####	0.82
Movement PHF		0.58			0.50			0.56			0.61		0.82

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Decoro Street @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Decoro Street @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	3	179	18	28	3	3	10	144	5	2	0	12	407
11:15 AM	7	169	21	21	0	5	6	200	4	0	2	5	440
11:30 AM	6	205	23	30	1	10	15	193	4	1	2	1	491
11:45 AM	3	235	19	34	2	3	8	181	2	2	3	2	494
12:00 PM	3	229	26	33	2	1	5	197	4	1	0	7	508
12:15 PM	4	215	24	25	0	3	16	137	11	4	1	5	445
12:30 PM	3	166	32	17	3	3	11	180	3	5	2	6	431
12:45 PM	5	205	23	30	1	4	10	156	3	4	2	8	451
Total	34	1603	186	218	12	32	81	1,388	36	19	12	46	3,667

PM Intersection Peak Hour : **11:30 PM - 12:30 PM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	16	884	92	122	5	17	44	708	21	8	6	15	1938
PHF	0.67	0.94	0.885	0.897	0.625	0.425	0.688	0.898	0.477	0.5	0.5	0.536	0.95
Movement PHF		0.96			0.88			0.91			0.73		0.95

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Decoro Street @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	1	0	1
11:15 AM	0	0	5	0	5
11:30 AM	1	0	4	0	5
11:45 AM	0	0	1	0	1
12:00 PM	1	0	5	0	6
12:15 PM	1	0	2	0	3
12:30 PM	1	0	5	0	6
12:45 PM	0	0	5	0	5
Total	4	0	28	0	32

PM Intersection Peak Hour : **11:30 PM - 12:30 PM** Intersection PHF : **0.63**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	3	0	12	0	15
PHF	0.75	#DIV/0!	0.6	#DIV/0!	0.63
Movement PHF	0.75	#DIV/0!	0.60	#DIV/0!	0.63

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Decoro Street @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Decoro Street @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	1	0	0	0	1	0	0	0	0	2
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
12:30 PM	0	1	0	0	1	1	0	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	1	3	1	0	2	0	0	2	0	11

PM Intersection Peak Hour : **11:45 PM - 12:45 PM**

Intersection PHF : **0.58**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	0	0	2	1	0	0	0	0	2	0	7
PHF	#####	0.5	#####	#####	0.5	0.25	#####	#####	#####	#####	0.5	#####	0.58
Movement PHF		0.50			0.38			#DIV/0!			0.50		0.58

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Centurion Square @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Centurion Square @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	74	70	89	0	108	108	438	0	0	0	0	887
7:15 AM	0	107	75	96	0	165	130	322	0	0	0	0	895
7:30 AM	0	216	13	22	0	15	27	465	0	0	0	0	758
7:45 AM	0	181	3	5	0	12	13	527	0	0	0	0	741
8:00 AM	0	139	7	2	0	5	15	495	0	0	0	0	663
8:15 AM	0	129	12	4	0	7	17	460	0	0	0	0	629
8:30 AM	0	141	3	2	0	10	9	533	0	0	0	0	698
8:45 AM	0	139	1	2	0	5	7	503	0	0	0	0	657
Total	0	1,126	184	222	0	327	326	3,743	0	0	0	0	5,928

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	578	161	212	0	300	278	1,752	0	0	0	0	3,281
PHF	#####	0.67	0.54	0.55	#####	0.45	0.53	0.83	#####	#####	#####	#####	0.92
Movement PHF		0.81			0.49			0.93			#DIV/0!		0.92

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	460	8	9	0	19	26	178	0	0	0	0	700
4:15 PM	0	516	8	4	0	18	16	203	0	0	0	0	765
4:30 PM	0	468	7	12	0	29	23	170	0	0	0	0	709
4:45 PM	0	480	12	6	0	26	16	214	0	0	0	0	754
5:00 PM	0	553	5	4	0	19	14	207	0	0	0	0	802
5:15 PM	0	539	7	9	0	13	11	256	0	0	0	0	835
5:30 PM	0	602	7	3	0	24	9	195	0	0	0	0	840
5:45 PM	0	572	10	6	0	27	12	243	0	0	0	0	870
Total	0	4190	64	53	0	175	127	1,666	0	0	0	0	6,275

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2266	29	22	0	83	46	901	0	0	0	0	3347
PHF	#####	0.941	0.725	0.611	#####	0.769	0.821	0.88	#####	#####	#####	#####	0.96
Movement PHF		0.94			0.80			0.89			#DIV/0!		0.96

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Centurion Square @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	3	0	0	0	3
7:15 AM	5	0	0	0	5
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	1	0	0	0	1
8:45 AM	0	0	1	0	1
Total	9	0	1	0	10

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.40**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	8	0	0	0	8
PHF	0.40	#DIV/0!	#DIV/0!	#DIV/0!	0.40
Movement PHF	0.40	#DIV/0!	#DIV/0!	#DIV/0!	0.40

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	2	1	0	3
4:15 PM	3	0	0	0	3
4:30 PM	6	0	0	0	6
4:45 PM	3	0	0	0	3
5:00 PM	3	0	3	0	6
5:15 PM	2	0	0	0	2
5:30 PM	0	0	2	0	2
5:45 PM	4	0	1	0	5
Total	21	2	7	0	30

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.63**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	12	2	1	0	15
PHF	0.56	#DIV/0!	0.5	#DIV/0!	0.63
Movement PHF	0.56	#DIV/0!	0.50	#DIV/0!	0.63

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

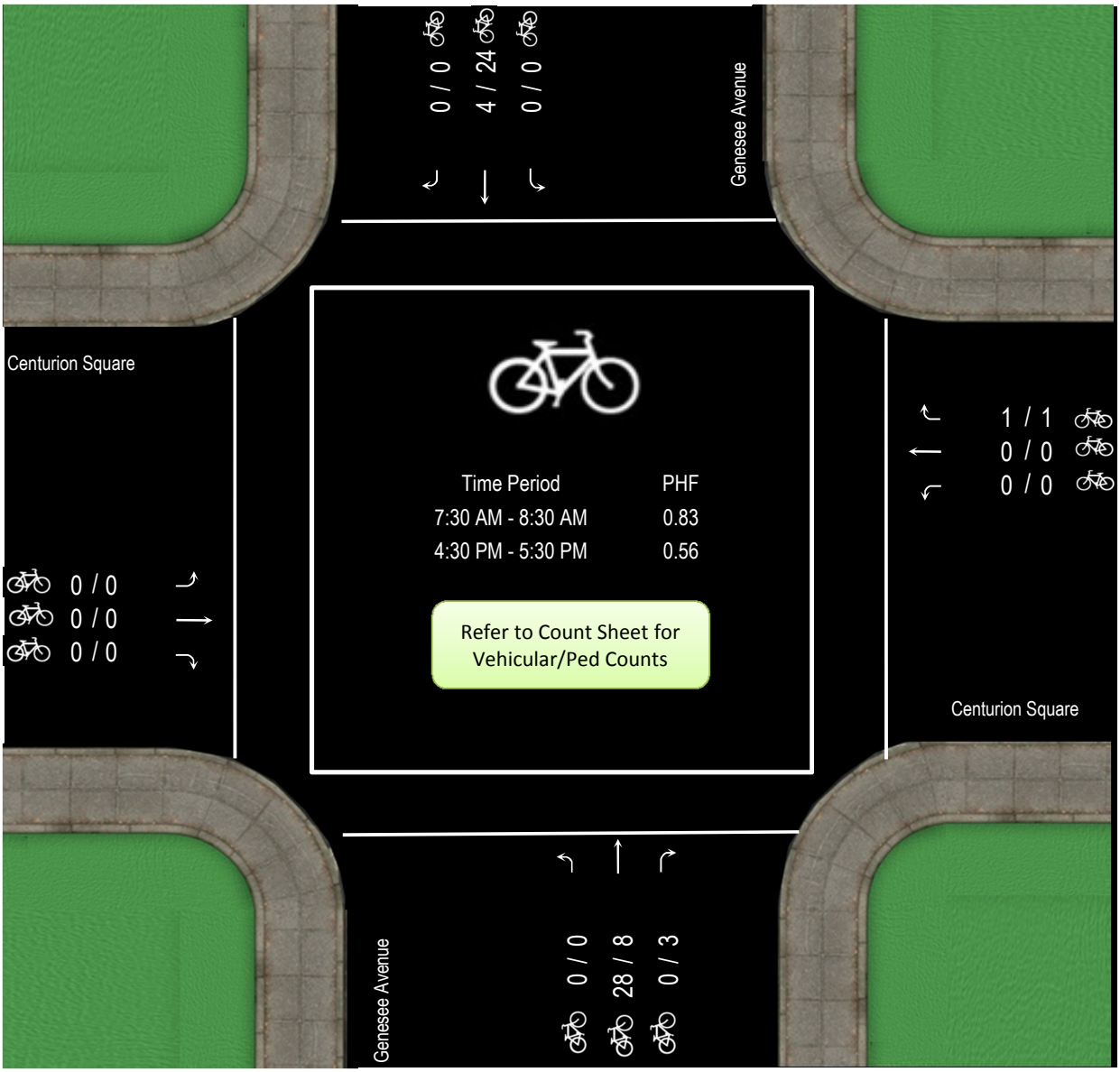
Location: Centurion Square @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Centurion Square @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	1	1	0	0	0	0	4	0	0	0	0	6
7:15 AM	0	1	1	0	0	0	0	3	0	0	0	0	5
7:30 AM	0	1	0	1	0	0	0	7	0	0	0	0	9
7:45 AM	0	0	0	0	0	0	0	6	0	0	0	0	6
8:00 AM	0	1	0	0	0	0	0	9	0	0	0	0	10
8:15 AM	0	2	0	0	0	0	0	6	0	0	0	0	8
8:30 AM	0	0	0	0	0	0	0	8	0	0	0	0	8
8:45 AM	0	0	0	0	0	0	0	7	0	0	0	0	7
Total	0	6	2	1	0	0	0	50	0	0	0	0	59

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.83**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	4	0	1	0	0	0	28	0	0	0	0	33
PHF	#####	0.50	#####	0.25	#####	#####	#####	0.78	#####	#####	#####	#####	0.83
Movement PHF		0.50			0.25			0.78			#DIV/0!		0.83

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	8	0	0	0	0	0	2	0	0	0	0	10
4:30 PM	0	3	0	1	0	0	0	2	0	0	0	0	6
4:45 PM	0	9	0	0	0	0	3	4	0	0	0	0	16
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	9	0	0	0	0	0	2	0	0	0	0	11
5:30 PM	0	4	1	0	0	0	0	1	0	0	0	0	6
5:45 PM	0	4	1	0	0	0	0	2	0	0	0	0	7
Total	0	41	3	1	0	0	3	13	0	0	0	0	61

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.56**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	24	0	1	0	0	3	8	0	0	0	0	36
PHF	#####	0.667	#####	0.25	#####	#####	0.25	0.5	#####	#####	#####	#####	0.56
Movement PHF		0.67			0.25			0.39			#DIV/0!		0.56

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Centurion Square @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Centurion Square @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	166	12	1	0	20	15	152	0	0	0	0	366
11:15 AM	0	140	12	4	0	21	16	184	0	0	0	0	377
11:30 AM	0	182	11	5	0	12	21	184	0	0	0	0	415
11:45 AM	0	219	15	6	0	16	14	179	0	0	0	0	449
12:00 PM	0	218	17	7	0	23	15	203	0	0	0	0	483
12:15 PM	0	201	20	8	0	34	13	155	0	0	0	0	431
12:30 PM	0	161	15	9	0	21	14	187	0	0	0	0	407
12:45 PM	0	199	16	2	0	15	5	169	0	0	0	0	406
Total	0	1486	118	42	0	162	113	1,413	0	0	0	0	3,334

PM Intersection Peak Hour : **11:30 PM - 12:30 PM**

Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	820	63	26	0	85	63	721	0	0	0	0	1778
PHF	#####	0.936	0.788	0.813	#####	0.625	0.75	0.888	#####	#####	#####	#####	0.92
Movement PHF		0.94			0.66			0.90			#DIV/0!		0.92

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Centurion Square @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	7	1	1	0	9
11:15 AM	27	0	2	0	29
11:30 AM	27	0	0	0	27
11:45 AM	7	0	1	0	8
12:00 PM	1	0	1	0	2
12:15 PM	3	0	0	0	3
12:30 PM	3	0	0	0	3
12:45 PM	3	0	0	0	3
Total	78	1	5	0	84

PM Intersection Peak Hour : **11:30 PM - 12:30 PM** Intersection PHF : **0.37**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	38	0	2	0	40
PHF	0.35	#DIV/0!	0.5	#DIV/0!	0.37
Movement PHF	0.35	#DIV/0!	0.50	#DIV/0!	0.37

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

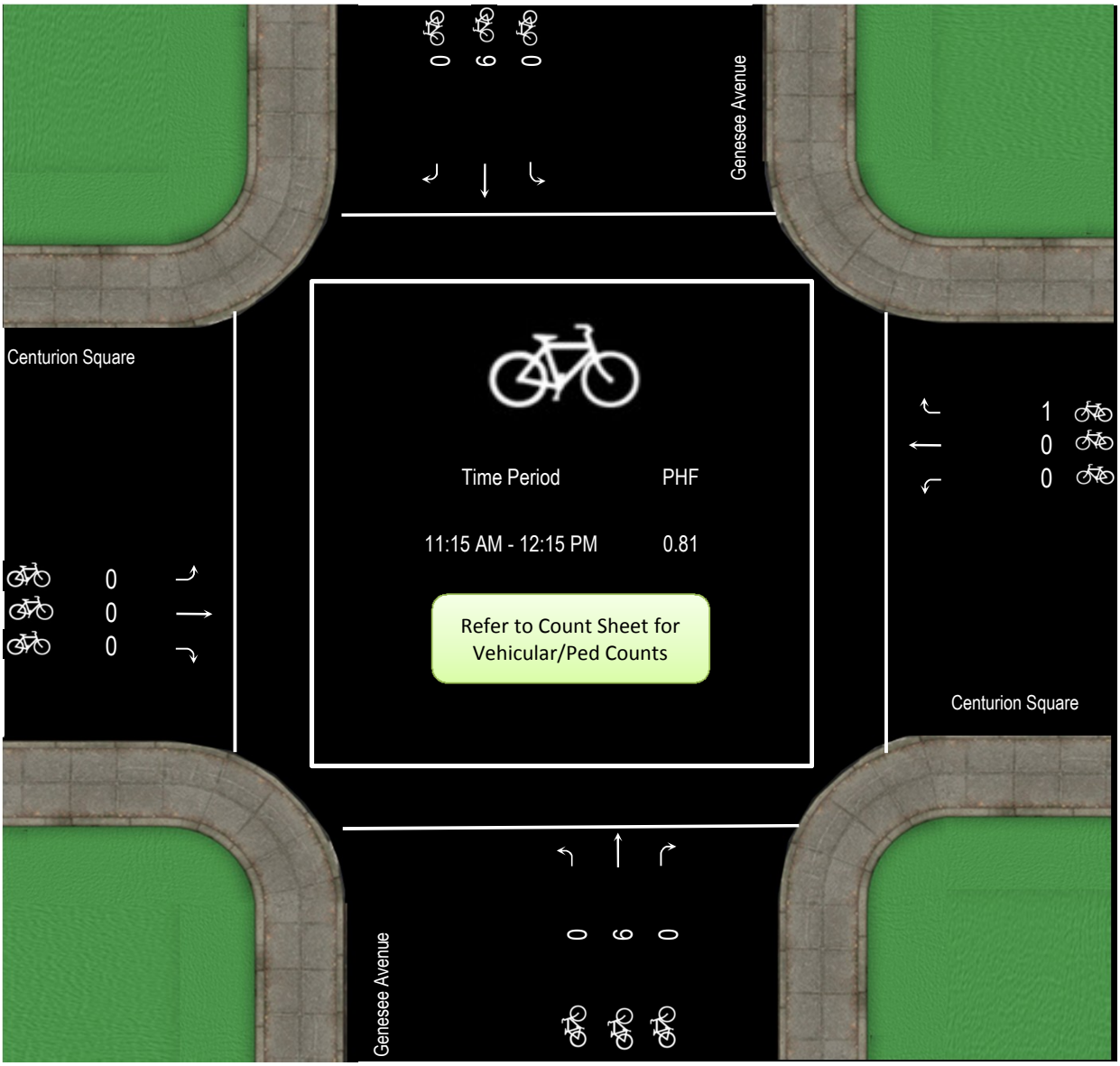
Location: Centurion Square @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Centurion Square @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	3	0	0	0	0	0	1	0	0	0	0	4
12:00 PM	0	0	0	1	0	0	0	3	0	0	0	0	4
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	9	0	1	0	0	0	8	0	0	0	0	18

PM Intersection Peak Hour : **11:15 AM - 12:15 PM**

Intersection PHF : **0.81**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	6	0	1	0	0	0	6	0	0	0	0	13
PHF	#####	0.5	#####	0.25	#####	#####	#####	0.5	#####	#####	#####	#####	0.81
Movement PHF		0.50			0.25			0.50			#DIV/0!		0.81

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

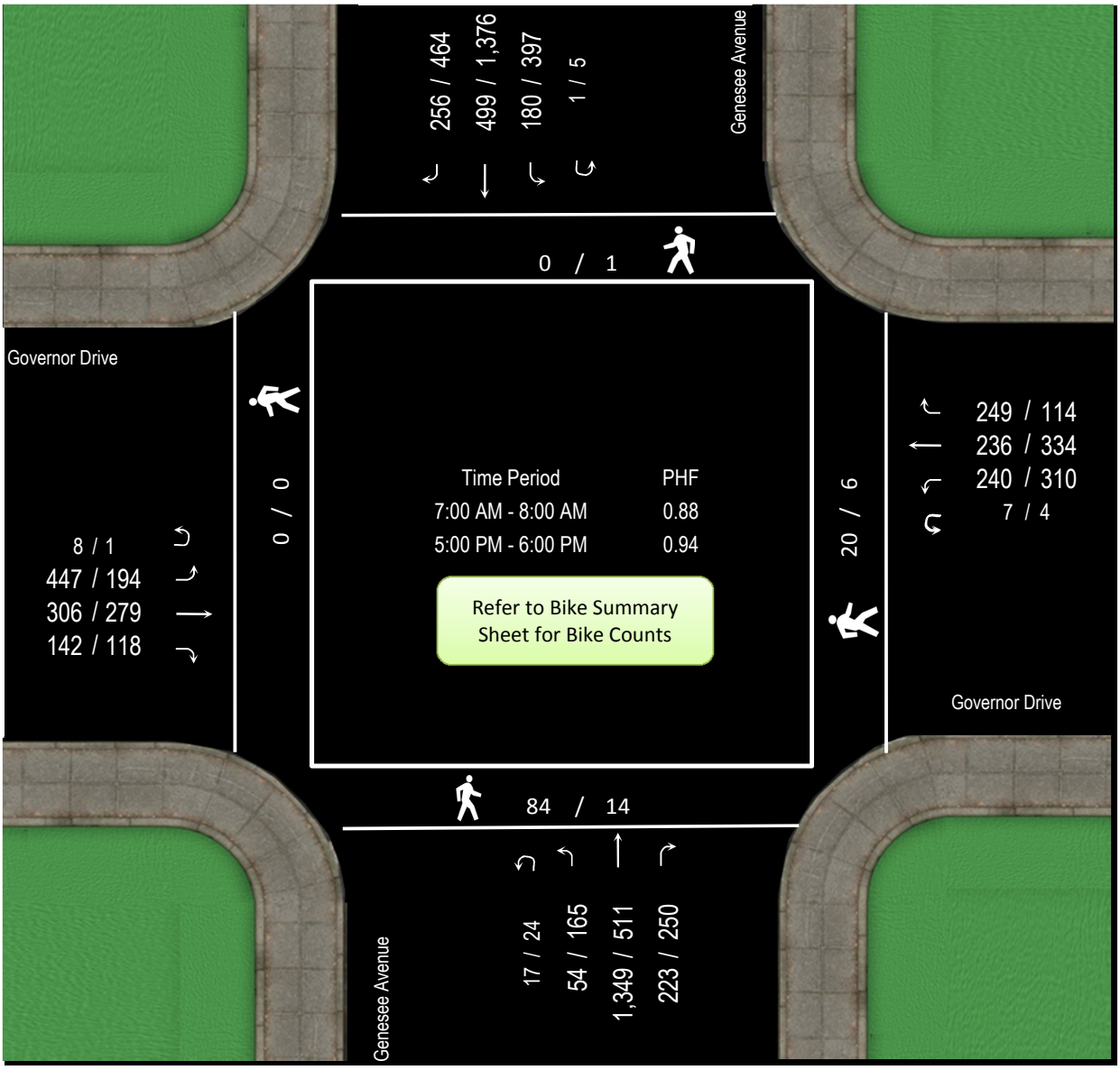
Location: Governor Drive @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Governor Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	38	147	35	78	42	48	24	356	12	16	66	139	1,001
7:15 AM	84	132	59	70	42	52	43	306	8	22	63	118	999
7:30 AM	63	115	51	48	67	41	99	317	10	41	76	68	996
7:45 AM	71	105	35	53	85	99	57	370	24	63	101	122	1,185
8:00 AM	31	97	26	35	45	57	68	349	22	73	88	95	986
8:15 AM	28	130	34	62	49	63	65	320	12	22	48	73	906
8:30 AM	43	89	38	53	37	44	96	346	30	25	68	72	941
8:45 AM	43	94	36	33	40	50	68	381	19	30	57	80	931
Total	401	909	314	432	407	454	520	2,745	137	292	567	767	7,945

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.88**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	256	499	180	249	236	240	223	1,349	54	142	306	447	4,181
PHF	0.76	0.85	0.76	0.80	0.69	0.61	0.56	0.91	0.56	0.56	0.76	0.80	0.88
Movement PHF		0.85			0.76			0.90			0.78		0.88

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	79	330	52	14	54	51	43	110	24	22	82	56	917
4:15 PM	72	360	84	40	67	76	48	117	42	32	53	49	1,040
4:30 PM	83	283	76	45	97	68	64	84	43	34	92	56	1,025
4:45 PM	64	333	102	35	81	69	58	127	34	16	60	42	1,021
5:00 PM	110	357	97	22	67	84	49	135	36	31	66	49	1,103
5:15 PM	95	301	86	37	102	79	73	133	45	24	72	57	1,104
5:30 PM	123	399	104	29	77	82	60	132	54	39	63	35	1,197
5:45 PM	136	319	110	26	88	65	68	111	30	24	78	53	1,108
Total	762	2682	711	248	633	574	463	949	308	222	566	397	8,515

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	464	1376	397	114	334	310	250	511	165	118	279	194	4512
PHF	0.85	0.862	0.902	0.77	0.819	0.923	0.856	0.946	0.764	0.756	0.894	0.851	0.94
Movement PHF		0.89			0.87			0.92			0.95		0.94

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Governor Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	5	2	7
7:15 AM	1	2	4	0	7
7:30 AM	0	3	4	3	10
7:45 AM	0	2	4	3	9
8:00 AM	3	2	0	0	5
8:15 AM	1	1	0	0	2
8:30 AM	0	1	1	0	2
8:45 AM	0	1	1	0	2
Total	5	12	19	8	44

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.83**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	7	17	8	33
PHF	0.25	0.58	0.85	0.67	0.83
Movement PHF	0.25	0.58	0.85	0.67	0.83

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	1	0	0	0	1
4:15 PM	2	0	1	0	3
4:30 PM	1	1	1	0	3
4:45 PM	3	2	7	0	12
5:00 PM	5	0	8	1	14
5:15 PM	0	4	8	0	12
5:30 PM	0	0	5	0	5
5:45 PM	0	0	3	0	3
Total	12	7	33	1	53

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.61**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	5	4	24	1	34
PHF	0.25	0.25	0.75	0.25	0.61
Movement PHF	0.25	0.25	0.75	0.25	0.61

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

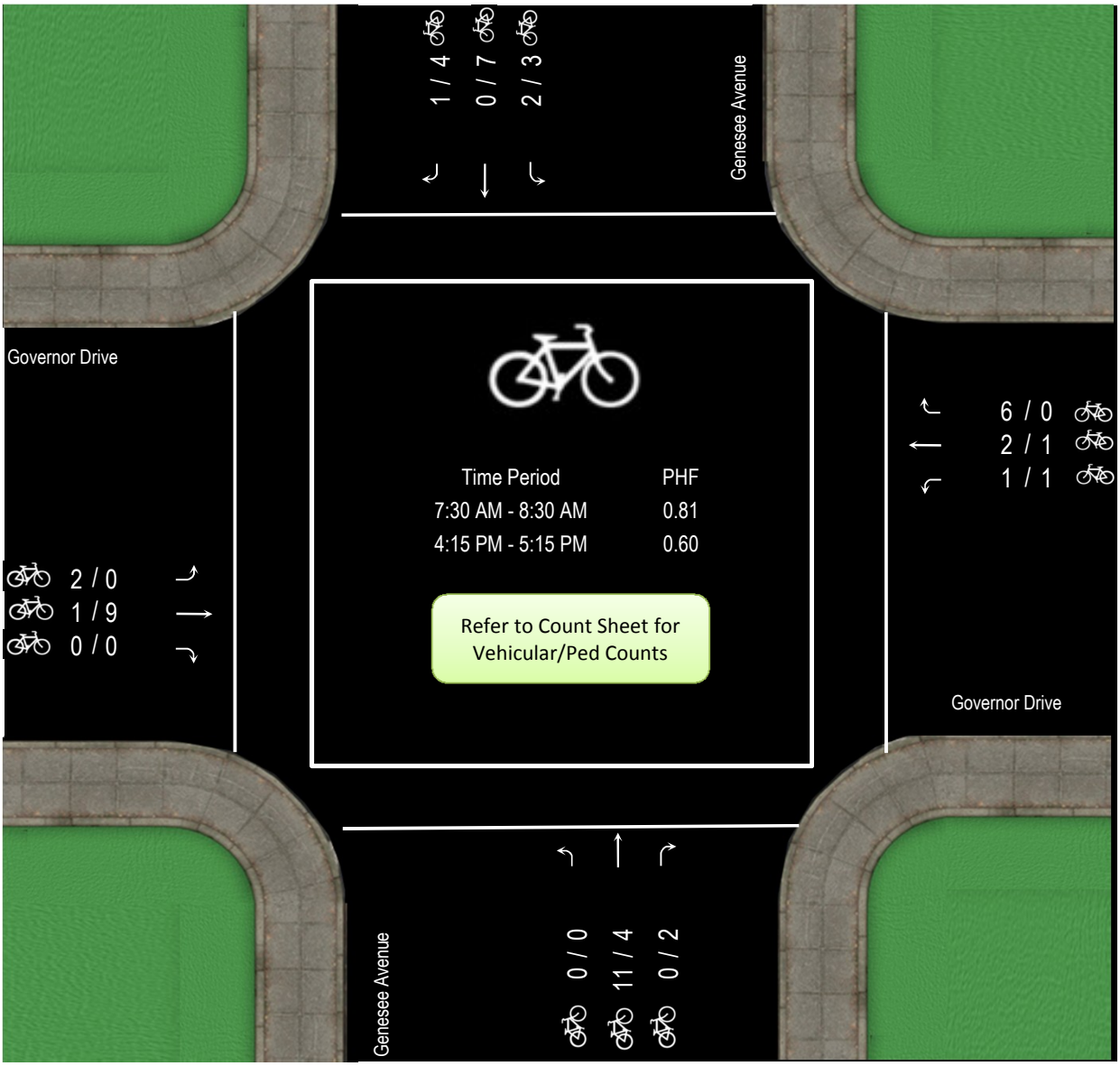
Location: Governor Drive @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Governor Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	1	0	1	0	0	0	3	0	0	0	0	5
7:15 AM	0	0	0	1	2	0	0	2	0	0	1	0	6
7:30 AM	0	0	1	1	0	0	0	5	0	0	0	0	7
7:45 AM	0	0	0	2	1	0	0	0	0	0	1	1	5
8:00 AM	1	0	0	2	0	0	0	3	0	0	0	0	6
8:15 AM	0	0	1	1	1	1	0	3	0	0	0	1	8
8:30 AM	0	0	1	0	0	0	0	3	0	0	0	0	4
8:45 AM	1	0	1	0	0	0	0	1	0	0	0	5	8
Total	2	1	4	8	4	1	0	20	0	0	2	7	49

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.81**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	0	2	6	2	1	0	11	0	0	1	2	26
PHF	0.25	#####	0.50	0.75	0.50	0.25	#####	0.55	#####	#####	0.25	0.50	0.81
Movement PHF		0.75			0.75			0.55			0.38		0.81

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	1	0	0	0	0	0	0	0	1	1	3
4:15 PM	2	3	0	0	0	0	2	0	0	0	6	0	13
4:30 PM	2	0	1	0	0	0	0	0	0	0	2	0	5
4:45 PM	0	1	2	0	1	0	0	2	0	0	1	0	7
5:00 PM	0	3	0	0	0	1	0	2	0	0	0	0	6
5:15 PM	0	4	1	0	1	0	0	1	0	0	3	0	10
5:30 PM	0	1	1	1	3	0	0	0	0	0	1	0	7
5:45 PM	1	2	0	1	1	0	1	1	0	0	1	0	8
Total	5	14	6	2	6	1	3	6	0	0	15	1	59

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.60**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	4	7	3	0	1	1	2	4	0	0	9	0	31
PHF	0.50	0.583	0.375	#####	0.25	0.25	0.25	0.5	#####	#####	0.375	#####	0.60
Movement PHF		0.70			0.50			0.75			0.38		0.60

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Governor Drive @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Governor Drive @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	24	109	54	24	50	50	39	94	18	21	64	34	581
11:15 AM	19	96	52	47	46	51	40	109	34	19	39	40	592
11:30 AM	32	94	53	45	54	40	42	116	35	25	57	29	622
11:45 AM	32	133	74	49	54	57	41	77	31	27	68	49	692
12:00 PM	32	106	59	41	53	63	40	113	27	20	56	40	650
12:15 PM	34	102	58	30	45	47	47	102	29	20	64	35	613
12:30 PM	20	85	55	40	50	40	38	102	25	26	66	40	587
12:45 PM	31	145	62	30	71	74	45	110	36	30	64	35	733
Total	224	870	467	306	423	422	332	823	235	188	478	302	5,070

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.88**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	117	438	234	141	219	224	170	427	117	96	250	150	2583
PHF	0.86	0.755	0.944	0.86	0.771	0.757	0.904	0.945	0.813	0.8	0.947	0.938	0.88
Movement PHF		0.83			0.83			0.93			0.94		0.88

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Governor Drive @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	4	2	6	0	12
11:15 AM	2	2	4	2	10
11:30 AM	4	0	3	0	7
11:45 AM	4	4	5	1	14
12:00 PM	4	0	8	0	12
12:15 PM	1	1	4	0	6
12:30 PM	4	3	13	2	22
12:45 PM	2	4	3	0	9
Total	25	16	46	5	92

PM Intersection Peak Hour : **12:00 PM - 1:00 PM** Intersection PHF : **0.56**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	11	8	28	2	49
PHF	0.69	0.5	0.538461538	0.25	0.56
Movement PHF	0.69	0.50	0.54	0.25	0.56

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Governor Drive @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Governor Drive @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
11:45 AM	1	0	0	0	5	0	0	0	0	0	0	0	6
12:00 PM	1	2	0	0	0	0	1	0	0	0	0	0	4
12:15 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
12:30 PM	0	1	1	0	2	0	0	3	0	0	4	0	11
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	3	1	0	8	0	1	5	0	0	6	0	26

PM Intersection Peak Hour : **11:45 PM - 12:45 PM**

Intersection PHF : **0.55**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	2	3	1	0	8	0	1	4	0	0	5	0	24
PHF	0.50	0.375	0.25	#####	0.4	#####	0.25	0.333	#####	#####	0.313	#####	0.55
Movement PHF		0.50			0.40			0.42			0.31		0.55

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 WB Ramps @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 WB Ramps @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	22	153	0	149	0	0	0	319	84	25	0	0	752
7:15 AM	31	185	0	140	0	0	0	206	116	34	0	0	712
7:30 AM	29	225	0	219	0	0	0	264	100	35	0	0	872
7:45 AM	29	272	0	238	0	0	0	291	120	29	0	0	979
8:00 AM	21	228	0	202	0	0	0	153	119	26	0	0	749
8:15 AM	34	162	0	193	0	0	0	234	81	41	0	0	745
8:30 AM	26	138	0	172	0	0	0	235	93	25	0	0	689
8:45 AM	32	173	0	194	0	0	0	341	73	34	0	0	847
Total	224	1,536	0	1,507	0	0	0	2,043	786	249	0	0	6,345

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.85**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	113	887	0	852	0	0	0	942	420	131	0	0	3,345
PHF	0.83	0.82	#####	0.89	#####	#####	#####	0.81	0.88	0.80	#####	#####	0.85
Movement PHF		0.83			0.89			0.83			0.80		0.85

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	75	404	0	88	0	0	0	143	54	70	0	0	834
4:15 PM	69	393	0	90	0	0	0	94	69	66	0	0	781
4:30 PM	71	338	0	71	0	0	0	105	69	85	0	0	739
4:45 PM	63	456	0	77	0	0	0	147	68	84	0	0	895
5:00 PM	74	412	0	97	0	0	0	130	74	84	0	0	871
5:15 PM	96	365	0	87	0	0	0	106	74	130	0	0	858
5:30 PM	105	325	0	90	0	0	0	72	115	124	0	0	831
5:45 PM	97	380	0	83	0	0	0	92	79	107	0	0	838
Total	650	3073	0	683	0	0	0	889	602	750	0	0	6,647

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	338	1558	0	351	0	0	0	455	331	422	0	0	3455
PHF	0.80	0.854	#####	0.905	#####	#####	#####	0.774	0.72	0.812	#####	#####	0.97
Movement PHF		0.91			0.90			0.91			0.81		0.97

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: SR-52 WB Ramps @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

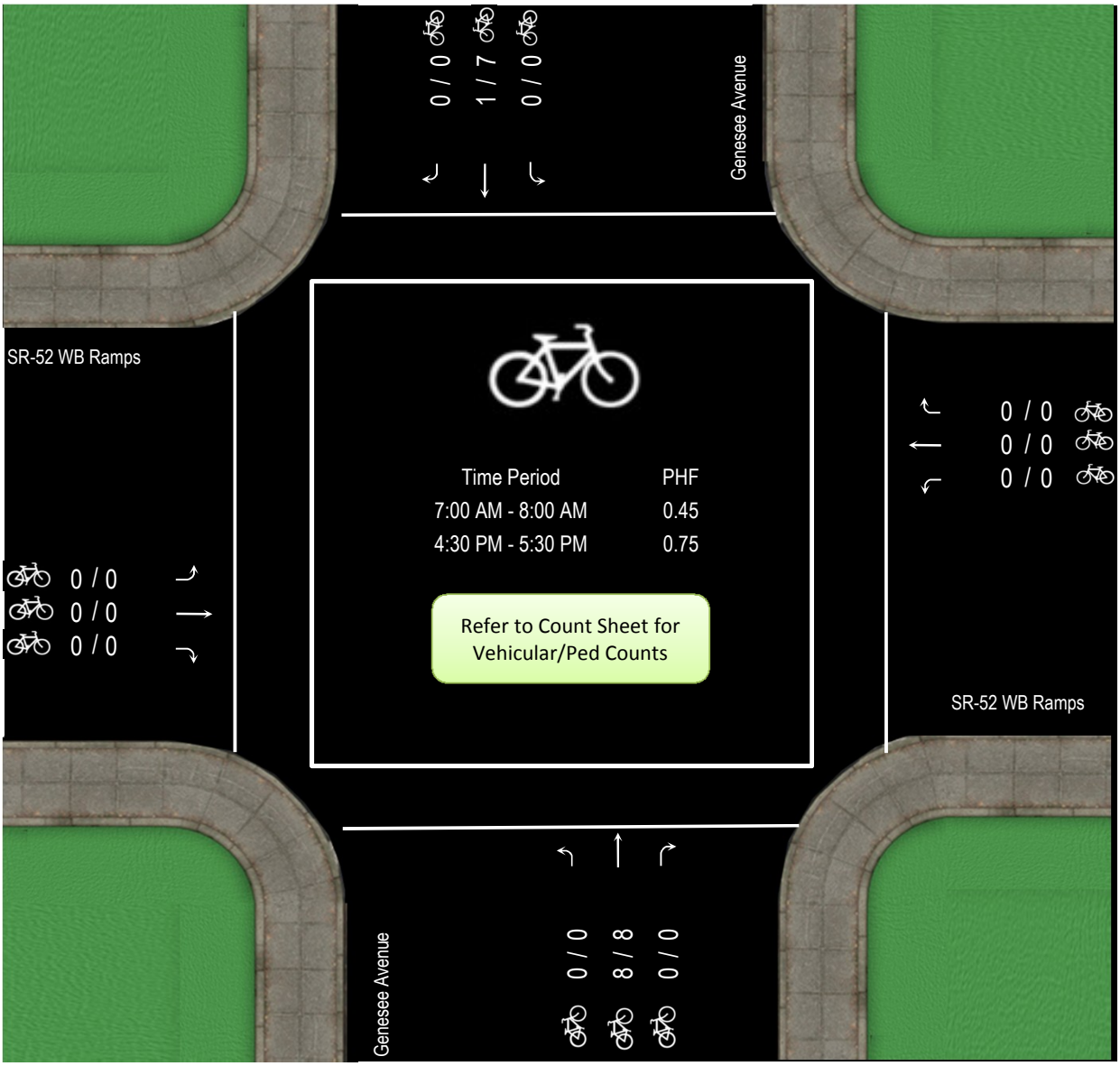
Location: SR-52 WB Ramps @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 WB Ramps @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
7:30 AM	0	1	0	0	0	0	0	4	0	0	0	0	5
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:30 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	2	0	0	0	0	0	15	0	0	0	0	17

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.45**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	0	0	0	0	0	8	0	0	0	0	9
PHF	#####	0.25	#####	#####	#####	#####	#####	0.50	#####	#####	#####	#####	0.45
Movement PHF		0.25			#DIV/0!			0.50			#DIV/0!		0.45

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
4:45 PM	0	2	0	0	0	0	0	3	0	0	0	0	5
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
5:30 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	12	0	0	0	0	0	10	0	0	0	0	22

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	7	0	0	0	0	0	8	0	0	0	0	15
PHF	#####	0.583	#####	#####	#####	#####	#####	0.667	#####	#####	#####	#####	0.75
Movement PHF		0.58			#DIV/0!			0.67			#DIV/0!		0.75

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 WB On Ramps @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 WB On Ramps @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	40	151	0	34	0	0	0	100	48	50	0	0	423
11:15 AM	48	127	0	59	0	0	0	122	48	51	0	0	455
11:30 AM	43	149	0	60	0	0	0	165	42	49	0	0	508
11:45 AM	50	156	0	56	0	0	0	120	39	47	0	0	468
12:00 PM	43	130	0	60	0	0	0	137	41	45	0	0	456
12:15 PM	46	144	0	56	0	0	0	140	34	60	0	0	480
12:30 PM	40	123	0	57	0	0	0	184	49	51	0	0	504
12:45 PM	52	159	0	47	0	0	0	130	54	53	0	0	495
Total	362	1139	0	429	0	0	0	1,098	355	406	0	0	3,789

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	181	556	0	220	0	0	0	591	178	209	0	0	1935
PHF	0.87	0.874	#####	0.917	#####	#####	#####	0.803	0.824	0.871	#####	#####	0.96
Movement PHF		0.87			0.92			0.83			0.87		0.96

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: SR-52 WB On Ramps @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
Total	0	0	0	0	0

PM Intersection Peak Hour : **12:00 PM - 1:00 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

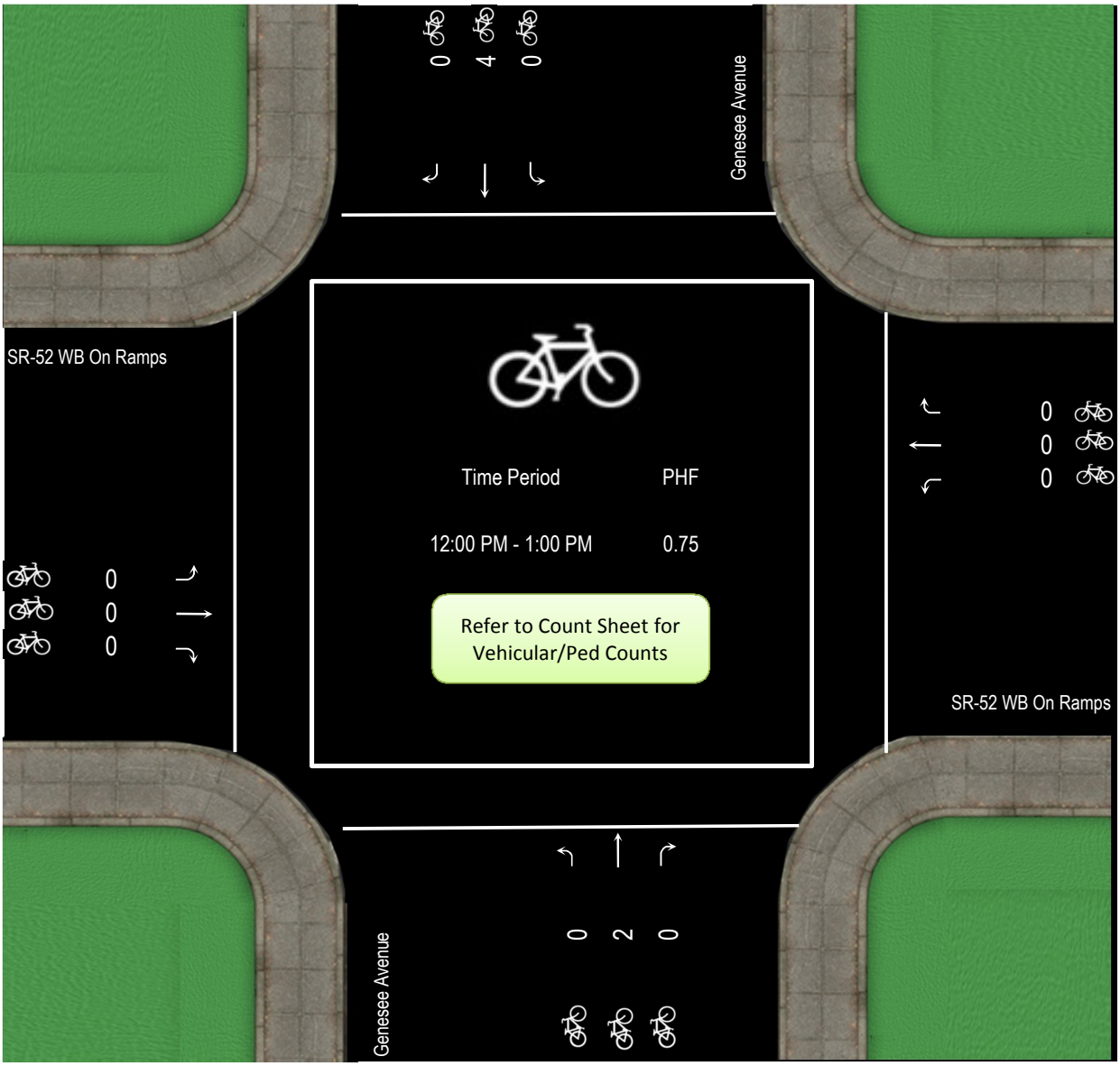
Location: SR-52 WB On Ramps @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 WB On Ramps @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
12:30 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	0	0	0	3	0	0	0	0	8

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	4	0	0	0	0	0	2	0	0	0	0	6
PHF	#####	1	#####	#####	#####	#####	#####	0.5	#####	#####	#####	#####	0.75
Movement PHF		1.00			#DIV/0!			0.50			#DIV/0!		0.75

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 EB On/Off Ramps @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 EB On/Off Ramps @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	91	84	78	0	17	136	322	0	0	0	0	728
7:15 AM	0	112	105	52	0	20	138	268	0	0	0	0	695
7:30 AM	0	126	132	38	0	30	193	324	0	0	0	0	843
7:45 AM	0	179	121	31	0	48	193	379	0	0	0	0	951
8:00 AM	0	143	110	41	0	23	172	230	0	0	0	0	719
8:15 AM	0	133	69	60	0	31	163	254	0	0	0	0	710
8:30 AM	0	88	75	57	0	28	124	271	0	0	0	0	643
8:45 AM	0	135	72	94	0	41	165	320	0	0	0	0	827
Total	0	1,007	768	451	0	238	1,284	2,368	0	0	0	0	6,116

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.85**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	581	432	170	0	132	721	1,187	0	0	0	0	3,223
PHF	#####	0.81	0.82	0.71	#####	0.69	0.93	0.78	#####	#####	#####	#####	0.85
Movement PHF		0.84			0.83			0.83			#DIV/0!		0.85

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	276	198	54	0	57	112	143	0	0	0	0	840
4:15 PM	0	286	173	35	0	76	92	128	0	0	0	0	790
4:30 PM	0	260	163	68	0	52	78	106	0	0	0	0	727
4:45 PM	0	301	239	67	0	100	89	148	0	0	0	0	944
5:00 PM	0	308	188	47	0	65	74	157	0	0	0	0	839
5:15 PM	0	311	184	52	0	111	79	128	0	0	0	0	865
5:30 PM	0	300	149	59	0	76	58	128	0	0	0	0	770
5:45 PM	0	327	160	58	0	75	57	113	0	0	0	0	790
Total	0	2369	1454	440	0	612	639	1,051	0	0	0	0	6,565

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1220	760	225	0	352	300	561	0	0	0	0	3418
PHF	#####	0.981	0.795	0.84	#####	0.793	0.843	0.893	#####	#####	#####	#####	0.91
Movement PHF		0.92			0.86			0.91			#DIV/0!		0.91

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Kimley»Horn

Location: SR-52 EB On/Off Ramps @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	3	0	0	1	4
7:15 AM	2	0	0	0	2
7:30 AM	2	0	0	0	2
7:45 AM	1	0	0	0	1
8:00 AM	1	0	0	0	1
8:15 AM	1	0	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
Total	10	0	0	1	11

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.63**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	5	0	0	0	5
PHF	0.63	#DIV/0!	#DIV/0!	#DIV/0!	0.63
Movement PHF	0.63	#DIV/0!	#DIV/0!	#DIV/0!	0.63

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

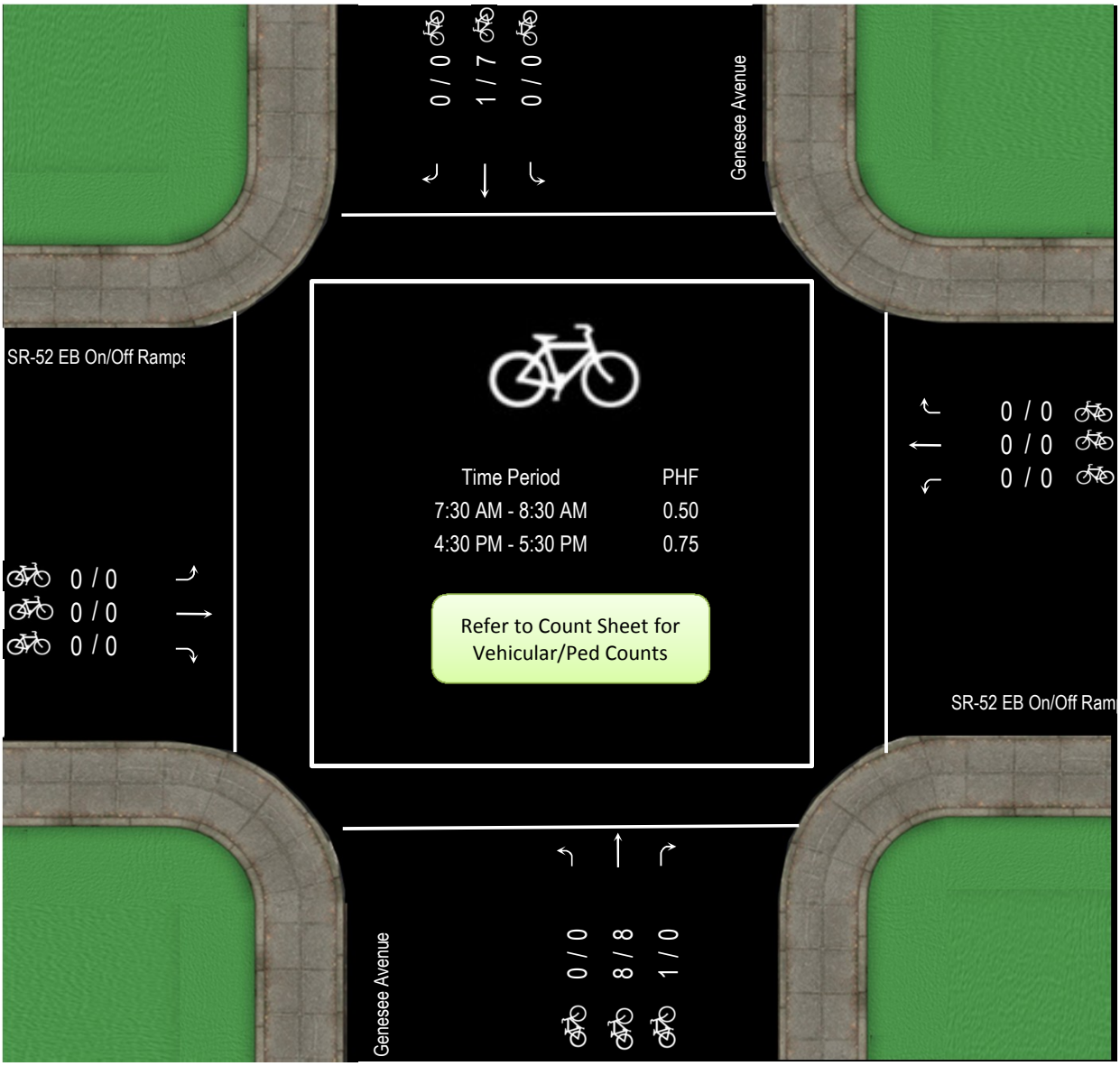
Location: SR-52 EB On/Off Ramps @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 EB On/Off Ramps @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
7:30 AM	0	1	0	0	0	0	0	4	0	0	0	0	5
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	1	2	0	0	0	0	3
8:30 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	2	0	0	0	0	1	15	0	0	0	0	18

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.50**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	0	0	0	0	1	8	0	0	0	0	10
PHF	#####	0.25	#####	#####	#####	#####	0.25	0.50	#####	#####	#####	#####	0.50
Movement PHF		0.25			#DIV/0!			0.56			#DIV/0!		0.50

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
4:45 PM	0	2	0	0	0	0	0	3	0	0	0	0	5
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
5:30 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	12	0	0	0	0	0	10	0	0	0	0	22

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	7	0	0	0	0	0	8	0	0	0	0	15
PHF	#####	0.583	#####	#####	#####	#####	#####	0.667	#####	#####	#####	#####	0.75
Movement PHF		0.58			#DIV/0!			0.67			#DIV/0!		0.75

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 EB On/Off Ramps @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 EB On/Off Ramps @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	142	59	48	0	32	73	100	0	0	0	0	454
11:15 AM	0	136	42	48	0	35	69	122	0	0	0	0	452
11:30 AM	0	152	46	42	0	33	52	165	0	0	0	0	490
11:45 AM	0	137	66	42	0	42	68	117	0	0	0	0	472
12:00 PM	0	121	54	36	0	60	78	142	0	0	0	0	491
12:15 PM	0	138	66	47	0	45	71	127	0	0	0	0	494
12:30 PM	0	123	51	46	0	38	89	187	0	0	0	0	534
12:45 PM	0	157	55	40	0	43	71	144	0	0	0	0	510
Total	0	1106	439	349	0	328	571	1,104	0	0	0	0	3,897

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	539	226	169	0	186	309	600	0	0	0	0	2029
PHF	#####	0.858	0.856	0.899	#####	0.775	0.868	0.802	#####	#####	#####	#####	0.95
Movement PHF		0.90			0.92			0.82			#DIV/0!		0.95

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: SR-52 EB On/Off Ramps @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	0	0
11:15 AM	0	0	3	0	3
11:30 AM	0	0	0	0	0
11:45 AM	0	0	1	0	1
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	2	0	2
12:45 PM	0	0	0	0	0
Total	0	0	6	0	6

PM Intersection Peak Hour : **12:00 PM - 1:00 PM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	2	0	2
PHF	#DIV/0!	#DIV/0!	0.25	#DIV/0!	0.25
Movement PHF	#DIV/0!	#DIV/0!	0.25	#DIV/0!	0.25

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

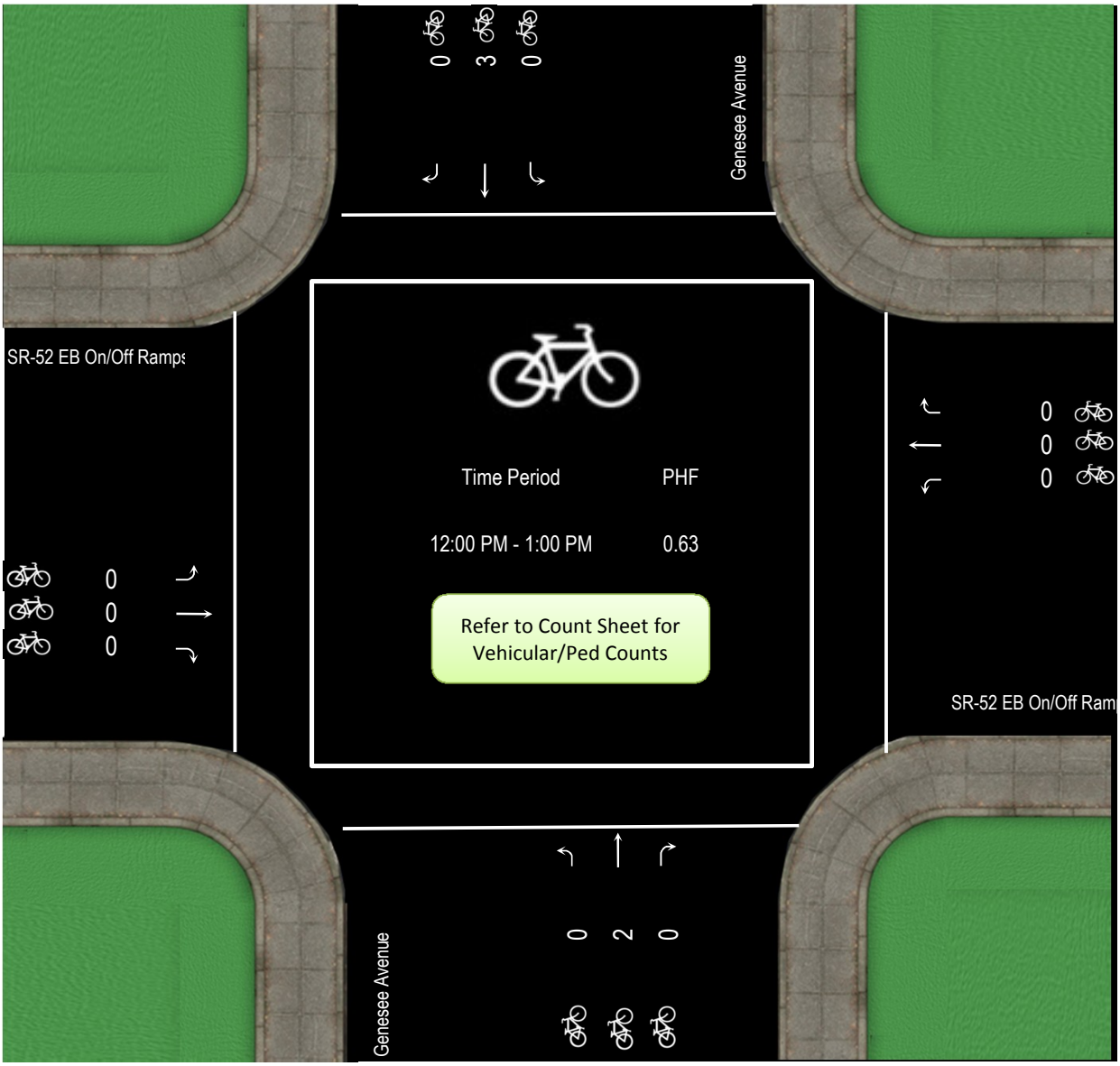
Location: SR-52 EB On/Off Ramps @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 EB On/Off Ramps @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	0	0	0	3	0	0	0	0	7

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.63**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	3	0	0	0	0	0	2	0	0	0	0	5
PHF	#####	0.75	#####	#####	#####	#####	#####	0.5	#####	#####	#####	#####	0.63
Movement PHF		0.75			#DIV/0!			0.50			#DIV/0!		0.63

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Lehrer Drive @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Lehrer Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	20	79	9	66	4	6	3	281	1	11	9	111	600
7:15 AM	16	106	10	54	4	7	3	258	7	8	11	94	578
7:30 AM	17	123	16	74	14	9	1	355	4	13	1	88	715
7:45 AM	22	198	7	63	4	5	3	405	1	10	8	104	830
8:00 AM	19	137	10	72	4	6	3	215	2	13	8	115	604
8:15 AM	17	134	13	67	15	11	1	267	3	9	1	83	621
8:30 AM	16	90	10	51	4	6	3	259	7	7	11	85	549
8:45 AM	24	148	4	45	9	2	5	362	20	11	2	78	710
Total	151	1,015	79	492	58	52	22	2,402	45	82	51	758	5,207

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.83**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	75	592	46	276	37	31	8	1,242	10	45	18	390	2,770
PHF	0.85	0.75	0.72	0.93	0.62	0.70	0.67	0.77	0.63	0.87	0.56	0.85	0.83
Movement PHF		0.79			0.89			0.77			0.83		0.83

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	68	228	37	20	9	7	3	185	12	9	27	50	655
4:15 PM	53	270	39	15	11	3	7	168	15	11	15	37	644
4:30 PM	74	205	33	15	8	5	4	132	11	10	9	37	543
4:45 PM	51	311	39	13	10	3	7	187	15	14	15	37	702
5:00 PM	64	275	31	21	9	7	3	157	12	9	27	50	665
5:15 PM	62	327	33	16	7	5	5	139	14	13	25	52	698
5:30 PM	70	267	38	13	11	9	2	131	11	8	18	41	619
5:45 PM	94	265	43	14	4	9	3	128	8	12	8	28	616
Total	536	2148	293	127	69	48	34	1,227	98	86	144	332	5,142

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	247	1180	141	63	37	24	17	614	52	44	85	180	2684
PHF	0.88	0.902	0.904	0.75	0.841	0.667	0.607	0.821	0.867	0.786	0.787	0.865	0.96
Movement PHF		0.93			0.84			0.82			0.86		0.96

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Lehrer Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	1	0	0	1
7:15 AM	0	2	1	0	3
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	2	0	0	2
8:15 AM	0	0	1	0	1
8:30 AM	0	2	1	0	3
8:45 AM	0	0	2	0	2
Total	0	7	6	0	13

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	2	2	0	4
PHF	#DIV/0!	0.25	0.50	#DIV/0!	0.50
Movement PHF	#DIV/0!	0.25	0.50	#DIV/0!	0.50

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	1	2	0	3
4:15 PM	0	0	1	0	1
4:30 PM	0	2	0	0	2
4:45 PM	0	0	0	0	0
5:00 PM	3	0	0	0	3
5:15 PM	0	0	0	0	0
5:30 PM	1	1	0	0	2
5:45 PM	0	0	0	0	0
Total	4	4	3	0	11

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.42**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	3	2	0	0	5
PHF	0.33	0.25	#DIV/0!	#DIV/0!	0.42
Movement PHF	0.33	0.25	#DIV/0!	#DIV/0!	0.42

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Lehrer Drive @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Lehrer Drive @ Genesee Avenue

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	1	0	1	1	0	0	0	0	3
7:15 AM	0	0	0	0	1	0	0	2	0	0	0	0	3
7:30 AM	0	1	0	1	0	1	1	1	0	0	0	2	7
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
8:30 AM	0	1	0	0	0	0	0	2	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	2	0	1	2	1	2	13	0	0	0	2	23

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.50**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	0	1	2	1	2	5	0	0	0	2	14
PHF	#####	0.25	#####	0.25	0.50	0.25	0.50	0.63	#####	#####	#####	0.25	0.50
Movement PHF		0.25			0.50			0.88			0.25		0.50

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	3	0	0	0	0	4
4:45 PM	0	2	0	0	0	0	0	3	0	0	1	0	6
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	3	0	0	0	0	0	2	0	0	0	0	5
5:30 PM	0	3	0	0	0	0	0	1	0	0	2	0	6
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	12	0	0	0	0	0	10	0	0	3	0	25

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	9	0	0	0	0	0	6	0	0	3	0	18
PHF	#####	0.75	#####	#####	#####	#####	#####	0.5	#####	#####	0.375	#####	0.75
Movement PHF		0.75			#DIV/0!			0.50			0.38		0.75

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Lehrer Drive @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Lehrer Drive @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	20	138	15	13	7	3	8	126	4	8	10	33	385
11:15 AM	26	133	15	19	9	5	5	134	9	11	10	41	417
11:30 AM	31	136	18	20	8	2	9	166	10	5	12	31	448
11:45 AM	20	145	13	18	8	5	1	132	3	12	13	34	404
12:00 PM	32	133	15	22	8	2	8	161	9	5	12	36	443
12:15 PM	20	150	13	19	8	5	1	145	3	12	13	34	423
12:30 PM	12	146	5	42	3	4	3	155	1	5	6	81	463
12:45 PM	31	154	14	17	7	6	3	142	8	12	6	55	455
Total	192	1135	108	170	58	32	38	1,161	47	70	82	345	3,438

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	95	583	47	100	26	17	15	603	21	34	37	206	1784
PHF	0.74	0.946	0.783	0.595	0.813	0.708	0.469	0.936	0.583	0.708	0.712	0.636	0.96
Movement PHF		0.91			0.73			0.90			0.75		0.96

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Lehrer Drive @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)

	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	1	0	0	0	1
11:15 AM	0	1	0	0	1
11:30 AM	0	0	1	0	1
11:45 AM	2	1	1	0	4
12:00 PM	1	0	0	0	1
12:15 PM	0	0	0	0	0
12:30 PM	0	1	0	0	1
12:45 PM	1	0	0	0	1
Total	5	3	2	0	10

PM Intersection Peak Hour : **12:00 PM - 1:00 PM** Intersection PHF : **0.75**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	2	1	0	0	3
PHF	0.50	0.25	#DIV/0!	#DIV/0!	0.75
Movement PHF	0.50	0.25	#DIV/0!	#DIV/0!	0.75

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Lehrer Drive @ Genesee Avenue

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Lehrer Drive @ Genesee Avenue

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	1	0	0	0	0	0	0	1	2
11:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	0	3	0	0	0	0	0	0	1	7

PM Intersection Peak Hour : **11:15 AM - 12:15 PM**

Intersection PHF : **0.63**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	0	0	0	3	0	0	0	0	0	0	1	5
PHF	0.25	#####	#####	#####	0.375	#####	#####	#####	#####	#####	#####	0.25	0.63
Movement PHF	0.25			0.38			#DIV/0!			0.25			0.63

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Torrey Pines Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
7:00 AM		116	253	131	25	0	39	564
7:15 AM		270	122	181	42	7	33	655
7:30 AM		310	130	252	38	8	42	780
7:45 AM		417	250	285	36	12	83	1,083
8:00 AM		343	239	199	48	11	72	912
8:15 AM		319	267	212	70	9	106	983
8:30 AM		386	248	303	55	15	75	1,082
8:45 AM		353	231	243	72	17	91	1,007
Total		2,514	1,740	1,806	386	79	541	7,066

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.94**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		1,465	1,004	999	209	47	336	4,060
PHF		0.88	0.94	0.82	0.75	0.78	0.79	0.94
Movement PHF		0.93		0.84			0.83	0.94

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM		141	248	209	21	42	342	1,003
4:15 PM		127	197	176	16	58	357	931
4:30 PM		150	232	166	18	71	370	1,007
4:45 PM		231	264	220	28	61	393	1,197
5:00 PM		147	290	185	14	69	411	1,116
5:15 PM		139	252	182	29	78	357	1,037
5:30 PM		144	289	215	25	64	301	1,038
5:45 PM		197	278	212	20	41	308	1,056
Total		1,276	2,050	1,565	171	484	2,839	8,385

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.92**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		661	1095	802	96	272	1462	4388
PHF		0.715	0.944	0.911	0.828	0.872	0.889	0.92
Movement PHF		0.89		0.91			0.90	0.92

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive @ Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)					
		Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM		0	0	1	1
7:15 AM		10	0	0	10
7:30 AM		0	0	0	0
7:45 AM		0	0	0	0
8:00 AM		0	0	0	0
8:15 AM		0	1	0	1
8:30 AM		0	0	0	0
8:45 AM		0	0	0	0
Total		10	1	1	12

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.25**

		East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume		0	1	0	1
PHF		#DIV/0!	0.25	#DIV/0!	0.25
Movement PHF		#DIV/0!	0.25	#DIV/0!	0.25

PM Period (4:00 PM - 6:00 PM)					
		Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM		0	3	0	3
4:15 PM		0	3	0	3
4:30 PM		0	1	0	1
4:45 PM		0	3	0	3
5:00 PM		1	0	0	1
5:15 PM		0	0	0	0
5:30 PM		0	2	0	2
5:45 PM		0	0	0	0
Total		1	12	0	13

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.50**

		East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume		1	5	0	6
PHF		0.25	0.416666667	#DIV/0!	0.50
Movement PHF		0.25	0.42	#DIV/0!	0.50

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Torrey Pines Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
7:00 AM		1	0	0	0	0	0	1
7:15 AM		1	0	0	0	0	0	1
7:30 AM		1	0	2	1	0	2	6
7:45 AM		0	0	3	2	0	1	6
8:00 AM		0	0	1	0	0	1	2
8:15 AM		3	0	0	0	0	0	3
8:30 AM		1	0	0	2	0	0	3
8:45 AM		1	0	6	3	0	2	12
Total		8	0	12	8	0	6	34

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.42**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		5	0	7	5	0	3	20
PHF		0.42	#####	0.29	0.42	#####	0.38	0.42
Movement PHF		0.42		0.33			0.38	0.42

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM		0	0	1	0	0	3	4
4:15 PM		1	0	0	1	1	1	4
4:30 PM		0	0	1	0	1	1	3
4:45 PM		0	0	1	0	1	1	3
5:00 PM		0	0	0	0	0	6	6
5:15 PM		0	0	0	1	3	4	8
5:30 PM		0	0	0	0	0	3	3
5:45 PM		0	0	0	0	1	4	5
Total		1	0	3	2	7	23	36

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.69**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		0	0	0	1	4	17	22
PHF		#####	#####	#####	0.25	0.333	0.708	0.69
Movement PHF		#DIV/0!		0.25			0.75	0.69

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Torrey Pines Road

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Torrey Pines Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	0	0	0	133	144	157	0	23	23	120	0	600
11:15 AM	0	0	0	0	136	197	151	0	28	17	115	0	644
11:30 AM	0	0	0	0	112	161	166	0	23	27	105	0	594
11:45 AM	0	0	0	0	141	189	183	0	22	29	140	0	704
12:00 PM	0	0	0	0	170	128	156	0	32	24	143	0	653
12:15 PM	0	0	0	0	184	100	84	0	29	45	220	0	662
12:30 PM	0	0	0	0	118	171	135	0	30	33	169	0	656
12:45 PM	0	0	0	0	151	143	140	0	37	36	155	0	662
Total	0	0	0	0	1,145	1,233	1,172	0	224	234	1,167	0	5,175

PM Intersection Peak Hour : **11:45 PM - 12:45 PM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	613	588	558	0	113	131	672	0	2675
PHF	#####	#####	#####	#####	0.833	0.778	0.762	#####	0.883	0.728	0.764	#####	0.95
Movement PHF	#DIV/0!			0.91			0.82			0.76			0.95

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive @ Torrey Pines Road

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
Total	0	0	0	0	0

PM Intersection Peak Hour : **11:45 PM - 12:45 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

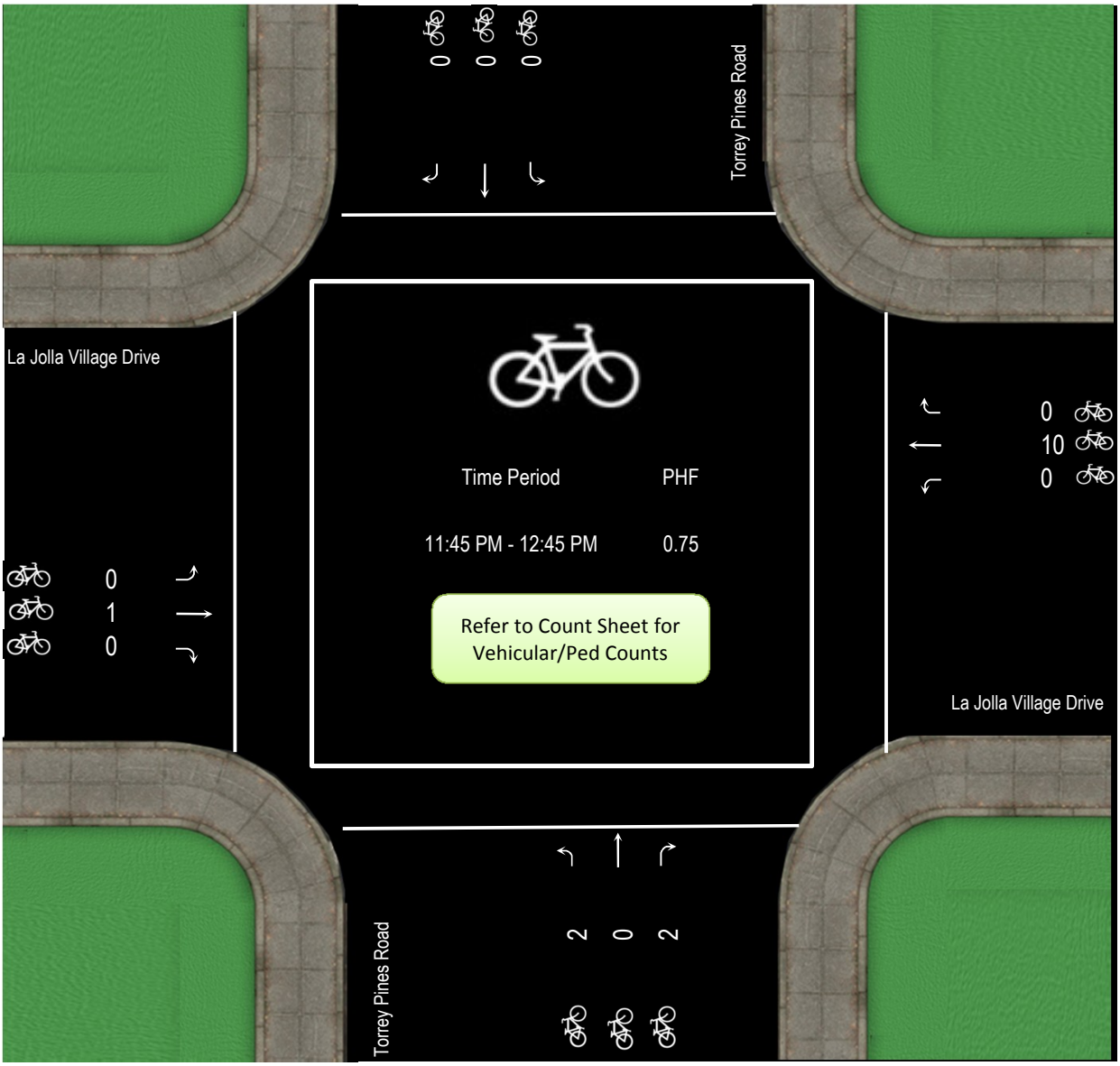
Location: La Jolla Village Drive @ Torrey Pines Road

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Torrey Pines Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	1	0	2	0	0	0	1	0	4
11:30 AM	0	0	0	0	1	0	0	0	0	1	1	0	3
11:45 AM	0	0	0	0	3	0	1	0	0	0	-1	0	3
12:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
12:15 PM	0	0	0	0	4	0	0	0	0	0	0	0	4
12:30 PM	0	0	0	0	1	0	1	0	2	0	1	0	5
12:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	14	0	4	0	2	1	3	0	24

PM Intersection Peak Hour : **11:45 PM - 12:45 PM**

Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	10	0	2	0	2	0	1	0	15
PHF	#####	#####	#####	#####	0.625	#####	0.5	#####	0.25	#####	0.25	#####	0.75
Movement PHF	#DIV/0!			0.63			0.33			0.25			0.75

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ La Jolla Scenic Drive

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

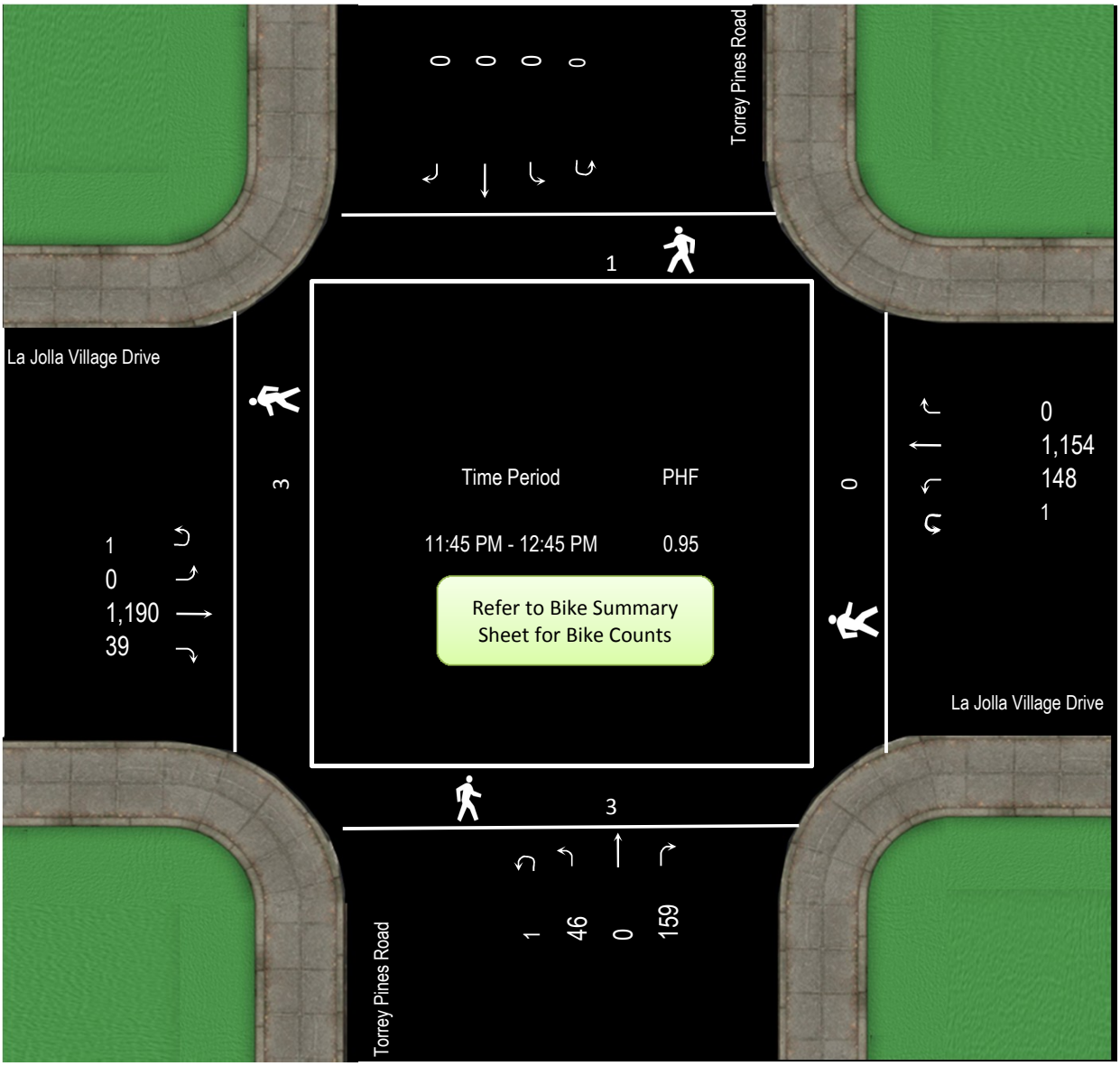
Location: La Jolla Village Drive @ Torrey Pines Road

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Torrey Pines Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	0	0	0	270	44	55	0	7	4	273	0	653
11:15 AM	0	0	0	0	312	28	54	0	21	5	261	0	681
11:30 AM	0	0	0	0	262	48	44	0	11	3	268	0	636
11:45 AM	0	0	0	0	321	33	36	0	8	14	308	0	720
12:00 PM	0	0	0	0	278	43	38	0	20	12	287	0	678
12:15 PM	0	0	0	0	275	45	43	0	9	5	299	0	676
12:30 PM	0	0	0	0	280	27	42	0	9	8	296	0	662
12:45 PM	0	0	0	0	284	29	55	0	10	9	286	0	673
Total	0	0	0	0	2,282	297	367	0	95	60	2,278	0	5,379

PM Intersection Peak Hour : **11:45 PM - 12:45 PM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	1154	148	159	0	46	39	1190	0	2736
PHF	#####	#####	#####	#####	0.899	0.822	0.924	#####	0.575	0.696	0.966	#####	0.95
Movement PHF	#DIV/0!			0.92			0.88			0.95			0.95

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive @ Torrey Pines Road

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	1	1
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	1	1	0	2
12:45 PM	0	0	1	0	1
Total	0	1	2	1	4

PM Intersection Peak Hour : **11:45 PM - 12:45 PM** Intersection PHF : **0.38**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	1	1	3
PHF	#DIV/0!	0.25	0.25	0.25	0.38
Movement PHF	#DIV/0!	0.25	0.25	0.25	0.38

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Torrey Pines Road

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Torrey Pines Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
11:30 AM	0	0	0	0	1	0	1	0	0	0	1	0	3
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
12:15 PM	0	0	0	0	3	0	0	0	1	0	0	0	4
12:30 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
12:45 PM	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	0	0	0	0	9	0	2	0	1	0	7	0	19

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	7	0	1	0	1	0	3	0	12
PHF	#####	#####	#####	#####	0.583	#####	0.25	#####	0.25	#####	0.375	#####	0.75
Movement PHF	#DIV/0!			0.58			0.50			0.38			0.75

Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ La Jolla Scenic Drive

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
7:00 AM		327	23	49	42	2	168	611
7:15 AM		337	27	56	65	3	221	709
7:30 AM		351	33	65	89	3	291	832
7:45 AM		586	50	68	81	6	362	1,153
8:00 AM		475	109	77	107	7	264	1,039
8:15 AM		492	116	106	94	10	308	1,126
8:30 AM		560	53	148	74	6	372	1,213
8:45 AM		510	39	70	74	5	329	1,027
Total		3,638	450	639	626	42	2,315	7,710

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.93**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		2,113	328	399	356	29	1,306	4,531
PHF		0.90	0.71	0.67	0.83	0.73	0.88	0.93
Movement PHF		0.96		0.85			0.88	0.93

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM		369	58	69	20	12	539	1,067
4:15 PM		318	68	43	6	18	515	968
4:30 PM		371	75	59	11	11	525	1,052
4:45 PM		480	88	60	15	8	605	1,256
5:00 PM		422	104	83	16	12	585	1,222
5:15 PM		380	96	56	11	14	525	1,082
5:30 PM		416	100	69	17	16	500	1,118
5:45 PM		464	81	68	11	8	512	1,144
Total		3,220	670	507	107	99	4,306	8,909

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.93**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		1698	388	268	59	50	2215	4678
PHF		0.884	0.933	0.807	0.868	0.781	0.915	0.93
Movement PHF		0.92		0.83			0.92	0.93

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive @ La Jolla Scenic Drive

AM Period (7:00 AM - 9:00 AM)					
		Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM		0	1	0	1
7:15 AM		0	0	0	0
7:30 AM		0	0	0	0
7:45 AM		0	0	0	0
8:00 AM		0	0	0	0
8:15 AM		0	0	0	0
8:30 AM		0	0	0	0
8:45 AM		0	0	0	0
Total		0	1	0	1

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **#DIV/0!**

		East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume		0	0	0	0
PHF		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
		Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM		0	0	0	0
4:15 PM		0	0	0	0
4:30 PM		1	0	0	1
4:45 PM		0	0	0	0
5:00 PM		0	0	0	0
5:15 PM		0	0	0	0
5:30 PM		0	0	0	0
5:45 PM		0	0	0	0
Total		1	0	0	1

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **#DIV/0!**

		East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume		0	0	0	0
PHF		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ La Jolla Scenic Drive

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ La Jolla Scenic Drive

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
7:00 AM		1	0	0	0	0	0	1
7:15 AM		0	0	0	1	0	1	2
7:30 AM		1	0	2	0	0	4	7
7:45 AM		1	0	0	0	0	4	5
8:00 AM		1	0	0	0	0	2	3
8:15 AM		3	0	0	0	0	2	5
8:30 AM		1	0	0	0	0	2	3
8:45 AM		1	0	0	0	0	8	9
Total		9	0	2	1	0	23	35

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.71**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		6	0	2	0	0	12	20
PHF		0.50	#####	0.25	#####	#####	0.75	0.71
Movement PHF		0.50		0.25			0.75	0.71

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM		0	0	0	0	0	4	4
4:15 PM		1	0	0	0	1	0	2
4:30 PM		1	0	0	0	0	2	3
4:45 PM		0	0	0	0	0	2	2
5:00 PM		0	0	0	0	1	5	6
5:15 PM		0	0	0	0	0	4	4
5:30 PM		1	0	0	0	0	3	4
5:45 PM		0	0	0	0	0	4	4
Total		3	0	0	0	2	24	29

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.75**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		1	0	0	0	1	16	18
PHF		0.25	#####	#####	#####	0.25	0.8	0.75
Movement PHF		0.25		#DIV/0!			0.71	0.75

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive EB Ramp @ Gilman Drive

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive EB Ramp @ Gilman Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	15	7	0	0	0	11	171	0	33	0	7	244
7:15 AM	0	20	13	0	0	0	19	157	0	34	0	7	250
7:30 AM	0	15	12	0	0	0	24	154	1	41	0	10	257
7:45 AM	0	29	16	0	0	0	25	257	0	51	0	14	392
8:00 AM	1	25	15	0	0	0	29	244	0	46	0	6	366
8:15 AM	0	41	7	0	0	0	22	234	0	75	0	9	388
8:30 AM	0	28	7	0	0	0	26	200	0	112	3	14	390
8:45 AM	0	37	8	0	0	0	31	191	0	58	0	15	340
Total	1	210	85	0	0	0	187	1,608	1	450	3	82	2,627

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	123	45	0	0	0	102	935	0	284	3	43	1,536
PHF	0.25	0.75	0.70	#####	#####	#####	0.88	0.91	#####	0.63	0.25	0.77	0.98
Movement PHF		0.88			#DIV/0!			0.92			0.64		0.98

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	181	40	0	0	0	7	58	0	152	0	4	442
4:15 PM	0	171	33	0	0	0	10	77	0	188	2	2	483
4:30 PM	0	184	52	0	0	0	14	106	0	181	0	4	541
4:45 PM	0	204	49	0	0	0	17	87	0	168	1	5	531
5:00 PM	0	184	54	0	0	0	10	82	0	179	0	2	511
5:15 PM	0	176	66	0	0	0	9	75	0	170	3	3	502
5:30 PM	0	156	34	0	0	0	19	83	0	163	0	5	460
5:45 PM	4	109	25	0	0	0	8	67	0	185	2	5	405
Total	4	1365	353	0	0	0	94	635	0	1,386	8	30	3,875

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	748	221	0	0	0	50	350	0	698	4	14	2085
PHF	#####	0.917	0.837	#####	#####	#####	0.735	0.825	#####	0.964	0.333	0.7	0.96
Movement PHF		0.96			#DIV/0!			0.83			0.97		0.96

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive EB Ramp @ Gilman Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	1	0	0	0	1
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	1	0	1
5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0
Total	1	0	2	0	3

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	0	0	0	1
PHF	#DIV/0!	#DIV/0!	0.25	#DIV/0!	0.25
Movement PHF	#DIV/0!	#DIV/0!	0.25	#DIV/0!	0.25

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive EB Ramp @ Gilman Drive

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive EB Ramp @ Gilman Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	1	0	0	0	0	0	5	0	0	0	0	6
7:15 AM	0	0	0	0	0	0	0	8	0	0	0	0	8
7:30 AM	0	1	0	0	0	0	0	16	0	3	0	0	20
7:45 AM	0	0	0	0	0	0	0	8	0	0	0	0	8
8:00 AM	0	0	0	0	0	0	0	10	0	0	0	0	10
8:15 AM	0	1	0	0	0	0	0	17	0	0	0	0	18
8:30 AM	0	1	0	0	0	0	0	12	0	0	0	0	13
8:45 AM	0	0	1	0	0	0	0	18	0	1	0	0	20
Total	0	4	1	0	0	0	0	94	0	4	0	0	103

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.76**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	1	0	0	0	0	57	0	1	0	0	61
PHF	#####	0.50	0.25	#####	#####	#####	#####	0.79	#####	0.25	#####	#####	0.76
Movement PHF		0.75			#DIV/0!			0.79			0.25		0.76

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	5	0	0	0	0	0	4	0	5	1	0	15
4:15 PM	0	5	0	0	0	0	0	2	0	2	0	0	9
4:30 PM	0	7	0	0	0	0	0	5	0	1	0	0	13
4:45 PM	0	7	0	0	0	0	0	3	0	1	0	0	11
5:00 PM	0	6	0	0	0	0	0	3	0	2	0	0	11
5:15 PM	0	4	0	0	0	0	0	2	0	2	0	0	8
5:30 PM	0	19	0	0	0	0	0	2	0	2	0	0	23
5:45 PM	0	15	0	0	0	0	0	1	0	3	0	0	19
Total	0	68	0	0	0	0	0	22	0	18	1	0	109

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.66**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	44	0	0	0	0	0	8	0	9	0	0	61
PHF	#####	0.579	#####	#####	#####	#####	#####	0.667	#####	0.75	#####	#####	0.66
Movement PHF		0.58			#DIV/0!			0.67			0.75		0.66

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive EB Ramp @ Gilman Drive

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive EB Ramp @ Gilman Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	28	16	0	0	0	7	57	0	59	2	5	174
11:15 AM	0	27	16	0	0	0	17	74	0	40	2	4	180
11:30 AM	0	24	20	0	0	0	6	68	0	51	0	6	175
11:45 AM	0	34	24	0	0	0	7	76	0	61	1	6	209
12:00 PM	0	40	18	0	0	0	15	82	0	51	0	5	211
12:15 PM	0	37	26	0	0	0	11	81	0	53	2	4	214
12:30 PM	0	46	22	0	0	0	7	80	0	61	1	3	220
12:45 PM	0	34	21	0	0	0	7	69	0	49	0	4	184
Total	0	270	163	0	0	0	77	587	0	425	8	37	1,567

PM Intersection Peak Hour : **11:45 PM - 12:45 PM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	157	90	0	0	0	40	319	0	226	4	18	854
PHF	#####	0.853	0.865	#####	#####	#####	0.667	0.973	#####	0.926	0.5	0.75	0.97
Movement PHF		0.91			#DIV/0!			0.93			0.91		0.97

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive EB Ramp @ Gilman Drive

					Midday Period (11:00 AM - 1:00 PM)
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	0	0
11:15 AM	0	0	2	0	2
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	1	0	1
12:30 PM	0	0	1	0	1
12:45 PM	0	0	0	0	0
Total	0	0	4	0	4

PM Intersection Peak Hour : **11:45 PM - 12:45 PM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	2	0	2
PHF	#DIV/0!	#DIV/0!	0.5	#DIV/0!	0.50
Movement PHF	#DIV/0!	#DIV/0!	0.50	#DIV/0!	0.50

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive EB Ramp @ Gilman Drive

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive EB Ramp @ Gilman Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	5	0	1	0	0	6
11:30 AM	0	1	0	0	0	0	0	3	0	4	0	0	8
11:45 AM	0	0	0	0	0	0	0	5	0	0	0	0	5
12:00 PM	0	3	0	0	0	0	0	5	0	1	0	1	10
12:15 PM	0	3	0	0	0	0	0	6	0	0	0	0	9
12:30 PM	0	2	0	0	0	0	0	3	0	1	0	0	6
12:45 PM	0	3	0	0	0	0	0	3	0	2	0	1	9
Total	0	13	0	0	0	0	0	31	0	9	0	2	55

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.85**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	11	0	0	0	0	0	17	0	4	0	2	34
PHF	#####	0.917	#####	#####	#####	#####	#####	0.708	#####	0.5	#####	0.5	0.85
Movement PHF		0.92			#DIV/0!			0.71			0.50		0.85

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive WB Ramp @ Gilman Drive

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive WB Ramp @ Gilman Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	1	14	0	39	0	6	0	80	96	0	0	0	236
7:15 AM	5	21	0	36	0	11	0	96	67	0	0	0	236
7:30 AM	6	24	0	48	0	2	0	92	71	0	0	0	243
7:45 AM	6	35	0	55	0	10	0	178	93	0	0	0	377
8:00 AM	5	35	0	41	0	5	0	125	124	0	0	0	335
8:15 AM	3	27	0	46	0	21	0	122	121	0	0	0	340
8:30 AM	3	22	0	51	0	13	0	139	75	0	0	0	303
8:45 AM	2	40	0	52	0	2	0	137	66	0	0	0	299
Total	31	218	0	368	0	70	0	969	713	0	0	0	2,369

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	17	119	0	193	0	49	0	564	413	0	0	0	1,355
PHF	0.71	0.85	#####	0.88	#####	0.58	#####	0.79	0.83	#####	#####	#####	0.90
Movement PHF		0.83			0.90			0.90			#DIV/0!		0.90

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	10	215	0	22	0	7	0	34	29	0	0	0	317
4:15 PM	10	191	0	14	1	13	0	56	23	0	0	0	308
4:30 PM	5	215	0	20	0	20	0	55	54	0	0	0	369
4:45 PM	7	229	0	28	0	24	0	47	45	0	0	0	380
5:00 PM	12	221	0	28	0	17	0	41	43	0	0	0	362
5:15 PM	7	224	0	19	0	17	0	36	41	0	0	0	344
5:30 PM	9	165	0	20	0	23	0	42	44	0	0	0	303
5:45 PM	11	117	0	23	0	20	0	30	41	0	0	0	242
Total	71	1577	0	174	1	141	0	341	320	0	0	0	2,625

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	31	889	0	95	0	78	0	179	183	0	0	0	1455
PHF	0.65	0.971	#####	0.848	#####	0.813	#####	0.814	0.847	#####	#####	#####	0.96
Movement PHF		0.97			0.83			0.83			#DIV/0!		0.96

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive WB Ramp @ Gilman Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	2	0	2
7:15 AM	0	0	1	0	1
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	0	0	3	0	3
Total	1	0	8	0	9

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	2	0	2
PHF	0.25	#DIV/0!	0.25	#DIV/0!	0.50
Movement PHF	0.25	#DIV/0!	0.25	#DIV/0!	0.50

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1
5:30 PM	0	0	2	0	2
5:45 PM	0	0	1	0	1
Total	0	0	5	0	5

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	2	0	2
PHF	#DIV/0!	#DIV/0!	0.5	#DIV/0!	0.50
Movement PHF	#DIV/0!	#DIV/0!	0.50	#DIV/0!	0.50

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

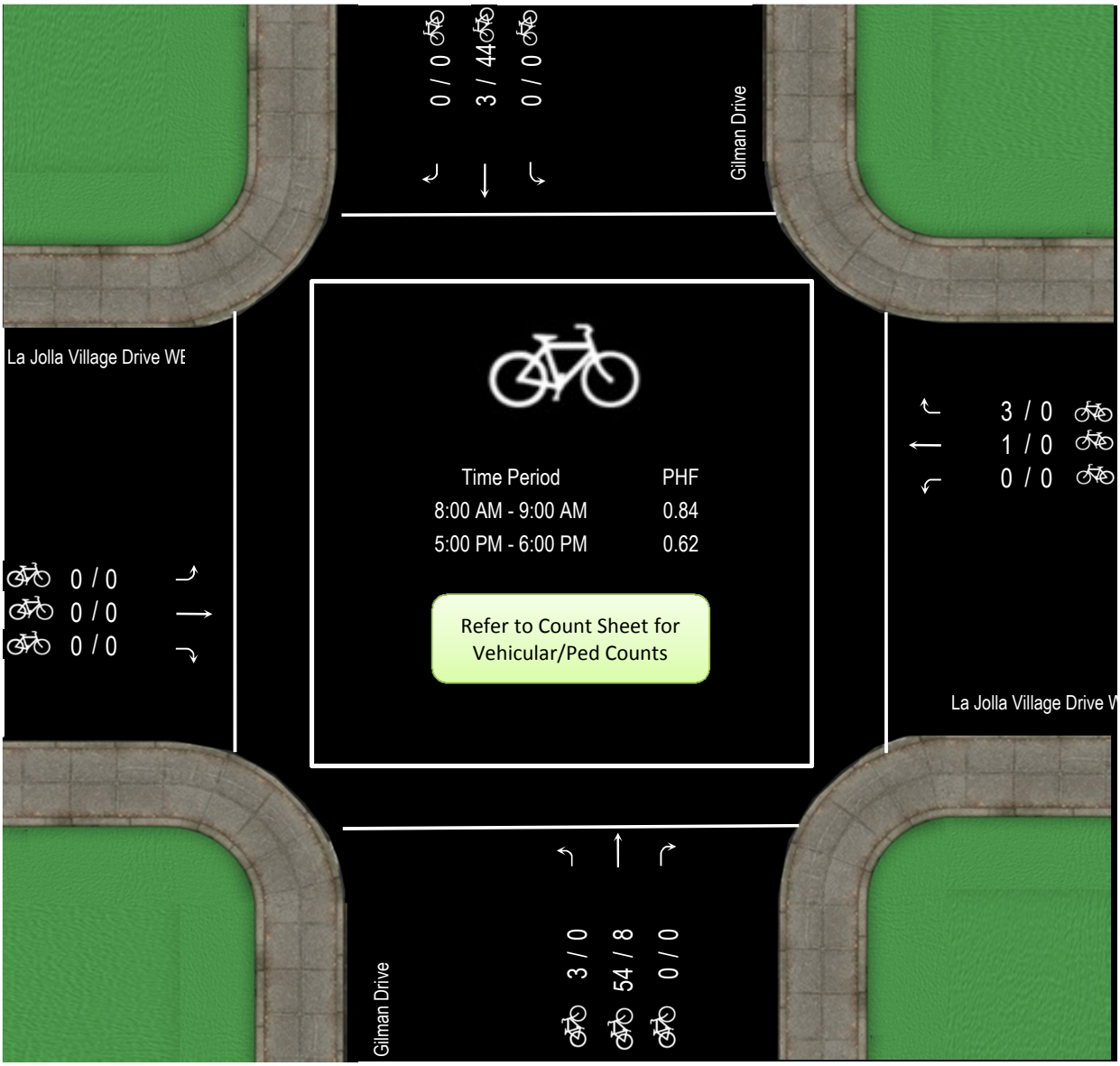
Location: La Jolla Village Drive WB Ramp @ Gilman Drive

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive WB Ramp @ Gilman Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	1	0	2	0	0	0	4	1	0	0	0	8
7:15 AM	0	0	0	0	0	0	0	8	0	0	0	0	8
7:30 AM	0	1	0	0	0	0	0	15	1	0	0	1	18
7:45 AM	0	0	0	0	0	0	0	8	0	0	0	0	8
8:00 AM	0	0	0	2	0	0	0	9	1	0	0	0	12
8:15 AM	0	1	0	1	0	0	0	16	1	0	0	0	19
8:30 AM	0	1	0	0	1	0	0	12	0	0	0	0	14
8:45 AM	0	1	0	0	0	0	0	17	1	0	0	0	19
Total	0	5	0	5	1	0	0	89	5	0	0	1	106

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.84**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	3	0	3	1	0	0	54	3	0	0	0	64
PHF	#####	0.75	#####	0.38	0.25	#####	#####	0.79	0.75	#####	#####	#####	0.84
Movement PHF		0.75			0.50			0.79			#DIV/0!		0.84

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	5	0	0	0	0	0	4	0	0	0	0	9
4:15 PM	0	5	0	0	1	0	0	2	0	0	0	0	8
4:30 PM	0	7	0	0	0	0	0	4	1	0	0	0	12
4:45 PM	0	7	0	0	0	0	0	3	0	0	0	0	10
5:00 PM	0	6	0	0	0	0	0	3	0	0	0	0	9
5:15 PM	0	4	0	0	0	0	0	2	0	0	0	0	6
5:30 PM	0	19	0	0	0	0	0	2	0	0	0	0	21
5:45 PM	0	15	0	0	0	0	0	1	0	0	0	0	16
Total	0	68	0	0	1	0	0	21	1	0	0	0	91

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.62**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	44	0	0	0	0	0	8	0	0	0	0	52
PHF	#####	0.579	#####	#####	#####	#####	#####	0.667	#####	#####	#####	#####	0.62
Movement PHF		0.58			#DIV/0!			0.67			#DIV/0!		0.62

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive WB Ramp @ Gilman Drive

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive WB Ramp @ Gilman Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	9	37	0	23	0	6	0	37	24	0	0	0	136
11:15 AM	5	37	0	13	1	6	0	49	29	0	0	0	140
11:30 AM	7	35	0	23	1	9	0	45	29	0	0	0	149
11:45 AM	6	50	0	27	0	7	0	50	31	0	0	0	171
12:00 PM	6	51	0	30	0	7	0	42	45	0	0	0	181
12:15 PM	9	60	0	25	0	3	0	42	43	0	0	0	182
12:30 PM	2	65	0	24	0	1	0	45	36	0	0	0	173
12:45 PM	8	44	0	30	0	10	0	30	42	0	0	0	164
Total	52	379	0	195	2	49	0	340	279	0	0	0	1,296

PM Intersection Peak Hour : **11:45 PM - 12:45 PM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	23	226	0	106	0	18	0	179	155	0	0	0	707
PHF	0.64	0.869	#####	0.883	#####	0.643	#####	0.895	0.861	#####	#####	#####	0.97
Movement PHF		0.90			0.84			0.96			#DIV/0!		0.97

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive WB Ramp @ Gilman Drive

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	1	0	1	0	2
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	1	0	1
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	2	0	2
12:45 PM	0	0	1	0	1
Total	1	0	5	0	6

PM Intersection Peak Hour : **11:45 PM - 12:45 PM** Intersection PHF : **0.38**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	0	2	0	3
PHF	#DIV/0!	#DIV/0!	0.375	#DIV/0!	0.38
Movement PHF	#DIV/0!	#DIV/0!	0.38	#DIV/0!	0.38

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive WB Ramp @ Gilman Drive

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive WB Ramp @ Gilman Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
11:15 AM	0	0	0	0	0	0	0	5	0	0	0	0	5
11:30 AM	0	1	0	0	0	0	0	3	0	0	0	0	4
11:45 AM	0	0	0	1	0	0	0	5	0	0	0	0	6
12:00 PM	0	3	0	0	0	0	0	6	1	0	0	0	10
12:15 PM	0	3	0	1	0	0	0	5	1	0	0	0	10
12:30 PM	0	2	0	1	0	0	0	3	0	0	0	0	6
12:45 PM	0	3	0	0	0	0	0	4	0	0	0	0	7
Total	0	13	0	3	0	0	0	32	2	0	0	0	50

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.83**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	11	0	2	0	0	0	18	2	0	0	0	33
PHF	#####	0.917	#####	0.5	#####	#####	#####	0.75	0.5	#####	#####	#####	0.83
Movement PHF		0.92			0.50			0.71			#DIV/0!		0.83

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

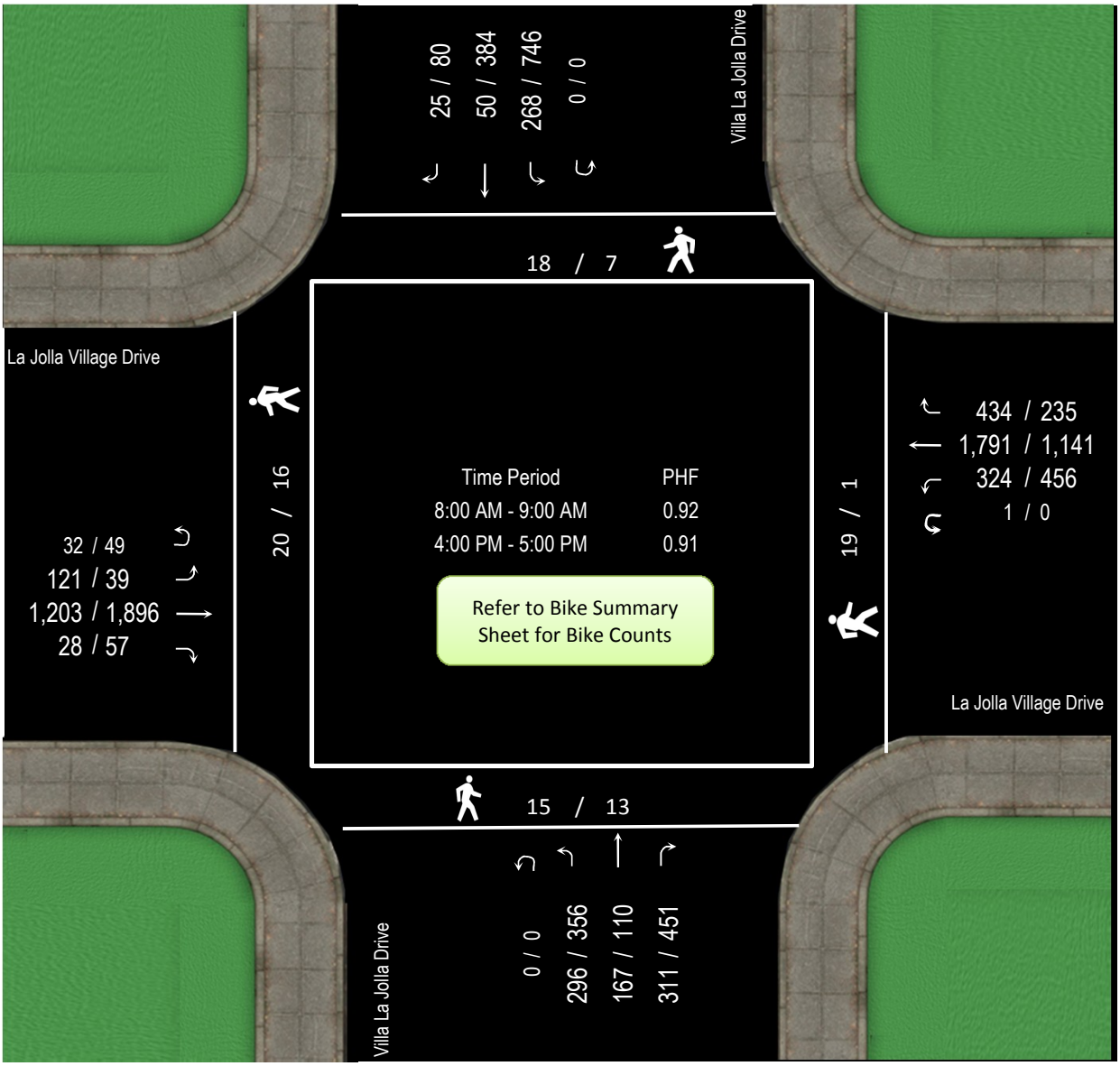
Location: La Jolla Village Drive @ Villa La Jolla Drive

Date of Count: *Wednesday, May 06, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Villa La Jolla Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	6	3	44	131	299	48	14	50	35	5	184	17	836
7:15 AM	0	3	29	88	351	44	36	43	27	11	275	27	934
7:30 AM	3	5	32	53	422	40	30	43	31	8	352	28	1,047
7:45 AM	2	13	48	87	466	63	42	47	53	7	350	29	1,207
8:00 AM	1	26	64	95	380	78	52	50	69	6	351	33	1,205
8:15 AM	4	3	57	91	463	60	60	36	49	3	319	21	1,166
8:30 AM	7	9	63	128	464	108	126	47	81	14	282	32	1,361
8:45 AM	13	12	84	120	484	78	73	34	97	5	251	35	1,286
Total	36	74	421	793	3,329	519	433	350	442	59	2,364	222	9,042

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	25	50	268	434	1,791	324	311	167	296	28	1,203	121	5,018
PHF	0.48	0.48	0.80	0.85	0.93	0.75	0.62	0.84	0.76	0.50	0.86	0.86	0.92
Movement PHF		0.79			0.91			0.76			0.87		0.92

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	23	83	166	56	259	103	140	24	116	20	635	8	1,633
4:15 PM	17	109	242	43	270	135	88	17	66	20	385	10	1,402
4:30 PM	19	93	170	60	267	102	109	33	82	5	468	7	1,415
4:45 PM	21	99	168	76	345	116	114	36	92	12	408	14	1,501
5:00 PM	35	110	177	25	292	114	110	38	118	12	490	3	1,524
5:15 PM	29	103	172	37	273	130	83	22	73	9	425	23	1,379
5:30 PM	37	73	167	48	260	115	109	31	109	7	466	10	1,432
5:45 PM	16	46	104	55	294	145	87	32	69	10	451	7	1,316
Total	197	716	1366	400	2,260	960	840	233	725	95	3,728	82	11,602

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	80	384	746	235	1141	456	451	110	356	57	1896	39	5951
PHF	0.87	0.881	0.771	0.773	0.827	0.844	0.805	0.764	0.767	0.713	0.746	0.696	0.91
Movement PHF		0.82			0.85			0.82			0.75		0.91

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive @ Villa La Jolla Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	10	0	2	12
7:15 AM	0	0	0	6	6
7:30 AM	0	0	1	8	9
7:45 AM	0	1	0	6	7
8:00 AM	0	0	0	5	5
8:15 AM	0	0	0	2	2
8:30 AM	0	1	0	11	12
8:45 AM	0	0	0	14	14
Total	0	12	1	54	67

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.59**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	0	32	33
PHF	#DIV/0!	0.25	#DIV/0!	0.57	0.59
Movement PHF	#DIV/0!	0.25	#DIV/0!	0.57	0.59

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	7	7
4:15 PM	0	0	0	21	21
4:30 PM	0	0	0	13	13
4:45 PM	0	0	0	8	8
5:00 PM	0	0	0	17	17
5:15 PM	0	0	0	19	19
5:30 PM	0	0	0	11	11
5:45 PM	0	0	0	15	15
Total	0	0	0	111	111

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.58**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	49	49
PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.583333333	0.58
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.58	0.58

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

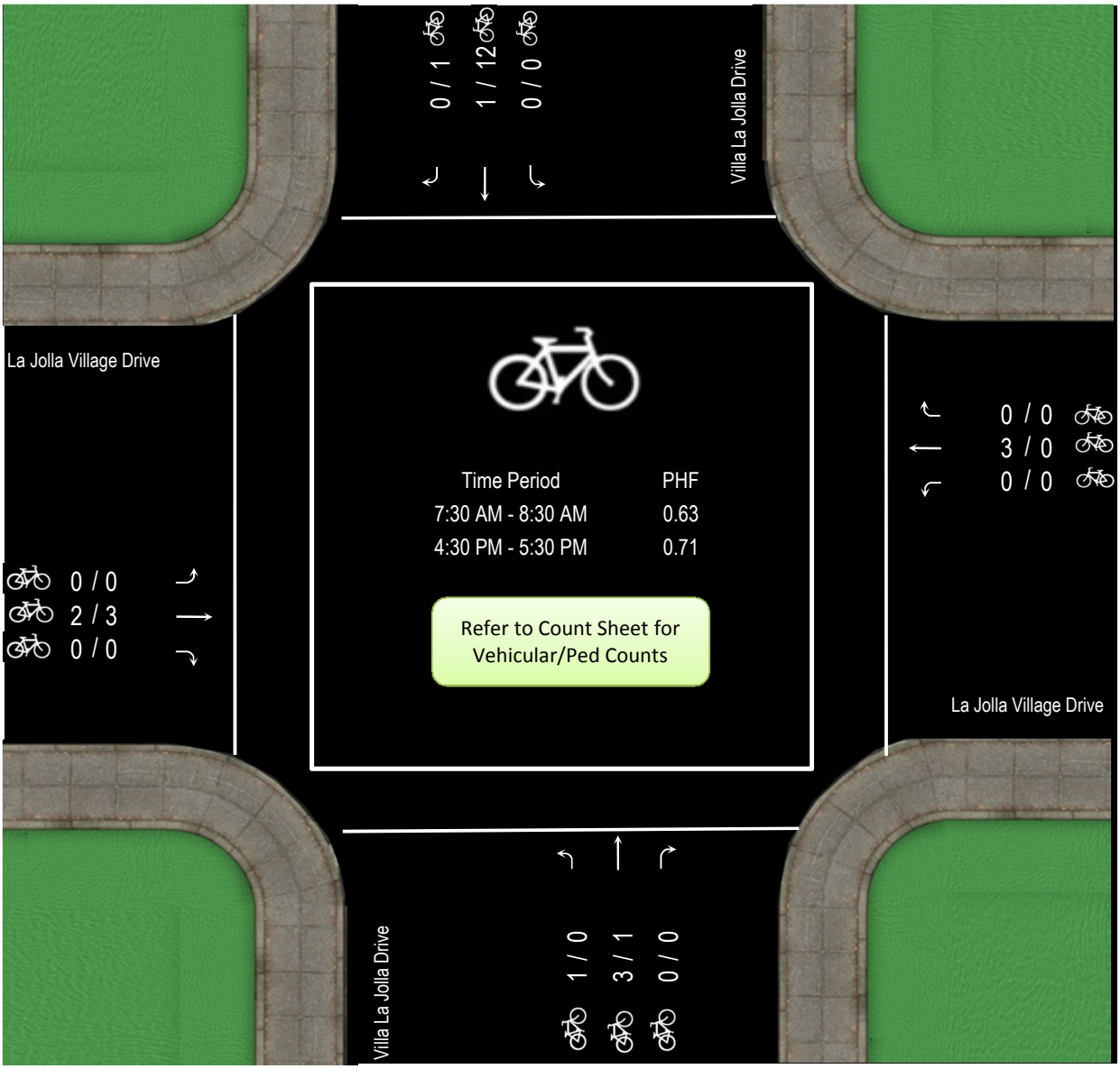
Location: La Jolla Village Drive @ Villa La Jolla Drive

Date of Count: *Wednesday, May 06, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Villa La Jolla Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
7:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
7:30 AM	0	0	0	0	1	0	0	1	1	0	1	0	4
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	1	0	0	1	0	0	1	0	4
8:30 AM	0	1	0	0	0	0	0	0	1	0	0	0	2
8:45 AM	0	1	0	1	0	0	0	0	1	0	0	0	3
Total	0	3	0	1	5	0	0	5	3	0	2	0	19

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.63**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	0	0	3	0	0	3	1	0	2	0	10
PHF	#####	0.25	#####	#####	0.75	#####	#####	0.75	0.25	#####	0.50	#####	0.63
Movement PHF		0.25			0.75			0.50			0.50		0.63

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
4:15 PM	0	2	0	0	0	0	1	0	0	0	-1	0	2
4:30 PM	0	2	0	0	0	0	0	0	0	0	1	0	3
4:45 PM	0	3	0	0	0	0	0	1	0	0	1	0	5
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	1	4	0	0	0	0	0	0	0	0	1	0	6
5:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	2	0	0	0	0	0	2	0	0	0	0	4
Total	1	21	0	0	0	0	1	5	0	0	2	0	30

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.71**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	12	0	0	0	0	0	1	0	0	3	0	17
PHF	0.25	0.75	#####	#####	#####	#####	#####	0.25	#####	#####	0.75	#####	0.71
Movement PHF		0.65			#DIV/0!			0.25			0.75		0.71

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

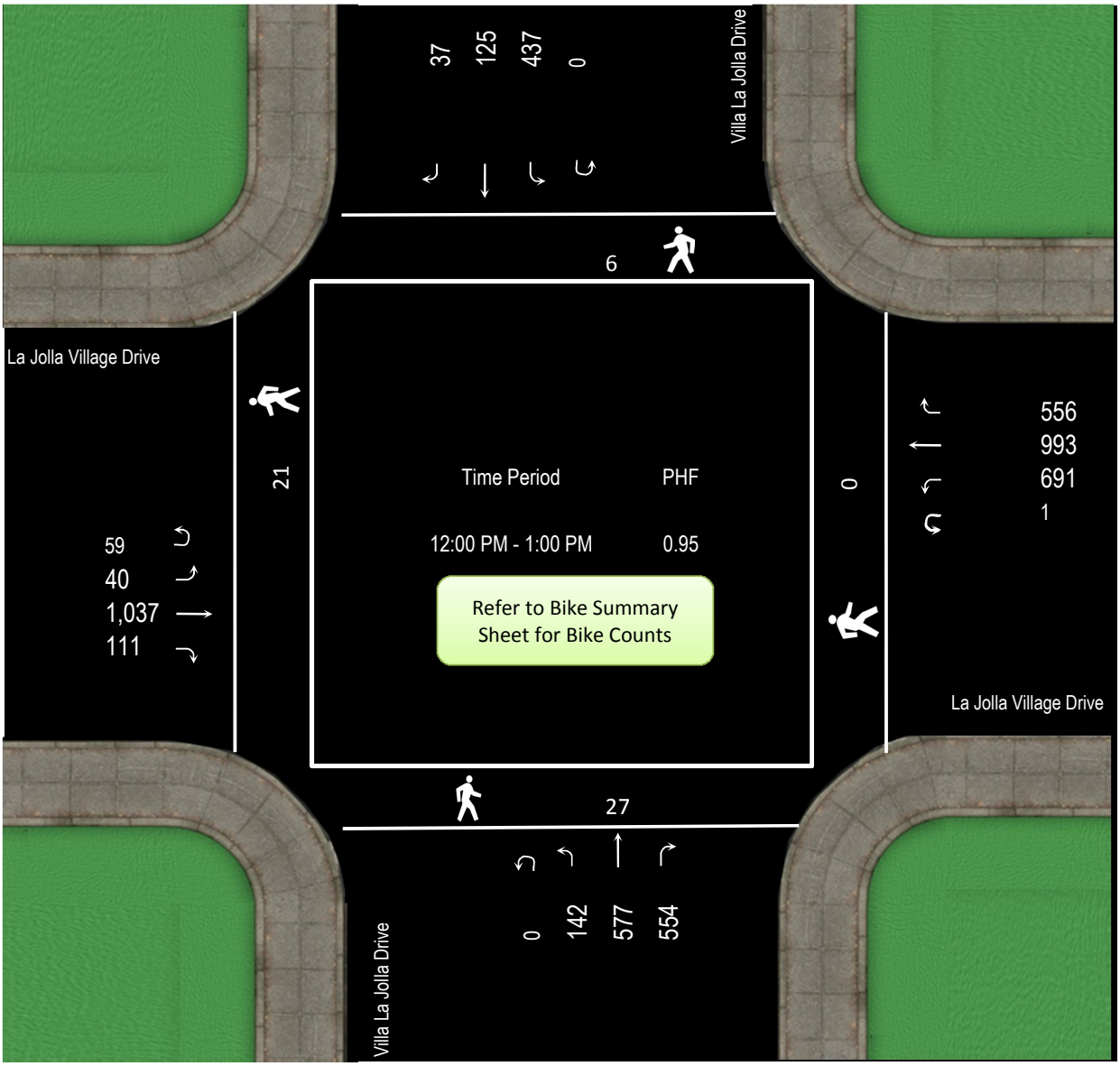
Location: La Jolla Village Drive @ Villa La Jolla Drive

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Villa La Jolla Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	21	44	170	94	200	94	114	57	36	12	220	12	1,074
11:15 AM	10	31	125	70	249	147	133	59	32	38	215	9	1,118
11:30 AM	4	28	126	71	235	161	142	74	26	21	199	11	1,098
11:45 AM	8	32	187	102	329	173	122	72	36	19	219	10	1,309
12:00 PM	7	38	91	135	262	191	209	114	35	37	257	14	1,390
12:15 PM	13	40	117	159	248	163	141	159	47	36	204	9	1,336
12:30 PM	4	28	113	112	221	158	97	148	33	21	289	9	1,233
12:45 PM	13	19	116	150	262	179	107	156	27	17	287	8	1,341
Total	80	260	1045	893	2,006	1,266	1,065	839	272	201	1,890	82	9,899

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	37	125	437	556	993	691	554	577	142	111	1037	40	5300
PHF	0.71	0.781	0.934	0.874	0.948	0.904	0.663	0.907	0.755	0.75	0.897	0.714	0.95
Movement PHF		0.88			0.95			0.89			0.93		0.95

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive @ Villa La Jolla Drive

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	12	12
11:15 AM	0	0	0	17	17
11:30 AM	0	0	0	11	11
11:45 AM	0	0	0	29	29
12:00 PM	0	0	0	24	24
12:15 PM	0	0	0	16	16
12:30 PM	0	1	0	6	7
12:45 PM	0	0	0	13	13
Total	0	1	0	128	129

PM Intersection Peak Hour : **12:00 PM - 1:00 PM** Intersection PHF : **0.63**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	0	59	60
PHF	#DIV/0!	0.25	#DIV/0!	0.614583333	0.63
Movement PHF	#DIV/0!	0.25	#DIV/0!	0.61	0.63

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

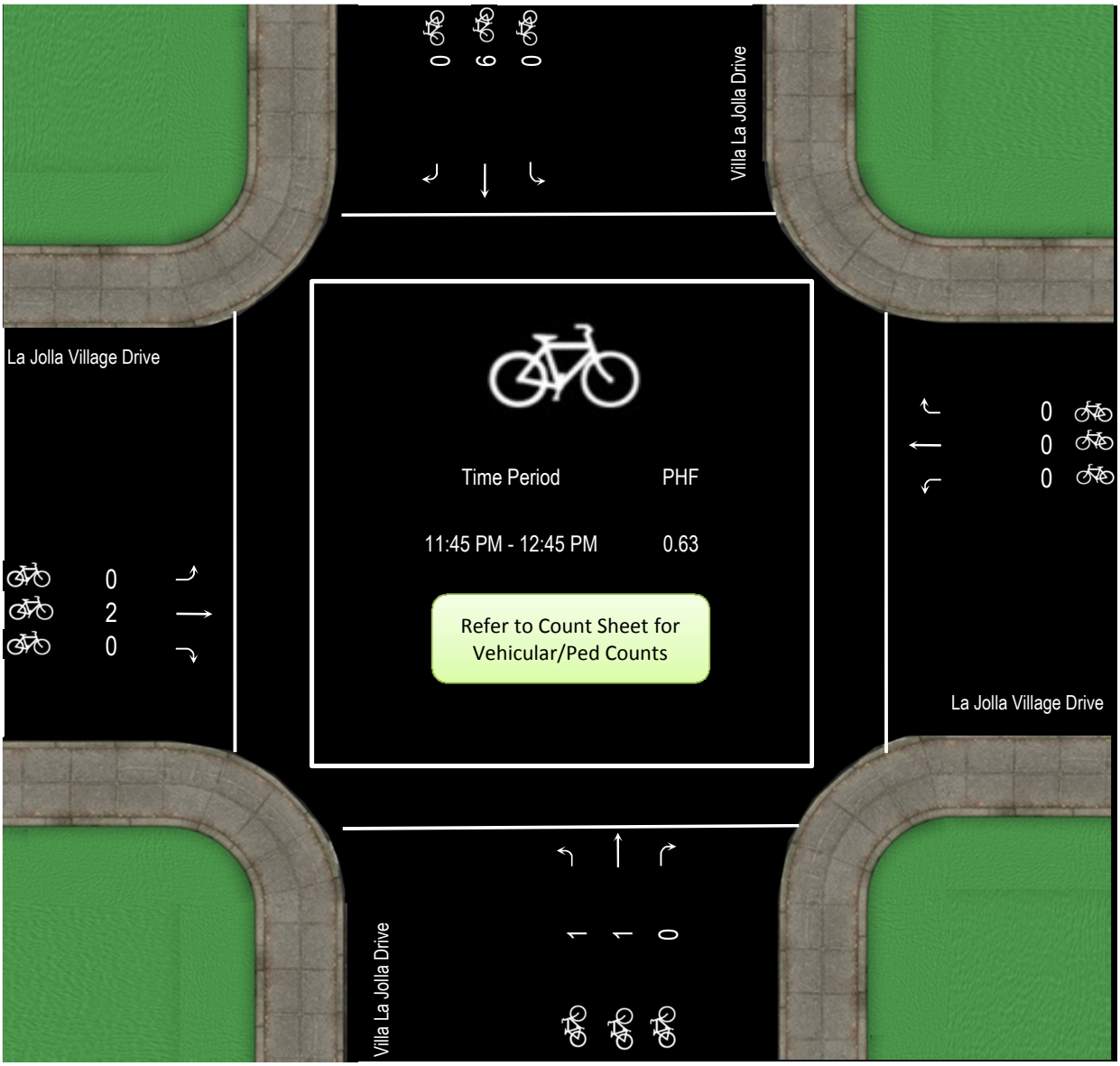
Location: La Jolla Village Drive @ Villa La Jolla Drive

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Villa La Jolla Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
11:45 AM	0	2	0	0	0	0	0	0	1	0	0	0	3
12:00 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	3	0	0	0	0	0	0	0	0	1	0	4
12:45 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
Total	0	9	0	0	0	0	0	2	1	0	3	0	15

PM Intersection Peak Hour : **11:45 PM - 12:45 PM**

Intersection PHF : **0.63**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	6	0	0	0	0	0	1	1	0	2	0	10
PHF	#####	0.5	#####	#####	#####	#####	#####	0.25	0.25	#####	0.5	#####	0.63
Movement PHF		0.50			#DIV/0!			0.50			0.50		0.63

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ I-5 SB Ramps

Date of Count: *Wednesday, May 06, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	285	0	120	90	203	0	0	0	0	46	206	0	950
7:15 AM	273	1	178	101	210	0	0	0	0	42	298	0	1,103
7:30 AM	248	0	148	75	267	0	0	0	0	40	374	0	1,152
7:45 AM	310	0	96	172	307	0	0	0	0	52	389	0	1,326
8:00 AM	254	0	89	117	299	0	0	0	0	65	402	0	1,226
8:15 AM	316	0	146	105	298	0	0	0	0	54	382	0	1,301
8:30 AM	341	0	144	22	360	0	0	0	0	47	425	0	1,339
8:45 AM	355	0	180	70	327	0	0	0	0	55	353	0	1,340
Total	2,382	1	1,101	752	2,271	0	0	0	0	401	2,829	0	9,737

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1,266	0	559	314	1,284	0	0	0	0	221	1,562	0	5,206
PHF	0.89	#####	0.78	0.67	0.89	#####	#####	#####	#####	0.85	0.92	#####	0.97
Movement PHF		0.85			0.96			#DIV/0!			0.94		0.97

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	180	0	118	234	238	0	0	0	0	350	591	0	1,711
4:15 PM	153	0	54	289	295	0	0	0	0	219	496	0	1,506
4:30 PM	142	0	177	297	287	0	0	0	0	224	523	0	1,650
4:45 PM	176	0	202	180	361	0	0	0	0	191	499	0	1,609
5:00 PM	129	0	130	279	302	0	0	0	0	213	564	0	1,617
5:15 PM	162	0	155	339	278	0	0	0	0	192	488	0	1,614
5:30 PM	174	0	79	306	249	0	0	0	0	231	511	0	1,550
5:45 PM	225	0	146	230	269	0	0	0	0	187	455	0	1,512
Total	1341	0	1061	2,154	2,279	0	0	0	0	1,807	4,127	0	12,769

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	609	0	664	1095	1228	0	0	0	0	820	2074	0	6490
PHF	0.87	#####	0.822	0.808	0.85	#####	#####	#####	#####	0.915	0.919	#####	0.98
Movement PHF		0.84			0.94			#DIV/0!			0.93		0.98

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

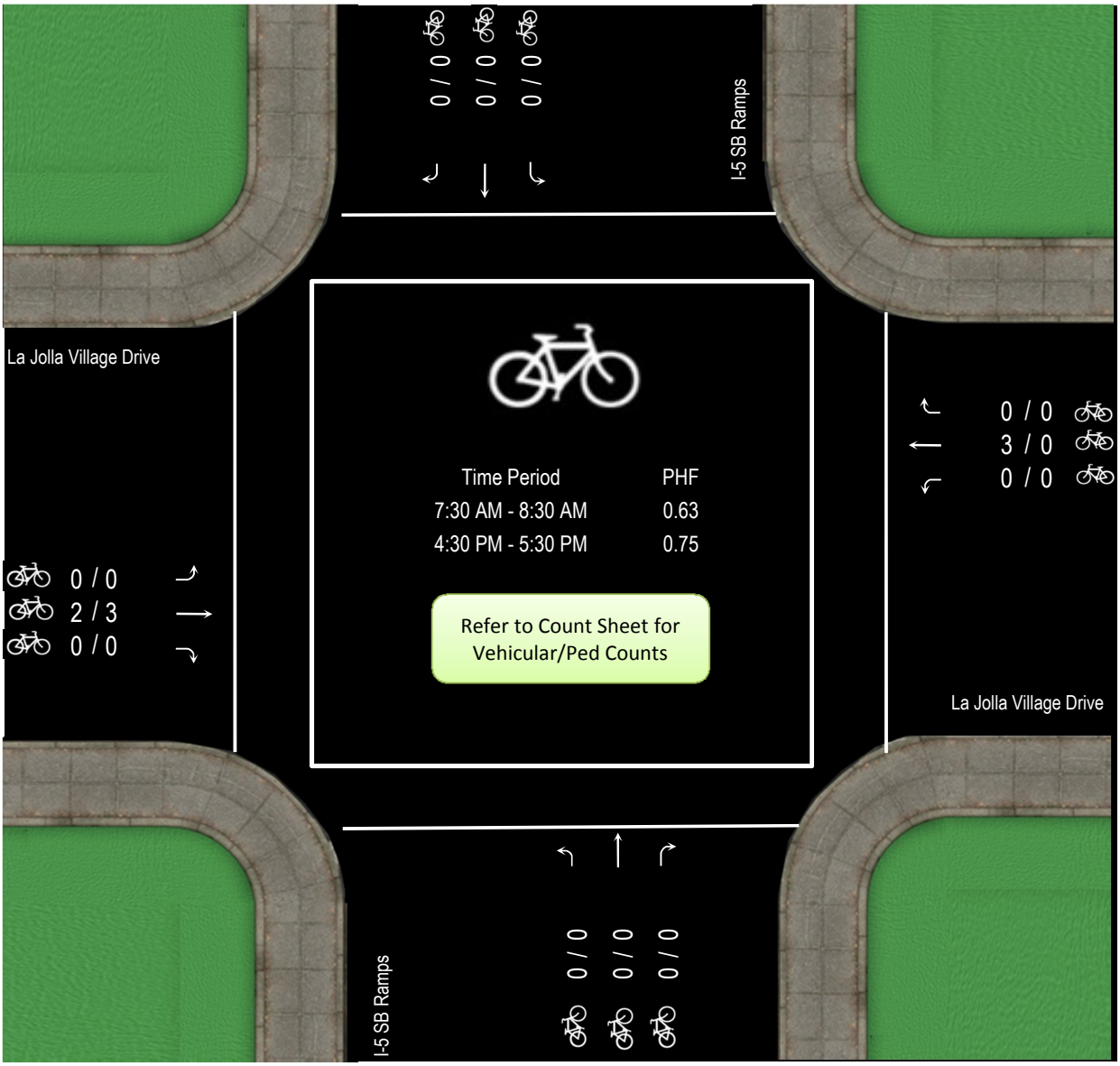
Location: La Jolla Village Drive @ I-5 SB Ramps

Date of Count: *Wednesday, May 06, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
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	0	0	0	0	5	0	0	0	0	0	2	0	7

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.63**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	3	0	0	0	0	0	2	0	5
PHF	#####	#####	#####	#####	0.75	#####	#####	#####	#####	#####	0.50	#####	0.63
Movement PHF	#DIV/0!			0.75			#DIV/0!			0.50			0.63

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	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	1	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	0	0	0	0	0	0	0	0	0	0	3	0	3

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	0	0	0	0	0	0	3	0	3
PHF	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	0.75	#####	0.75
Movement PHF	#DIV/0!			#DIV/0!			#DIV/0!			0.75			0.75

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ I-5 SB Ramps

Date of Count: *Wednesday, May 06, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ I-5 SB Ramps

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	68	0	203	27	320	0	0	0	0	237	267	0	1,122
11:15 AM	237	0	98	84	229	0	0	0	0	164	309	0	1,121
11:30 AM	180	1	173	98	287	0	0	0	0	183	284	0	1,206
11:45 AM	353	0	133	166	251	0	0	0	0	164	364	0	1,431
12:00 PM	270	0	78	175	318	0	0	0	0	155	402	0	1,398
12:15 PM	264	0	231	13	306	0	0	0	0	183	279	0	1,276
12:30 PM	231	0	174	92	261	0	0	0	0	188	312	0	1,258
12:45 PM	308	0	187	114	283	0	0	0	0	190	320	0	1,402
Total	1911	1	1277	769	2,255	0	0	0	0	1,464	2,537	0	10,214

PM Intersection Peak Hour : **11:45 PM - 12:45 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1118	0	616	446	1136	0	0	0	0	690	1357	0	5363
PHF	0.79	#####	0.667	0.637	0.893	#####	#####	#####	#####	0.918	0.844	#####	0.94
Movement PHF		0.88			0.80			#DIV/0!			0.92		0.94

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive @ I-5 SB Ramps

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
Total	0	0	0	0	0

PM Intersection Peak Hour : **11:45 PM - 12:45 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ I-5 SB Ramps

Date of Count: *Wednesday, May 06, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ I-5 SB Ramps

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	3	0	3

PM Intersection Peak Hour : **11:15 AM - 12:15 PM**

Intersection PHF : **0.50**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	0	0	0	0	0	0	2	0	2
PHF	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	0.5	#####	0.50
Movement PHF	#DIV/0!			#DIV/0!			#DIV/0!			0.50			0.50

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ I-5 NB Ramp

Date of Count: *Wednesday, May 06, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ I-5 NB Ramp

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	64	150	0	222	0	143	117	209	0	905
7:15 AM	0	0	0	79	193	0	210	0	118	170	306	0	1,076
7:30 AM	0	0	0	103	242	0	176	0	100	198	324	0	1,143
7:45 AM	0	0	0	113	357	0	200	0	122	173	312	0	1,277
8:00 AM	0	0	0	118	306	0	216	0	110	198	293	0	1,241
8:15 AM	0	0	0	124	298	0	185	0	105	234	294	0	1,240
8:30 AM	0	0	0	133	260	0	179	0	122	239	330	0	1,263
8:45 AM	0	0	0	126	276	0	209	0	121	198	335	0	1,265
Total	0	0	0	860	2,082	0	1,597	0	941	1,527	2,403	0	9,410

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	488	1,221	0	780	0	459	844	1,229	0	5,021
PHF	#####	#####	#####	0.92	0.86	#####	0.90	#####	0.94	0.88	0.93	#####	0.98
Movement PHF	#DIV/0!			0.91			0.95			0.91			0.98

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	183	401	0	46	0	71	373	336	0	1,410
4:15 PM	0	0	0	152	512	0	55	0	72	257	293	0	1,341
4:30 PM	0	0	0	122	523	0	62	0	61	357	343	0	1,468
4:45 PM	0	0	0	127	445	0	53	0	96	320	381	0	1,422
5:00 PM	0	0	0	152	512	0	69	0	69	311	383	0	1,496
5:15 PM	0	0	0	143	554	0	74	0	63	260	383	0	1,477
5:30 PM	0	0	0	133	489	0	93	0	66	260	330	0	1,371
5:45 PM	0	0	0	114	437	0	59	0	62	237	364	0	1,273
Total	0	0	0	1,126	3,873	0	511	0	560	2,375	2,813	0	11,258

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	544	2034	0	258	0	289	1248	1490	0	5863
PHF	#####	#####	#####	0.895	0.918	#####	0.872	#####	0.753	0.874	0.973	#####	0.98
Movement PHF	#DIV/0!			0.92			0.92			0.98			0.98

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive @ I-5 NB Ramp

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	1	0	0	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	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	0	1	0	0	1

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

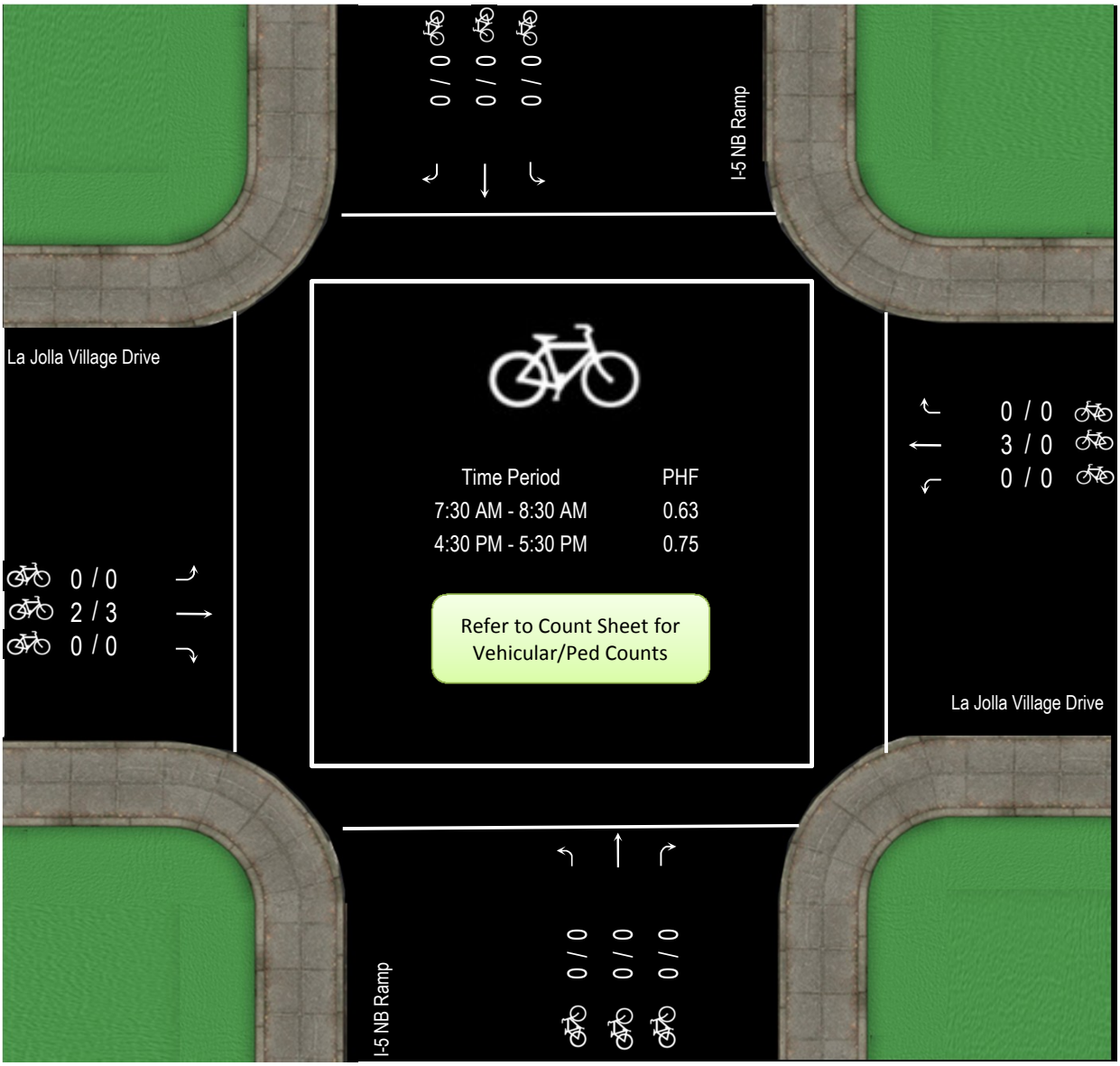
Location: La Jolla Village Drive @ I-5 NB Ramp

Date of Count: *Wednesday, May 06, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ I-5 NB Ramp

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
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	0	0	0	0	5	0	0	0	0	0	2	0	7

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.63**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	3	0	0	0	0	0	2	0	5
PHF	#####	#####	#####	#####	0.75	#####	#####	#####	#####	#####	0.50	#####	0.63
Movement PHF	#DIV/0!			0.75			#DIV/0!			0.50			0.63

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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	1	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	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	1	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	0	0	0	0	0	0	0	0	0	0	3	0	3

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	0	0	0	0	0	0	3	0	3
PHF	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	0.75	#####	0.75
Movement PHF	#DIV/0!			#DIV/0!			#DIV/0!			0.75			0.75

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ I-5 NB Ramps

Date of Count: *Wednesday, May 06, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ I-5 NB Ramps

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	0	0	84	277	0	74	0	70	209	261	0	975
11:15 AM	0	0	0	85	253	0	86	0	60	177	230	0	891
11:30 AM	0	0	0	79	296	0	76	0	89	212	245	0	997
11:45 AM	0	0	0	72	323	0	66	0	94	231	266	0	1,052
12:00 PM	0	0	0	104	376	0	81	0	117	207	273	0	1,158
12:15 PM	0	0	0	65	216	0	62	0	103	216	294	0	956
12:30 PM	0	0	0	81	283	0	59	0	70	201	285	0	979
12:45 PM	0	0	0	107	308	0	74	0	89	216	291	0	1,085
Total	0	0	0	677	2,332	0	578	0	692	1,669	2,145	0	8,093

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	357	1183	0	276	0	379	840	1143	0	4178
PHF	#####	#####	#####	0.834	0.787	#####	0.852	#####	0.81	0.972	0.972	#####	0.90
Movement PHF	#DIV/0!			0.80			0.83			0.97			0.90

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive @ I-5 NB Ramps

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	0	0	0
12:00 PM	0	0	0	0	0
12:15 PM	0	0	0	0	0
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
Total	0	0	0	0	0

PM Intersection Peak Hour : **12:00 PM - 1:00 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ I-5 NB Ramps

Date of Count: *Wednesday, May 06, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ I-5 NB Ramps

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	3	0	3

PM Intersection Peak Hour : **11:15 AM - 12:15 PM**

Intersection PHF : **0.50**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	0	0	0	0	0	0	2	0	2
PHF	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	0.5	#####	0.50
Movement PHF	#DIV/0!			#DIV/0!			#DIV/0!			0.50			0.50

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Lebon Drive

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Lebon Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	3	0	4	2	188	19	39	0	73	22	405	0	755
7:15 AM	0	1	0	1	150	16	28	1	61	8	400	0	666
7:30 AM	1	0	0	0	154	14	31	0	69	15	507	0	791
7:45 AM	7	1	0	0	322	26	54	1	134	22	376	0	943
8:00 AM	5	1	2	0	291	21	53	2	98	34	206	1	714
8:15 AM	5	1	6	4	283	74	26	1	138	32	344	0	914
8:30 AM	6	0	2	2	306	30	40	1	135	40	348	0	910
8:45 AM	7	0	3	5	321	21	51	3	154	37	432	0	1,034
Total	34	4	17	14	2,015	221	322	9	862	210	3,018	1	6,727

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.86**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	23	2	13	11	1,201	146	170	7	525	143	1,330	1	3,572
PHF	0.82	0.50	0.54	0.55	0.94	0.49	0.80	0.58	0.85	0.89	0.77	0.25	0.86
Movement PHF		0.79			0.94			0.84			0.79		0.86

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	2	1	5	2	508	52	35	2	83	48	380	3	1,121
4:15 PM	0	0	0	2	500	64	29	1	102	43	458	2	1,201
4:30 PM	0	0	4	4	459	47	25	0	143	52	497	1	1,232
4:45 PM	4	1	3	2	519	106	30	0	150	75	509	3	1,402
5:00 PM	0	1	1	0	403	71	26	5	90	73	517	2	1,189
5:15 PM	2	0	0	0	439	70	33	1	94	67	554	2	1,262
5:30 PM	4	0	2	0	400	96	22	3	86	57	517	6	1,193
5:45 PM	1	0	0	1	246	45	12	0	44	43	526	5	923
Total	13	3	15	11	3,474	551	212	12	792	458	3,958	24	9,523

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	6	2	8	6	1820	294	114	6	477	267	2077	8	5085
PHF	0.38	0.5	0.5	0.375	0.877	0.693	0.864	0.3	0.795	0.89	0.937	0.667	0.91
Movement PHF		0.50			0.85			0.83			0.94		0.91

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive @ Lebon Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	1	0	2	3
7:15 AM	1	0	0	0	1
7:30 AM	0	0	0	0	0
7:45 AM	1	0	0	0	1
8:00 AM	1	1	0	0	2
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	3	0	0	0	3
Total	6	2	0	2	10

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.42**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	2	1	0	2	5
PHF	0.33	0.25	#DIV/0!	#DIV/0!	0.42
Movement PHF	0.33	0.25	#DIV/0!	#DIV/0!	0.42

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	2	2
4:15 PM	0	1	0	2	3
4:30 PM	0	0	0	1	1
4:45 PM	1	0	0	0	1
5:00 PM	0	1	0	2	3
5:15 PM	0	0	0	4	4
5:30 PM	2	0	0	1	3
5:45 PM	0	0	0	1	1
Total	3	2	0	13	18

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.56**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	1	0	7	9
PHF	0.25	0.25	#DIV/0!	0.4375	0.56
Movement PHF	0.25	0.25	#DIV/0!	0.44	0.56

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

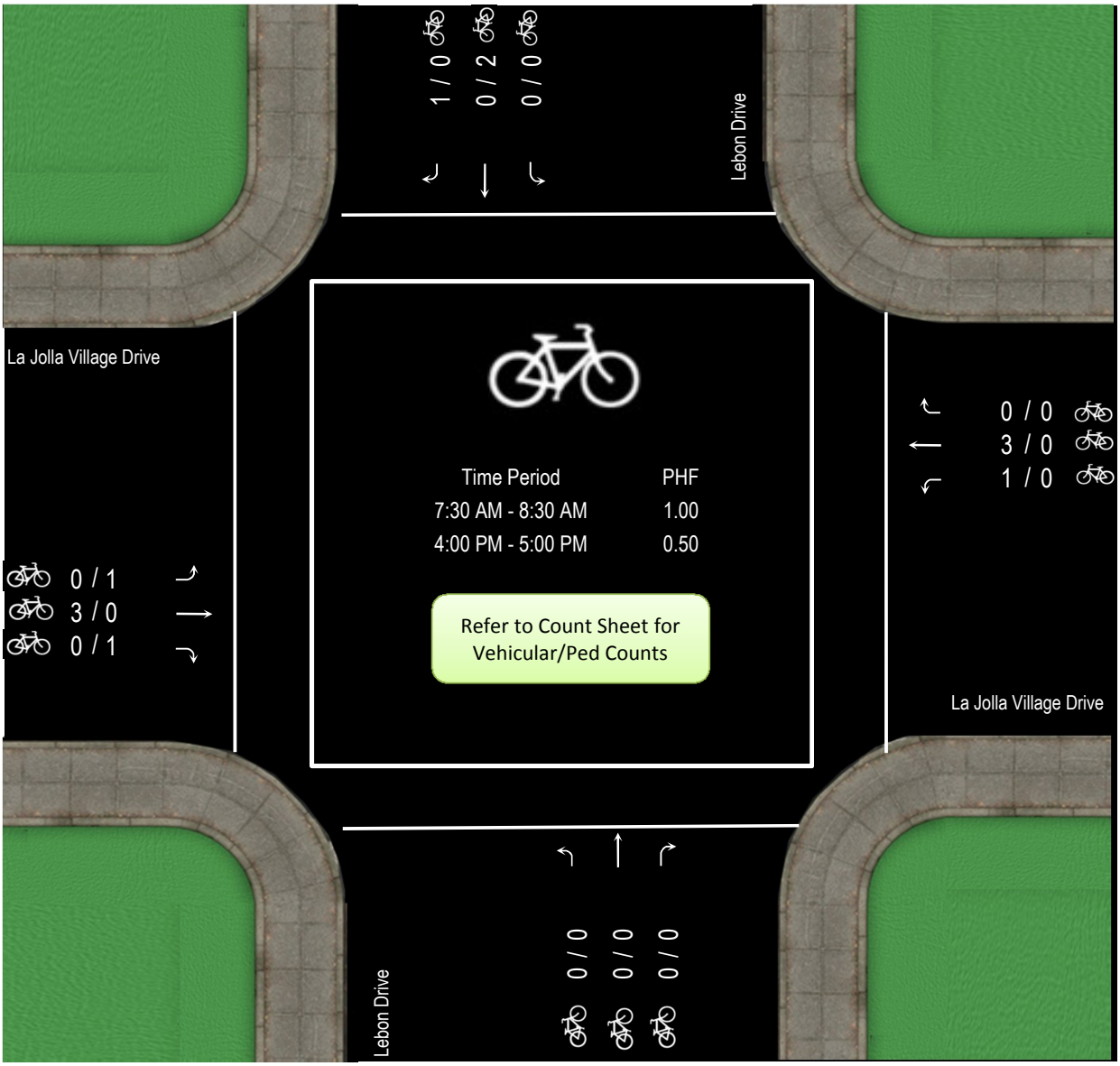
Location: La Jolla Village Drive @ Lebon Drive

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Lebon Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
7:30 AM	1	0	0	0	0	0	0	0	0	0	1	0	2
7:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	2
8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
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	1	1	0	0	0	0	2
Total	1	0	0	0	4	1	1	1	1	0	3	0	12

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **1.00**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	0	0	0	3	1	0	0	0	0	3	0	8
PHF	0.25	#####	#####	#####	0.38	0.25	#####	#####	#####	#####	0.75	#####	1.00
Movement PHF		0.25			0.50			#DIV/0!			0.75		1.00

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	0	0	0	0	0	0	0	1	0	1	5

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.50**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	0	0	0	0	0	0	0	1	0	1	4
PHF	#####	0.25	#####	#####	#####	#####	#####	#####	#####	0.25	#####	0.25	0.50
Movement PHF		0.25			#DIV/0!			#DIV/0!			0.50		0.50

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

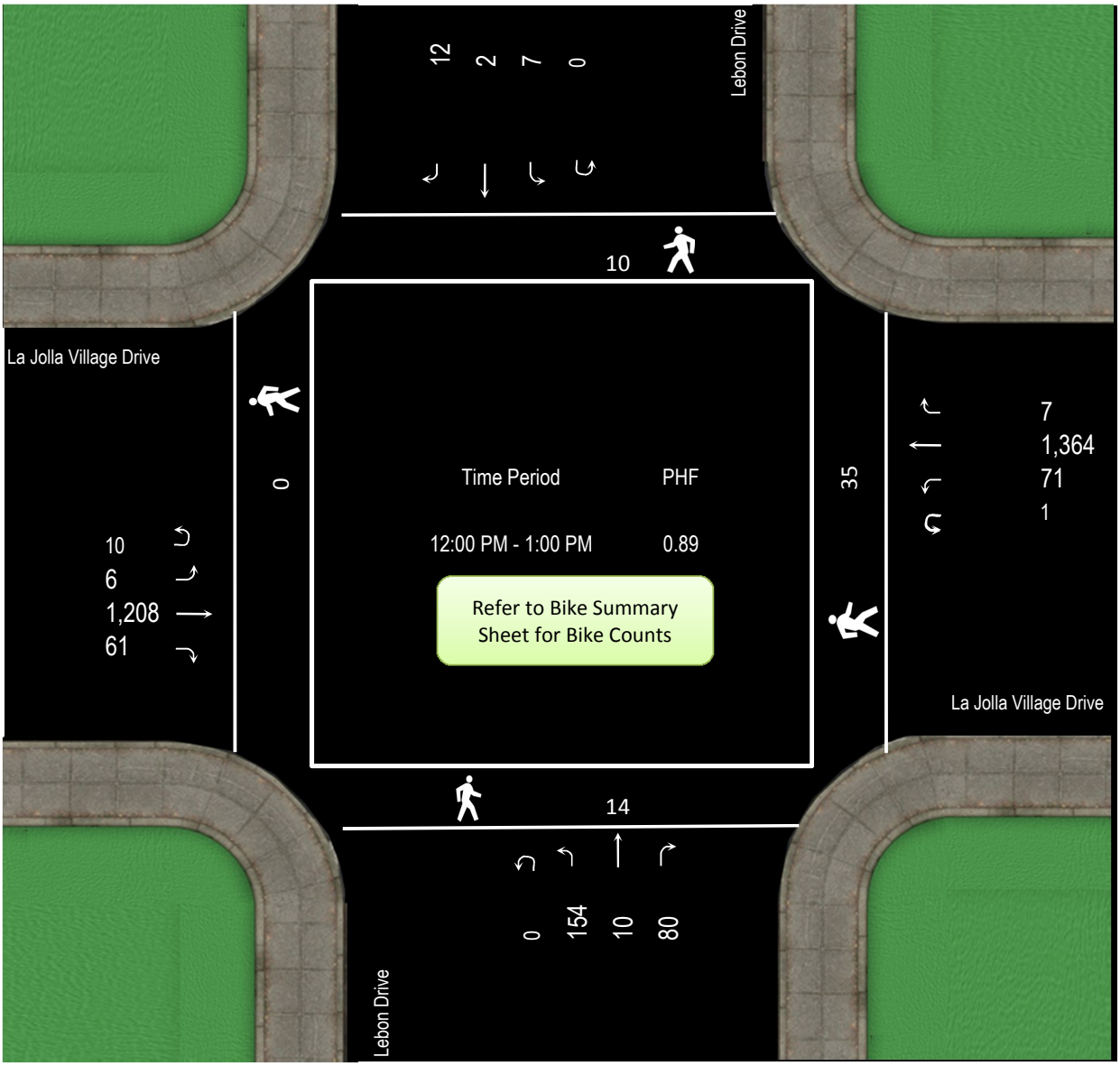
Location: La Jolla Village Drive @ Lebon Drive

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Lebon Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	1	0	0	2	327	18	15	1	31	21	282	2	700
11:15 AM	2	2	1	2	288	18	15	6	48	15	269	1	667
11:30 AM	2	0	1	0	338	16	18	0	33	21	267	8	704
11:45 AM	3	0	2	1	337	10	25	0	54	19	306	1	758
12:00 PM	3	0	0	2	443	15	14	7	31	16	301	1	833
12:15 PM	3	0	2	4	207	15	24	2	68	14	307	4	650
12:30 PM	5	1	3	1	328	16	28	0	30	16	291	1	720
12:45 PM	1	1	2	0	386	25	14	1	25	15	309	0	779
Total	20	4	11	12	2,654	133	153	17	320	137	2,332	18	5,811

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	12	2	7	7	1364	71	80	10	154	61	1208	6	2982
PHF	0.60	0.5	0.583	0.438	0.77	0.71	0.714	0.357	0.566	0.953	0.977	0.375	0.89
Movement PHF		0.58			0.78			0.65			0.98		0.89

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive @ Lebon Drive

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	2	2
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	2	2
11:45 AM	0	0	0	1	1
12:00 PM	0	1	0	3	4
12:15 PM	0	0	0	3	3
12:30 PM	0	0	0	1	1
12:45 PM	0	0	0	3	3
Total	0	1	0	15	16

PM Intersection Peak Hour : **12:00 PM - 1:00 PM** Intersection PHF : **0.69**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	0	10	11
PHF	#DIV/0!	0.25	#DIV/0!	0.833333333	0.69
Movement PHF	#DIV/0!	0.25	#DIV/0!	0.83	0.69

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Lebon Drive

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Lebon Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	4	0	5

PM Intersection Peak Hour : **11:30 PM - 12:30 PM**

Intersection PHF : **0.50**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	0	0	0	0	0	0	4	0	4
PHF	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	0.5	#####	0.50
Movement PHF	#DIV/0!			#DIV/0!			#DIV/0!			0.50			0.50

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Regents Road

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	29	18	17	23	132	9	16	66	37	11	254	184	796
7:15 AM	41	48	29	24	138	20	14	98	46	2	244	182	886
7:30 AM	89	51	37	29	183	22	35	156	60	5	302	231	1,200
7:45 AM	99	36	24	24	166	13	44	150	88	3	247	180	1,074
8:00 AM	28	16	12	6	82	8	15	51	25	3	157	102	505
8:15 AM	67	18	27	23	145	18	32	98	57	11	221	141	858
8:30 AM	58	18	29	20	107	17	35	104	68	6	215	166	843
8:45 AM	60	25	23	35	151	16	28	90	64	15	291	174	972
Total	471	230	198	184	1,104	123	219	813	445	56	1,931	1,360	7,134

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.82**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	258	153	107	100	619	64	109	470	231	21	1,047	777	3,956
PHF	0.65	0.75	0.72	0.86	0.85	0.73	0.62	0.75	0.66	0.48	0.87	0.84	0.82
Movement PHF		0.73			0.84			0.72			0.86		0.82

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	194	184	50	24	346	57	12	49	63	15	300	98	1,392
4:15 PM	227	170	57	19	441	52	13	46	84	11	345	127	1,592
4:30 PM	226	158	34	22	445	82	14	89	76	10	391	114	1,661
4:45 PM	200	174	60	13	362	75	16	66	85	27	427	78	1,583
5:00 PM	220	243	48	16	346	113	14	43	42	53	349	137	1,624
5:15 PM	208	201	50	19	333	100	13	44	46	37	421	111	1,583
5:30 PM	173	175	43	22	344	86	9	58	61	23	400	105	1,499
5:45 PM	147	149	48	18	302	91	28	38	73	37	390	104	1,425
Total	1595	1454	390	153	2,919	656	119	433	530	213	3,023	874	12,359

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	873	745	199	70	1594	322	57	244	287	101	1512	456	6460
PHF	0.96	0.766	0.829	0.795	0.896	0.712	0.891	0.685	0.844	0.476	0.885	0.832	0.97
Movement PHF		0.89			0.90			0.82			0.96		0.97

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	1	3	4
8:30 AM	0	0	0	3	3
8:45 AM	0	0	0	6	6
Total	0	0	1	12	13

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	1	0	7	8
4:15 PM	1	0	0	5	6
4:30 PM	1	0	0	11	12
4:45 PM	0	1	0	10	11
5:00 PM	0	0	0	6	6
5:15 PM	0	1	0	18	19
5:30 PM	0	0	0	13	13
5:45 PM	0	0	1	7	8
Total	2	3	1	77	83

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.73**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	2	1	0	32	35
PHF	0.50	0.25	#DIV/0!	0.727272727	0.73
Movement PHF	0.50	0.25	#DIV/0!	0.73	0.73

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Regents Road

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	4	0	0	1	0	0	1	0	0	0	0	6
7:15 AM	0	5	0	0	1	0	0	5	0	0	0	0	11
7:30 AM	0	1	0	0	0	0	0	4	0	0	1	0	6
7:45 AM	0	2	0	0	1	0	0	13	0	0	1	0	17
8:00 AM	0	1	0	0	1	0	0	12	0	0	0	0	14
8:15 AM	0	1	0	0	0	0	0	9	0	0	1	0	11
8:30 AM	0	1	0	0	0	0	0	9	0	0	0	0	10
8:45 AM	0	0	0	0	0	0	0	5	0	0	1	0	6
Total	0	15	0	0	4	0	0	58	0	0	4	0	81

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.76**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	5	0	0	2	0	0	43	0	0	2	0	52
PHF	#####	0.63	#####	#####	0.50	#####	#####	0.83	#####	#####	0.50	#####	0.76
Movement PHF		0.63			0.50			0.83			0.50		0.76

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	1	0	0	0	0	0	3	0	0	1	0	5
4:15 PM	0	7	0	0	0	0	0	4	0	0	1	0	12
4:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
4:45 PM	0	6	0	0	0	0	0	2	0	0	1	0	9
5:00 PM	0	8	0	0	1	0	0	1	0	0	1	0	11
5:15 PM	0	9	0	0	0	0	0	1	0	0	0	0	10
5:30 PM	0	7	0	0	1	0	0	6	0	0	1	0	15
5:45 PM	0	11	0	0	1	0	0	1	0	0	1	0	14
Total	0	51	0	0	4	0	0	18	0	0	6	0	79

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.83**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	35	0	0	3	0	0	9	0	0	3	0	50
PHF	#####	0.795	#####	#####	0.75	#####	#####	0.375	#####	#####	0.75	#####	0.83
Movement PHF		0.80			0.75			0.38			0.75		0.83

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Regents Road

Date of Count: *Thursday, May 07, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	51	45	32	17	214	25	11	29	21	10	227	52	734
11:15 AM	46	45	32	21	170	21	15	42	30	18	217	48	705
11:30 AM	75	53	37	26	179	22	9	37	45	9	211	64	767
11:45 AM	56	62	36	19	197	15	16	51	37	9	258	58	814
12:00 PM	129	81	43	26	228	52	21	44	47	5	210	93	979
12:15 PM	80	65	40	20	115	34	25	60	66	2	231	85	823
12:30 PM	69	62	39	35	177	40	16	56	46	14	233	67	854
12:45 PM	81	55	36	22	219	38	32	73	45	23	203	86	913
Total	587	468	295	186	1,499	247	145	392	337	90	1,790	553	6,589

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	359	263	158	103	739	164	94	233	204	44	877	331	3569
PHF	0.70	0.812	0.919	0.736	0.81	0.788	0.734	0.798	0.773	0.478	0.941	0.89	0.91
Movement PHF		0.77			0.82			0.88			0.98		0.91

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive @ Regents Road

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	8	8
11:15 AM	0	0	0	2	2
11:30 AM	0	1	0	2	3
11:45 AM	0	0	0	8	8
12:00 PM	0	0	0	8	8
12:15 PM	0	2	0	15	17
12:30 PM	0	0	0	8	8
12:45 PM	0	1	0	13	14
Total	0	4	0	64	68

PM Intersection Peak Hour : **12:00 PM - 1:00 PM** Intersection PHF : **0.69**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	3	0	44	47
PHF	#DIV/0!	0.375	#DIV/0!	0.733333333	0.69
Movement PHF	#DIV/0!	0.38	#DIV/0!	0.73	0.69

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Regents Road

Date of Count: *Thursday, May 07, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	2	1	0	1	0	0	3	0	0	0	0	7
11:15 AM	0	3	0	0	0	0	0	10	0	0	0	0	13
11:30 AM	0	2	0	0	0	0	0	9	0	0	0	0	11
11:45 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
12:00 PM	1	1	0	0	3	0	0	1	0	0	0	2	8
12:15 PM	0	1	0	0	0	0	0	2	0	0	1	0	4
12:30 PM	1	2	0	0	0	0	0	0	0	0	0	0	3
12:45 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
Total	2	14	1	0	4	0	0	29	0	0	1	2	53

PM Intersection Peak Hour : **11:15 AM - 12:15 PM**

Intersection PHF : **0.69**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	8	0	0	3	0	0	22	0	0	0	2	36
PHF	0.25	0.667	#####	#####	0.25	#####	#####	0.55	#####	#####	#####	0.25	0.69
Movement PHF		0.75			0.25			0.55			0.25		0.69

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

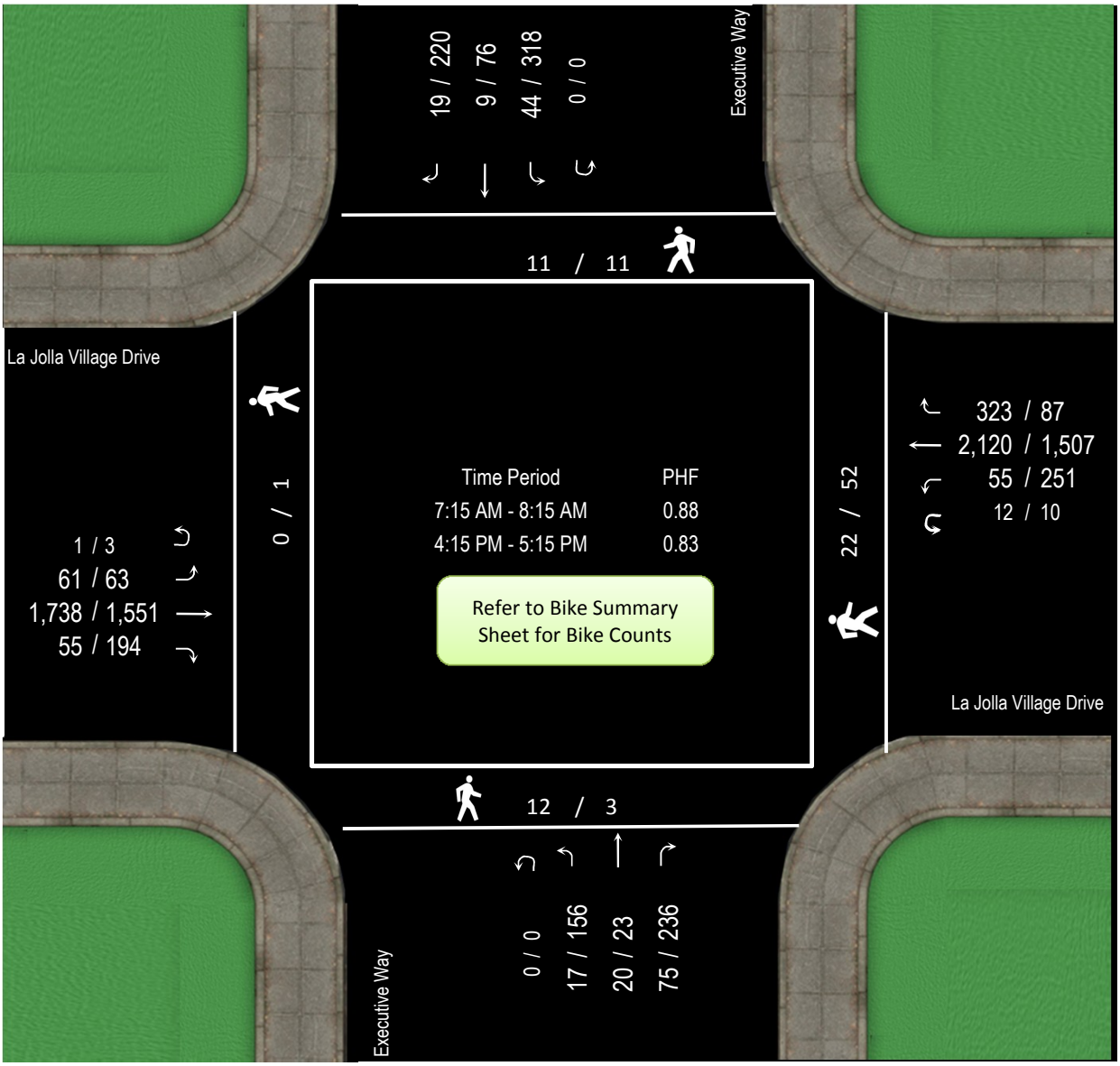
Location: La Jolla Village Drive @ Executive Way

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Executive Way

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	4	3	8	52	352	17	9	1	4	12	225	9	696
7:15 AM	3	2	5	56	613	8	15	3	3	10	379	10	1,107
7:30 AM	9	1	10	93	452	14	23	5	5	11	452	13	1,088
7:45 AM	4	4	19	80	626	13	20	6	4	15	465	28	1,284
8:00 AM	3	2	10	94	429	20	17	6	5	19	442	10	1,057
8:15 AM	7	2	14	92	381	20	14	9	7	19	329	23	917
8:30 AM	12	7	15	72	506	11	15	4	8	11	375	17	1,053
8:45 AM	9	7	14	59	461	28	17	7	8	25	384	13	1,032
Total	51	28	95	598	3,820	131	130	41	44	122	3,051	123	8,234

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.88**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	19	9	44	323	2,120	55	75	20	17	55	1,738	61	4,536
PHF	0.53	0.56	0.58	0.86	0.85	0.69	0.82	0.83	0.85	0.72	0.93	0.54	0.88
Movement PHF		0.67			0.87			0.85			0.91		0.88

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	54	24	111	22	473	42	65	3	32	44	295	25	1,190
4:15 PM	53	13	79	29	386	48	66	3	38	48	321	14	1,098
4:30 PM	49	18	79	20	236	68	63	8	46	45	478	21	1,131
4:45 PM	55	17	68	22	314	77	48	7	34	55	327	13	1,037
5:00 PM	63	28	92	16	571	58	59	5	38	46	425	15	1,416
5:15 PM	49	26	91	16	188	60	59	9	31	48	390	18	985
5:30 PM	43	19	80	16	316	82	56	9	39	51	423	11	1,145
5:45 PM	36	18	64	25	365	57	48	9	35	58	233	15	963
Total	402	163	664	166	2,849	492	464	53	293	395	2,892	132	8,965

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.83**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	220	76	318	87	1507	251	236	23	156	194	1551	63	4682
PHF	0.87	0.679	0.864	0.75	0.66	0.815	0.894	0.719	0.848	0.882	0.811	0.75	0.83
Movement PHF		0.84			0.72			0.89			0.83		0.83

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive @ Executive Way

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	4	0	0	4
7:30 AM	0	4	0	0	4
7:45 AM	0	1	0	0	1
8:00 AM	0	3	0	1	4
8:15 AM	0	8	0	0	8
8:30 AM	0	4	0	0	4
8:45 AM	0	4	0	2	6
Total	0	28	0	3	31

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.81**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	12	0	1	13
PHF	#DIV/0!	0.75	#DIV/0!	0.25	0.81
Movement PHF	#DIV/0!	0.75	#DIV/0!	0.25	0.81

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	4	0	1	5
4:15 PM	0	2	0	0	2
4:30 PM	0	7	0	1	8
4:45 PM	0	1	0	2	3
5:00 PM	0	0	0	0	0
5:15 PM	0	2	0	1	3
5:30 PM	0	0	0	1	1
5:45 PM	0	1	0	0	1
Total	0	17	0	6	23

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.41**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	10	0	3	13
PHF	#DIV/0!	0.357142857	#DIV/0!	0.375	0.41
Movement PHF	#DIV/0!	0.36	#DIV/0!	0.38	0.41

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Executive Way

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Executive Way

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	2
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	1	0	0	0	0	0	3	0	4
8:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	1	0	0	0	1	0	0	2	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	1	5	0	0	2	0	0	10	0	18

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.69**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	1	2	0	0	1	0	0	7	0	11
PHF	#####	#####	#####	0.25	0.50	#####	#####	0.25	#####	#####	0.58	#####	0.69
Movement PHF	#DIV/0!			0.75			0.25			0.58			0.69

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
5:15 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	2	0	0	1	0	0	1	0	4
Total	0	1	0	0	12	0	0	1	0	0	6	0	20

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	0	0	7	0	0	1	0	0	3	0	12
PHF	#####	0.25	#####	#####	0.875	#####	#####	0.25	#####	#####	0.75	#####	0.75
Movement PHF		0.25			0.88			0.25			0.75		0.75

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Executive Way

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Executive Way

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	16	9	31	24	213	71	38	6	26	55	200	14	703
11:15 AM	16	20	24	35	167	78	43	11	28	54	196	13	685
11:30 AM	22	15	46	35	167	93	50	19	38	78	170	9	742
11:45 AM	18	15	36	33	183	116	50	11	30	68	227	15	802
12:00 PM	22	21	38	35	248	92	84	17	36	71	188	15	867
12:15 PM	13	10	33	23	119	71	51	12	38	65	223	9	667
12:30 PM	13	10	38	19	196	108	67	13	41	71	193	22	791
12:45 PM	18	16	26	36	220	97	65	17	41	70	182	19	807
Total	138	116	272	240	1,513	726	448	106	278	532	1,579	116	6,064

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	66	57	135	113	783	368	267	59	156	277	786	65	3132
PHF	0.75	0.679	0.888	0.785	0.789	0.852	0.795	0.868	0.951	0.975	0.881	0.739	0.90
Movement PHF		0.80			0.84			0.88			0.95		0.90

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive @ Executive Way

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	2	0	1	3
11:15 AM	0	0	0	1	1
11:30 AM	0	3	0	1	4
11:45 AM	0	4	0	0	4
12:00 PM	0	4	0	0	4
12:15 PM	0	2	0	1	3
12:30 PM	0	3	0	2	5
12:45 PM	0	5	0	1	6
Total	0	23	0	7	30

PM Intersection Peak Hour : **12:00 PM - 1:00 PM** Intersection PHF : **0.75**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	14	0	4	18
PHF	#DIV/0!	0.7	#DIV/0!	0.5	0.75
Movement PHF	#DIV/0!	0.70	#DIV/0!	0.50	0.75

Kimley»Horn

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Executive Way

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Executive Way

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	1	0	0	1	0	0	1	0	0	3	0	6

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.50**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	1	0	0	1	0	0	2	0	4
PHF	#####	#####	#####	#####	0.25	#####	#####	0.25	#####	#####	0.5	#####	0.50
Movement PHF	#DIV/0!			0.25			0.25			0.50			0.50

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Town Center Drive

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Town Center Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	4	3	32	256	410	28	39	15	7	6	188	48	1,036
7:15 AM	7	6	43	190	660	28	59	27	14	10	345	48	1,437
7:30 AM	8	4	51	276	522	53	82	91	33	11	334	144	1,609
7:45 AM	9	2	56	253	702	34	97	84	9	18	359	128	1,751
8:00 AM	7	9	44	270	508	55	75	39	31	11	415	46	1,510
8:15 AM	9	6	44	303	472	35	34	59	20	10	307	48	1,347
8:30 AM	7	5	39	322	565	46	45	47	21	12	378	19	1,506
8:45 AM	7	10	69	297	511	59	40	57	34	11	328	80	1,503
Total	58	45	378	2,167	4,350	338	471	419	169	89	2,654	561	11,699

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	31	21	194	989	2,392	170	313	241	87	50	1,453	366	6,307
PHF	0.86	0.58	0.87	0.90	0.85	0.77	0.81	0.66	0.66	0.69	0.88	0.64	0.90
Movement PHF		0.92			0.90			0.78			0.93		0.90

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	24	74	200	55	493	59	129	11	24	12	455	8	1,544
4:15 PM	26	64	217	35	404	61	75	16	35	27	434	7	1,401
4:30 PM	29	57	169	51	271	87	111	17	31	20	591	16	1,450
4:45 PM	26	97	238	52	365	60	118	17	23	24	409	11	1,440
5:00 PM	31	112	188	51	573	79	152	11	41	25	542	9	1,814
5:15 PM	33	99	209	47	193	62	89	15	40	22	513	7	1,329
5:30 PM	25	85	199	69	357	67	80	14	32	30	526	3	1,487
5:45 PM	22	84	224	67	379	85	104	11	47	14	327	5	1,369
Total	216	672	1644	427	3,035	560	858	112	273	174	3,797	66	11,834

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.84**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	112	330	812	189	1613	287	456	61	130	96	1976	43	6105
PHF	0.90	0.737	0.853	0.909	0.704	0.825	0.75	0.897	0.793	0.889	0.836	0.672	0.84
Movement PHF		0.87			0.74			0.79			0.84		0.84

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive @ Town Center Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
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	0	1	0	0	1

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	0	0	1
PHF	#DIV/0!	0.25	#DIV/0!	#DIV/0!	0.25
Movement PHF	#DIV/0!	0.25	#DIV/0!	#DIV/0!	0.25

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	1	0	0	1
4:15 PM	0	1	0	0	1
4:30 PM	0	1	0	0	1
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	0	3	0	0	3

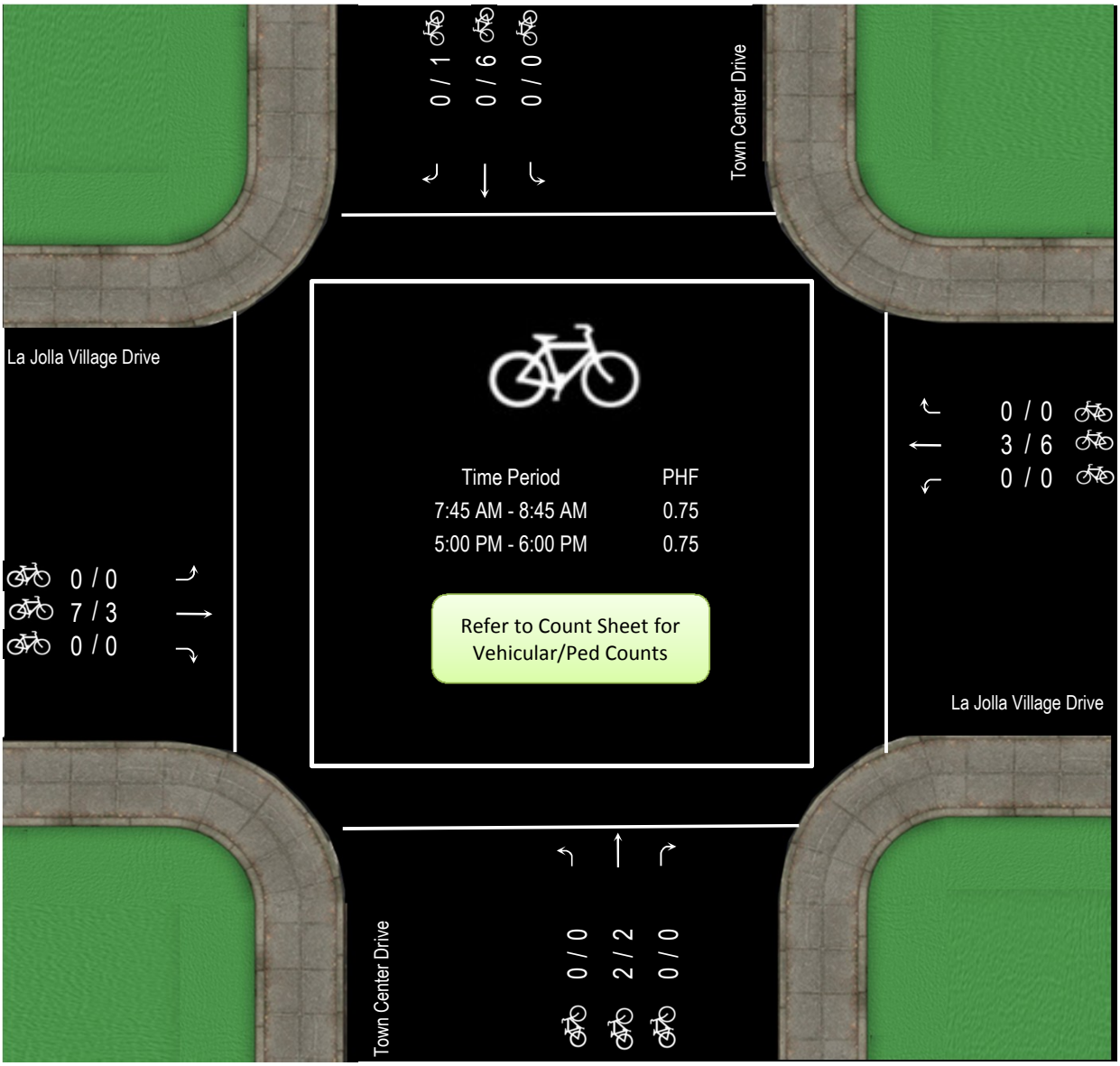
PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	2	0	0	2
PHF	#DIV/0!	0.5	#DIV/0!	#DIV/0!	0.50
Movement PHF	#DIV/0!	0.50	#DIV/0!	#DIV/0!	0.50

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location:	La Jolla Village Drive	@	Town Center Drive
Date of Count:	*Tuesday, May 05, 2015*		
Analysts:	*LV/CD*		
Weather:	*Sunny*		
AVC Proj No:	*15-0345*		



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Town Center Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	1	0	0	0	0	0	3	0	4
8:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:30 AM	0	0	0	0	1	0	0	1	0	0	2	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	6	0	0	2	0	0	10	0	18

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	3	0	0	2	0	0	7	0	12
PHF	#####	#####	#####	#####	0.75	#####	#####	0.50	#####	#####	0.58	#####	0.75
Movement PHF		#DIV/0!			0.75			0.50			0.58		0.75

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:30 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:00 PM	0	1	0	0	2	0	0	1	0	0	1	0	5
5:15 PM	1	2	0	0	1	0	0	0	0	0	0	0	4
5:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	3
5:45 PM	0	2	0	0	2	0	0	1	0	0	1	0	6
Total	1	7	0	0	11	0	0	2	0	0	6	0	27

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	6	0	0	6	0	0	2	0	0	3	0	18
PHF	0.25	0.75	#####	#####	0.75	#####	#####	0.5	#####	#####	0.75	#####	0.75
Movement PHF		0.58			0.75			0.50			0.75		0.75

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Town Center Drive

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Town Center Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	3	39	98	47	264	49	44	30	43	15	226	30	888
11:15 AM	5	12	71	34	241	36	62	26	34	12	242	9	784
11:30 AM	17	24	143	56	234	59	126	18	47	16	242	11	993
11:45 AM	6	22	65	39	308	45	51	10	22	9	295	13	885
12:00 PM	4	30	152	33	357	36	68	8	18	8	297	9	1,020
12:15 PM	14	17	120	33	187	51	50	11	14	13	286	10	806
12:30 PM	18	26	146	23	292	41	78	8	16	20	275	6	949
12:45 PM	10	38	124	33	327	41	69	5	21	13	251	14	946
Total	77	208	919	298	2,210	358	548	116	215	106	2,114	102	7,271

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	46	111	542	122	1163	169	265	32	69	54	1109	39	3721
PHF	0.64	0.73	0.891	0.924	0.814	0.828	0.849	0.727	0.821	0.675	0.934	0.696	0.91
Movement PHF		0.92			0.85			0.90			0.96		0.91

Kimley»Horn

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Village Drive @ Town Center Drive

Midday Period (11:00 AM - 1:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
11:00 AM	0	0	0	0	0
11:15 AM	0	0	0	0	0
11:30 AM	0	0	0	0	0
11:45 AM	0	0	1	0	1
12:00 PM	0	0	0	0	0
12:15 PM	0	1	1	0	2
12:30 PM	0	0	0	0	0
12:45 PM	0	0	0	0	0
Total	0	1	2	0	3

PM Intersection Peak Hour : **12:00 PM - 1:00 PM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	1	0	2
PHF	#DIV/0!	0.25	0.25	#DIV/0!	0.25
Movement PHF	#DIV/0!	0.25	0.25	#DIV/0!	0.25

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

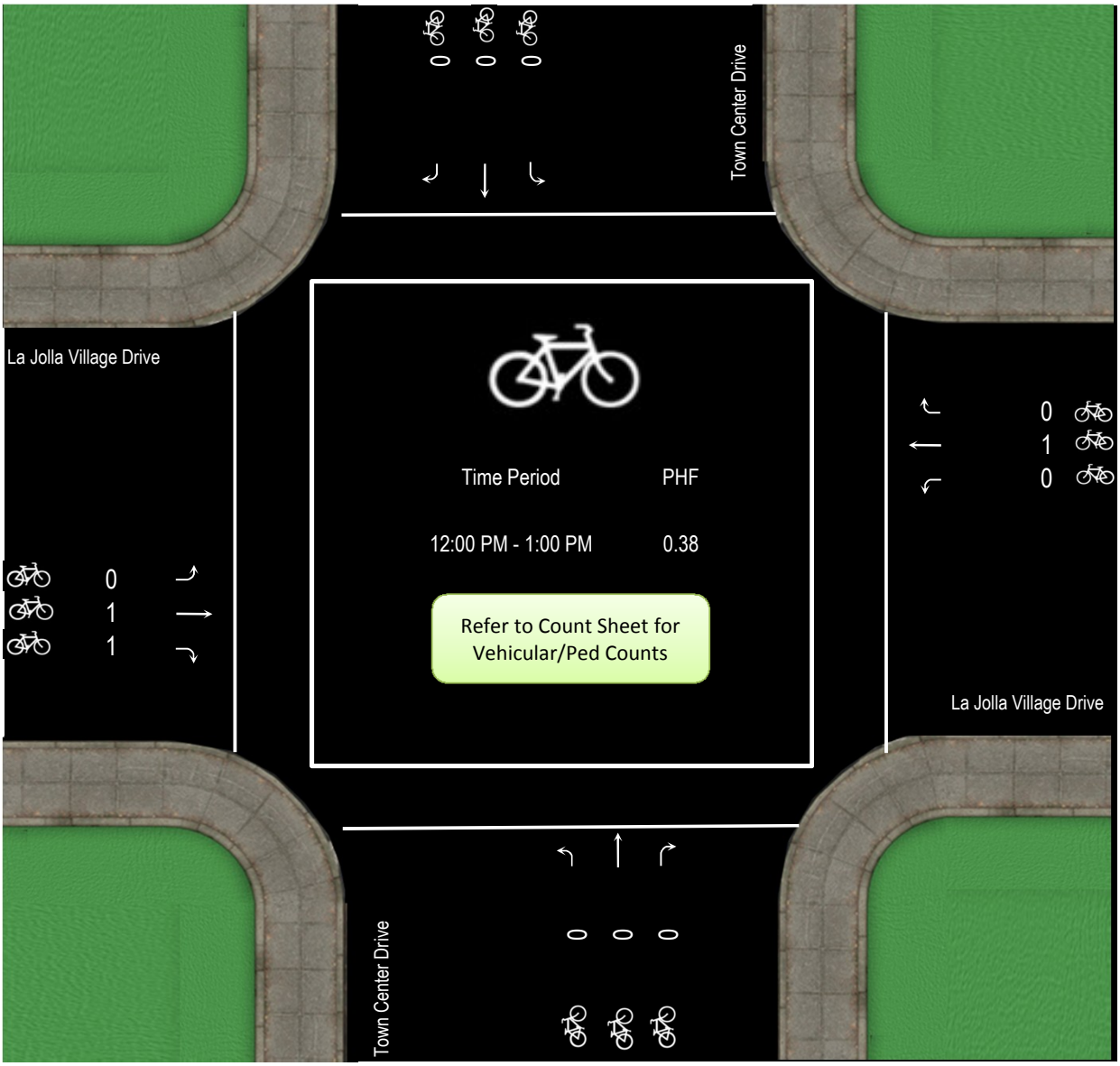
Location: La Jolla Village Drive @ Town Center Drive

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Village Drive @ Town Center Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
11:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
Total	0	0	0	0	1	0	1	0	0	2	1	0	5

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.38**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	1	0	0	0	0	1	1	0	3
PHF	#####	#####	#####	#####	0.25	#####	#####	#####	#####	0.25	0.25	#####	0.38
Movement PHF	#DIV/0!			0.25			#DIV/0!			0.50			0.38

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ I-805 SB Ramps

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ I-805 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	299	0	143	92	395	0	0	0	0	64	195	0	1,188
7:15 AM	364	0	145	120	515	0	0	0	0	87	361	0	1,592
7:30 AM	360	0	140	110	491	0	0	0	0	128	339	0	1,568
7:45 AM	523	0	209	149	466	0	0	0	0	121	391	0	1,859
8:00 AM	363	0	146	118	470	0	0	0	0	105	429	0	1,631
8:15 AM	380	0	180	96	430	0	0	0	0	81	304	0	1,471
8:30 AM	455	0	160	132	478	0	0	0	0	89	373	0	1,687
8:45 AM	471	0	187	128	396	1	0	0	0	98	339	0	1,620
Total	3,215	0	1,310	945	3,641	1	0	0	0	773	2,731	0	12,616

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1,610	0	640	497	1,942	0	0	0	0	441	1,520	0	6,650
PHF	0.77	#####	0.77	0.83	0.94	#####	#####	#####	#####	0.86	0.89	#####	0.89
Movement PHF		0.77			0.96			#DIV/0!			0.92		0.89

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	63	0	45	145	545	0	0	0	0	267	518	0	1,583
4:15 PM	89	0	53	151	412	0	0	0	0	232	495	0	1,432
4:30 PM	88	0	50	179	322	0	0	0	0	255	617	0	1,511
4:45 PM	122	0	67	184	355	0	0	0	0	253	512	0	1,493
5:00 PM	143	0	33	126	560	0	0	0	0	276	606	0	1,744
5:15 PM	134	0	43	178	168	0	0	0	0	257	554	0	1,334
5:30 PM	178	0	68	168	315	0	0	0	0	238	567	0	1,534
5:45 PM	138	0	54	178	393	0	0	0	0	226	429	0	1,418
Total	955	0	413	1,309	3,070	0	0	0	0	2,004	4,298	0	12,049

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	442	0	203	640	1649	0	0	0	0	1016	2230	0	6180
PHF	0.77	#####	0.757	0.87	0.736	#####	#####	#####	#####	0.92	0.904	#####	0.89
Movement PHF		0.85			0.83			#DIV/0!			0.92		0.89

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Miramar Road @ I-805 SB Ramps

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	1	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
Total	0	1	0	0	1

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ I-805 SB Ramps

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ I-805 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	1	0	0	0	0	0	3	0	4
8:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	6	0	0	0	0	0	10	0	16

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.63**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	3	0	0	0	0	0	7	0	10
PHF	#####	#####	#####	#####	0.75	#####	#####	#####	#####	#####	0.58	#####	0.63
Movement PHF	#DIV/0!			0.75			#DIV/0!			0.58			0.63

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	11	0	0	0	0	0	6	0	17

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	6	0	0	0	0	0	3	0	9
PHF	#####	#####	#####	#####	0.75	#####	#####	#####	#####	#####	0.75	#####	0.75
Movement PHF	#DIV/0!			0.75			#DIV/0!			0.75			0.75

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ I-805 NB Ramp

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ I-805 NB Ramp

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	90	274	0	118	0	213	108	230	0	1,033
7:15 AM	0	0	0	126	362	0	145	0	273	123	383	0	1,412
7:30 AM	0	0	0	122	344	0	112	0	257	173	306	0	1,314
7:45 AM	0	0	0	121	384	0	115	0	231	255	345	0	1,451
8:00 AM	0	0	0	112	374	0	119	0	214	251	324	0	1,394
8:15 AM	0	0	0	132	305	0	98	0	222	210	275	0	1,242
8:30 AM	0	0	0	136	395	0	87	0	215	241	292	0	1,366
8:45 AM	0	0	0	168	323	0	84	0	202	247	278	1	1,303
Total	0	0	0	1,007	2,761	0	878	0	1,827	1,608	2,433	1	10,515

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	481	1,464	0	491	0	975	802	1,358	0	5,571
PHF	#####	#####	#####	0.95	0.95	#####	0.85	#####	0.89	0.79	0.89	#####	0.96
Movement PHF	#DIV/0!			0.96			0.88			0.90			0.96

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	115	571	0	49	0	119	327	236	0	1,417
4:15 PM	0	0	0	90	475	0	36	0	88	324	224	0	1,237
4:30 PM	0	0	0	142	340	0	44	0	161	270	397	0	1,354
4:45 PM	0	0	0	119	409	0	50	0	130	366	213	0	1,287
5:00 PM	0	0	0	95	565	0	64	0	121	411	227	1	1,484
5:15 PM	0	0	0	101	231	0	39	0	115	258	339	0	1,083
5:30 PM	0	0	0	130	335	0	50	0	148	335	299	1	1,298
5:45 PM	0	0	0	110	412	0	34	0	159	287	196	0	1,198
Total	0	0	0	902	3,338	0	366	0	1,041	2,578	2,131	2	10,358

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	446	1789	0	194	0	500	1371	1061	1	5362
PHF	#####	#####	#####	0.785	0.792	#####	0.758	#####	0.776	0.834	0.668	0.25	0.90
Movement PHF	#DIV/0!			0.85			0.85			0.91			0.90

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Miramar Road @ I-805 NB Ramp

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ I-805 NB Ramp

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ I-805 NB Ramp

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	1	0	0	0	0	0	3	0	4
8:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	6	0	0	0	0	0	10	0	16

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.63**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	3	0	0	0	0	0	7	0	10
PHF	#####	#####	#####	#####	0.75	#####	#####	#####	#####	#####	0.58	#####	0.63
Movement PHF	#DIV/0!			0.75			#DIV/0!			0.58			0.63

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
Total	0	0	0	0	11	0	0	0	0	0	6	0	17

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	6	0	0	0	0	0	3	0	9
PHF	#####	#####	#####	#####	0.75	#####	#####	#####	#####	#####	0.75	#####	0.75
Movement PHF	#DIV/0!			0.75			#DIV/0!			0.75			0.75

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Noble Drive

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Noble Drive

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
7:00 AM		348	50	180	3	20	341	942
7:15 AM		525	78	192	13	24	557	1,389
7:30 AM		502	81	200	14	24	403	1,224
7:45 AM		534	105	166	21	46	465	1,337
8:00 AM		418	90	176	23	39	437	1,183
8:15 AM		415	90	164	21	43	379	1,112
8:30 AM		462	125	179	18	31	391	1,206
8:45 AM		415	126	174	32	68	295	1,110
Total		3,619	745	1,431	145	295	3,268	9,503

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.92**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		1,979	354	734	71	133	1,862	5,133
PHF		0.93	0.84	0.92	0.77	0.72	0.84	0.92
Movement PHF		0.91		0.94			0.86	0.92

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM		643	132	146	21	6	231	1,179
4:15 PM		491	187	173	21	10	228	1,110
4:30 PM		408	153	114	16	10	483	1,184
4:45 PM		440	247	122	35	8	220	1,072
5:00 PM		588	239	128	22	3	285	1,265
5:15 PM		237	273	138	45	5	426	1,124
5:30 PM		372	278	180	40	6	170	1,046
5:45 PM		442	200	189	37	10	203	1,081
Total		3,621	1,709	1,190	237	58	2,246	9,061

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.92**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		1673	912	502	118	26	1414	4645
PHF		0.711	0.835	0.909	0.656	0.65	0.732	0.92
Movement PHF		0.78		0.85			0.73	0.92

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Miramar Road @ Noble Drive

AM Period (7:00 AM - 9:00 AM)					
		Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM		0	0	0	0
7:15 AM		0	0	0	0
7:30 AM		0	0	0	0
7:45 AM		0	0	0	0
8:00 AM		0	0	0	0
8:15 AM		0	0	0	0
8:30 AM		0	0	0	0
8:45 AM		0	0	0	0
Total		0	0	0	0

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **#DIV/0!**

		East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume		0	0	0	0
PHF		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
		Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM		0	0	0	0
4:15 PM		0	0	0	0
4:30 PM		0	0	0	0
4:45 PM		0	1	0	1
5:00 PM		0	0	0	0
5:15 PM		0	0	0	0
5:30 PM		1	0	0	1
5:45 PM		0	0	0	0
Total		1	1	0	2

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.25**

		East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume		0	1	0	1
PHF		#DIV/0!	0.25	#DIV/0!	0.25
Movement PHF		#DIV/0!	0.25	#DIV/0!	0.25

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Noble Drive

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Noble Drive

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
7:00 AM		2	0	0	0	0	0	2
7:15 AM		2	0	0	0	0	0	2
7:30 AM		0	0	0	0	0	1	1
7:45 AM		1	0	0	0	1	2	4
8:00 AM		2	0	1	0	0	1	4
8:15 AM		0	1	0	0	0	1	2
8:30 AM		1	0	1	0	0	3	5
8:45 AM		0	0	1	0	0	3	4
Total		8	1	3	0	1	11	24

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.75**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		4	1	2	0	1	7	15
PHF		0.50	0.25	0.50	#####	0.25	0.58	0.75
Movement PHF		0.63		0.50		0.67		0.75

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM		1	0	1	0	0	1	3
4:15 PM		0	1	0	0	1	0	2
4:30 PM		2	0	0	0	0	0	2
4:45 PM		1	0	0	0	0	1	2
5:00 PM		2	0	1	0	0	1	4
5:15 PM		0	0	0	0	0	0	0
5:30 PM		0	2	1	0	0	2	5
5:45 PM		0	1	1	0	0	1	3
Total		6	4	4	0	1	6	21

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.60**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		2	3	3	0	0	4	12
PHF		0.25	0.375	0.75	#####	#####	0.5	0.60
Movement PHF		0.63		0.75			0.50	0.60

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

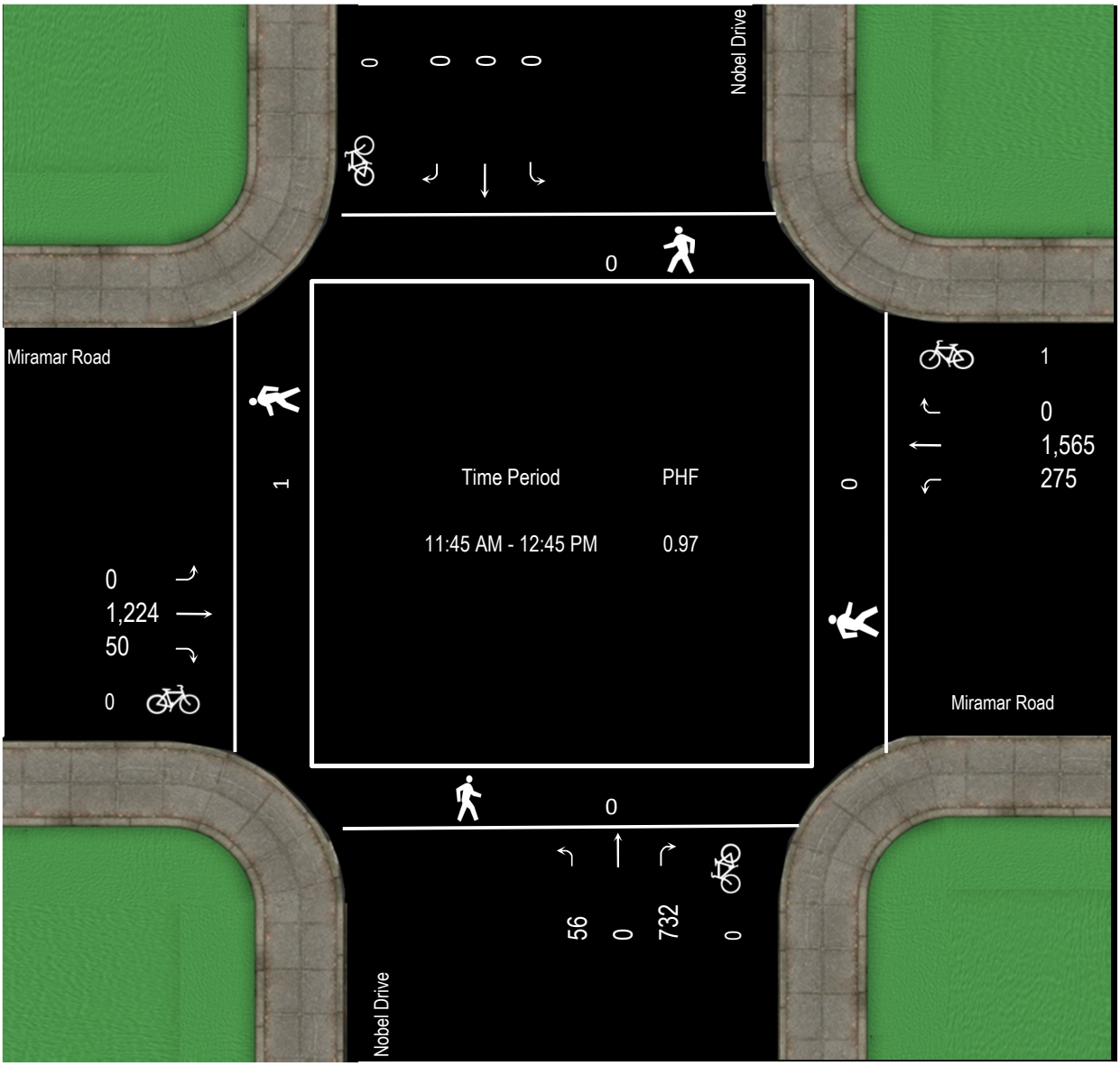
Location: Miramar Road @ Nobel Drive

Date of Count: *Tuesday, October 21, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Nobel Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	0	0	0	402	46	153	0	9	2	328	0	940
11:15 AM	0	0	0	0	396	58	163	0	17	7	299	0	940
11:30 AM	0	0	0	0	355	75	194	0	10	7	278	0	919
11:45 AM	0	0	0	0	412	75	179	0	19	8	292	0	985
12:00 PM	0	0	0	0	371	55	172	0	15	11	329	0	953
12:15 PM	0	0	0	0	378	70	187	0	11	20	295	0	961
12:30 PM	0	0	0	0	404	75	194	0	11	11	308	0	1,003
12:45 PM	0	0	0	0	336	89	205	0	17	11	306	0	964
Total	0	0	0	0	3,054	543	1,447	0	109	77	2,435	0	7,665

PM Intersection Peak Hour : **11:45 AM - 12:45 PM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	1565	275	732	0	56	50	1224	0	3902
PHF	#####	#####	#####	#####	0.95	0.917	0.943	#####	0.737	0.625	0.93	#####	0.97
Movement PHF	#DIV/0!			0.94			0.96			0.94			0.97

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Eastgate Mall

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Eastgate Mall

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	22	18	157	376		448	73	1,094
7:15 AM	23	32	153	580		682	67	1,537
7:30 AM	23	22	152	560		515	88	1,360
7:45 AM	34	39	166	605		558	73	1,475
8:00 AM	26	28	153	482		547	66	1,302
8:15 AM	22	22	182	483		471	72	1,252
8:30 AM	28	26	176	559		494	76	1,359
8:45 AM	37	34	196	504		415	54	1,240
Total	215	221	1,335	4,149		4,130	569	10,619

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.92**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	106	121	624	2,227		2,302	294	5,674
PHF	0.78	0.78	0.94	0.92		0.84	0.84	0.92
Movement PHF	0.78			0.92		0.87		0.92

PM Period (4:00 PM - 6:00 PM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	107	156	47	668		340	37	1,355
4:15 PM	74	176	43	604		363	38	1,298
4:30 PM	34	69	156	527		505	92	1,383
4:45 PM	106	150	43	581		311	31	1,222
5:00 PM	63	150	41	764		375	38	1,431
5:15 PM	37	68	130	473		484	80	1,272
5:30 PM	53	142	64	598		307	44	1,208
5:45 PM	56	141	40	586		355	37	1,215
Total	530	1052	564	4,801		3,040	397	10,384

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.93**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	277	545	283	2476		1554	199	5334
PHF	0.65	0.774	0.454	0.81		0.769	0.541	0.93
Movement PHF	0.80			0.86		0.73		0.93

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Miramar Road @ Eastgate Mall

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
7:00 AM	0	0		0	0
7:15 AM	0	0		0	0
7:30 AM	0	0		0	0
7:45 AM	0	2		0	2
8:00 AM	0	1		0	1
8:15 AM	0	1		0	1
8:30 AM	0	1		0	1
8:45 AM	0	1		0	1
Total	0	6		0	6

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.38**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	3		0	3
PHF	#DIV/0!	0.38		#DIV/0!	0.38
Movement PHF	#DIV/0!	0.38		#DIV/0!	0.38

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
4:00 PM	0	4		0	4
4:15 PM	0	4		0	4
4:30 PM	0	1		0	1
4:45 PM	0	2		0	2
5:00 PM	0	1		0	1
5:15 PM	0	1		0	1
5:30 PM	0	0		0	0
5:45 PM	0	5		0	5
Total	0	18		0	18

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.50**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	8		0	8
PHF	#DIV/0!	0.5		#DIV/0!	0.50
Movement PHF	#DIV/0!	0.50		#DIV/0!	0.50

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Eastgate Mall

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Eastgate Mall

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	0	0	2	2		0	0	4
7:15 AM	0	0	0	2		0	0	2
7:30 AM	0	0	0	0		1	0	1
7:45 AM	0	0	0	1		2	0	3
8:00 AM	0	0	3	2		1	0	6
8:15 AM	0	0	0	1		1	0	2
8:30 AM	0	0	0	1		3	0	4
8:45 AM	0	0	1	0		3	0	4
Total	0	0	6	9		11	0	26

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.67**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	0	4	4		8	0	16
PHF	#####	#####	0.33	0.50		0.67	#####	0.67
Movement PHF	#DIV/0!			0.40		0.67		0.67

PM Period (4:00 PM - 6:00 PM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	0	0	0	1		1	0	2
4:15 PM	0	1	0	1		0	0	2
4:30 PM	0	0	0	2		0	0	2
4:45 PM	0	0	0	1		1	0	2
5:00 PM	0	1	0	2		1	0	4
5:15 PM	0	2	1	0		0	0	3
5:30 PM	0	0	0	2		1	1	4
5:45 PM	0	1	0	1		1	0	3
Total	0	5	1	10		5	1	22

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.88**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	4	1	5		3	1	14
PHF	#####	0.5	0.25	0.625		0.75	0.25	0.88
Movement PHF	0.50			0.75		0.50		0.88

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Miramar Mall

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Miramar Mall

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	23	7	11	561		493	20	1,115
7:15 AM	17	8	7	764		733	24	1,553
7:30 AM	13	10	15	745		559	19	1,361
7:45 AM	12	6	18	809		629	19	1,493
8:00 AM	10	5	15	669		592	24	1,315
8:15 AM	7	7	15	697		472	12	1,210
8:30 AM	13	8	17	777		469	11	1,295
8:45 AM	17	12	15	730		439	18	1,231
Total	112	63	113	5,752		4,386	147	10,573

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.92**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	52	29	55	2,987		2,513	86	5,722
PHF	0.76	0.73	0.76	0.92		0.86	0.90	0.92
Movement PHF	0.81			0.92		0.86		0.92

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	22	27	17	694		475	4	1,239
4:15 PM	20	16	23	683		532	8	1,282
4:30 PM	21	20	13	713		621	5	1,393
4:45 PM	18	20	22	636		479	13	1,188
5:00 PM	26	16	15	829		571	5	1,462
5:15 PM	24	18	15	628		571	4	1,260
5:30 PM	22	20	15	689		444	3	1,193
5:45 PM	14	9	6	589		513	5	1,136
Total	167	146	126	5,461		4,206	47	10,153

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.91**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	85	72	73	2861		2203	31	5325
PHF	0.82	0.9	0.793	0.863		0.887	0.596	0.91
Movement PHF	0.93			0.87		0.89		0.91

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Miramar Road @ Miramar Mall

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
7:00 AM	0	6		4	10
7:15 AM	0	12		2	14
7:30 AM	0	3		7	10
7:45 AM	0	3		2	5
8:00 AM	0	6		6	12
8:15 AM	0	5		2	7
8:30 AM	0	3		2	5
8:45 AM	0	0		2	2
Total	0	38		27	65

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.73**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	24		17	41
PHF	#DIV/0!	0.50		0.61	0.73
Movement PHF	#DIV/0!	0.50		0.61	0.73

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
4:00 PM	0	0		0	0
4:15 PM	1	1		0	2
4:30 PM	0	0		0	0
4:45 PM	2	0		0	2
5:00 PM	0	0		0	0
5:15 PM	0	0		0	0
5:30 PM	0	0		0	0
5:45 PM	1	0		0	1
Total	4	1		0	5

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.50**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	3	1		0	4
PHF	0.38	0.25		#DIV/0!	0.50
Movement PHF	0.38	0.25		#DIV/0!	0.50

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Miramar Mall

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Miramar Mall

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	0	0	0	1		0	0	1
7:15 AM	0	0	0	1		0	0	1
7:30 AM	0	0	0	1		3	0	4
7:45 AM	0	0	0	0		1	0	1
8:00 AM	0	0	0	1		2	0	3
8:15 AM	0	0	1	1		1	0	3
8:30 AM	0	0	0	1		1	1	3
8:45 AM	0	0	0	0		2	0	2
Total	0	0	1	6		10	1	18

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.69**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	0	1	3		7	0	11
PHF	#####	#####	0.25	0.75		0.58	#####	0.69
Movement PHF	#DIV/0!			0.50		0.58		0.69

PM Period (4:00 PM - 6:00 PM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	0	1	0	2		1	0	4
4:15 PM	0	0	0	1		2	0	3
4:30 PM	0	0	0	1		0	0	1
4:45 PM	0	0	0	2		2	0	4
5:00 PM	0	0	0	1		1	0	2
5:15 PM	0	0	0	0		2	0	2
5:30 PM	0	0	1	0		2	0	3
5:45 PM	0	0	0	3		1	0	4
Total	0	1	1	10		11	0	23

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.75**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	1	0	6		5	0	12
PHF	#####	0.25	#####	0.75		0.625	#####	0.75
Movement PHF	0.25			0.75		0.63		0.75

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Miramar Place

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Miramar Place

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	15	20	26	513		476	30	1,080
7:15 AM	25	30	34	713		700	53	1,555
7:30 AM	2	4	15	702		555	16	1,294
7:45 AM	11	12	17	768		610	28	1,446
8:00 AM	10	7	22	700		577	26	1,342
8:15 AM	8	10	17	657		455	29	1,176
8:30 AM	19	22	29	779		466	14	1,329
8:45 AM	21	39	22	713		434	16	1,245
Total	111	144	182	5,545		4,273	212	10,467

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.91**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	48	53	88	2,883		2,442	123	5,637
PHF	0.48	0.44	0.65	0.94		0.87	0.58	0.91
Movement PHF	0.46		0.95			0.85		0.91

PM Period (4:00 PM - 6:00 PM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	13	25	11	670		482	20	1,221
4:15 PM	19	26	13	709		538	11	1,316
4:30 PM	16	19	8	762		633	7	1,445
4:45 PM	3	25	17	708		493	6	1,252
5:00 PM	18	29	9	773		585	2	1,416
5:15 PM	9	9	13	688		574	14	1,307
5:30 PM	6	16	14	748		455	9	1,248
5:45 PM	8	14	12	641		518	4	1,197
Total	92	163	97	5,699		4,278	73	10,402

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.94**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	56	99	47	2952		2249	26	5429
PHF	0.74	0.853	0.691	0.955		0.888	0.591	0.94
Movement PHF	0.82		0.96			0.89		0.94

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Miramar Road @ Miramar Place

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
7:00 AM	0	11		0	11
7:15 AM	0	5		0	5
7:30 AM	0	7		1	8
7:45 AM	0	9		0	9
8:00 AM	0	1		0	1
8:15 AM	0	6		0	6
8:30 AM	0	4		0	4
8:45 AM	0	1		1	2
Total	0	44		2	46

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.64**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	22		1	23
PHF	#DIV/0!	0.61		0.25	0.64
Movement PHF	#DIV/0!	0.61		0.25	0.64

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
4:00 PM	0	2		0	2
4:15 PM	0	2		0	2
4:30 PM	0	2		1	3
4:45 PM	0	3		0	3
5:00 PM	0	1		0	1
5:15 PM	0	3		1	4
5:30 PM	0	0		0	0
5:45 PM	0	0		0	0
Total	0	13		2	15

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.75**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	8		1	9
PHF	#DIV/0!	0.666666667		0.25	0.75
Movement PHF	#DIV/0!	0.67		0.25	0.75

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Miramar Place

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Miramar Place

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	0	0	0	1		0	0	1
7:15 AM	0	0	0	1		0	0	1
7:30 AM	0	0	0	0		3	0	3
7:45 AM	0	0	0	0		1	0	1
8:00 AM	0	0	0	1		2	0	3
8:15 AM	0	0	0	0		1	0	1
8:30 AM	1	0	0	0		1	0	2
8:45 AM	0	0	0	0		2	0	2
Total	1	0	0	3		10	0	14

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.67**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	0	0	2		6	0	8
PHF	#####	#####	#####	0.50		0.50	#####	0.67
Movement PHF	#DIV/0!			0.50		0.50		0.67

PM Period (4:00 PM - 6:00 PM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	0	0	0	2		2	0	4
4:15 PM	0	0	0	0		1	1	2
4:30 PM	0	0	0	1		0	0	1
4:45 PM	0	0	0	0		2	0	2
5:00 PM	0	1	0	1		1	0	3
5:15 PM	0	0	0	0		2	0	2
5:30 PM	0	0	0	1		2	0	3
5:45 PM	0	0	0	0		1	0	1
Total	0	1	0	5		11	1	18

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.83**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	1	0	2		7	0	10
PHF	#####	0.25	#####	0.5		0.875	#####	0.83
Movement PHF	0.25			0.50		0.88		0.83

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Camino Santa Fe

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Camino Santa Fe

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	111	2	6	31	439	5	2	2	1	8	229	165	1,001
7:15 AM	173	8	11	25	388	7	1	4	5	13	230	184	1,049
7:30 AM	119	1	10	32	437	2	1	1	2	7	241	173	1,026
7:45 AM	173	1	17	27	438	3	1	2	5	5	229	152	1,053
8:00 AM	116	1	10	34	477	2	1	1	2	8	257	156	1,065
8:15 AM	136	2	9	30	456	6	2	2	2	9	221	190	1,065
8:30 AM	133	1	14	35	483	2	1	1	3	8	255	153	1,089
8:45 AM	181	1	17	27	468	3	1	2	5	5	241	169	1,120
Total	1,142	17	94	241	3,586	30	10	15	25	63	1,903	1,342	8,468

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	566	5	50	126	1,884	13	5	6	12	30	974	668	4,339
PHF	0.78	0.63	0.74	0.90	0.98	0.54	0.63	0.75	0.60	0.83	0.95	0.88	0.97
Movement PHF		0.78			0.97			0.72			0.99		0.97

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	297	0	45	24	403	5	3	2	20	27	411	173	1,410
4:15 PM	334	0	49	21	342	1	1	4	3	10	451	196	1,412
4:30 PM	347	2	44	18	368	6	5	3	21	15	473	188	1,490
4:45 PM	375	1	40	17	313	11	3	7	16	26	430	239	1,478
5:00 PM	385	0	43	15	395	7	3	9	30	18	374	185	1,464
5:15 PM	403	0	55	16	335	14	1	2	8	14	354	203	1,405
5:30 PM	351	0	38	10	338	3	3	2	16	18	308	180	1,267
5:45 PM	298	0	38	17	300	11	3	5	7	11	339	226	1,255
Total	2790	3	352	138	2,794	58	22	34	121	139	3,140	1,590	11,181

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1441	3	176	71	1418	25	12	23	70	69	1728	808	5844
PHF	0.94	0.375	0.898	0.845	0.897	0.568	0.6	0.639	0.583	0.663	0.913	0.845	0.98
Movement PHF		0.95			0.91			0.63			0.94		0.98

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Miramar Road @ Camino Santa Fe

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	2	0	0	2
7:15 AM	5	0	0	0	5
7:30 AM	3	0	0	0	3
7:45 AM	12	1	0	0	13
8:00 AM	2	1	0	0	3
8:15 AM	5	3	0	0	8
8:30 AM	4	3	0	0	7
8:45 AM	0	0	0	0	0
Total	31	10	0	0	41

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.56**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	11	7	0	0	18
PHF	0.55	0.58	#DIV/0!	#DIV/0!	0.56
Movement PHF	0.55	0.58	#DIV/0!	#DIV/0!	0.56

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

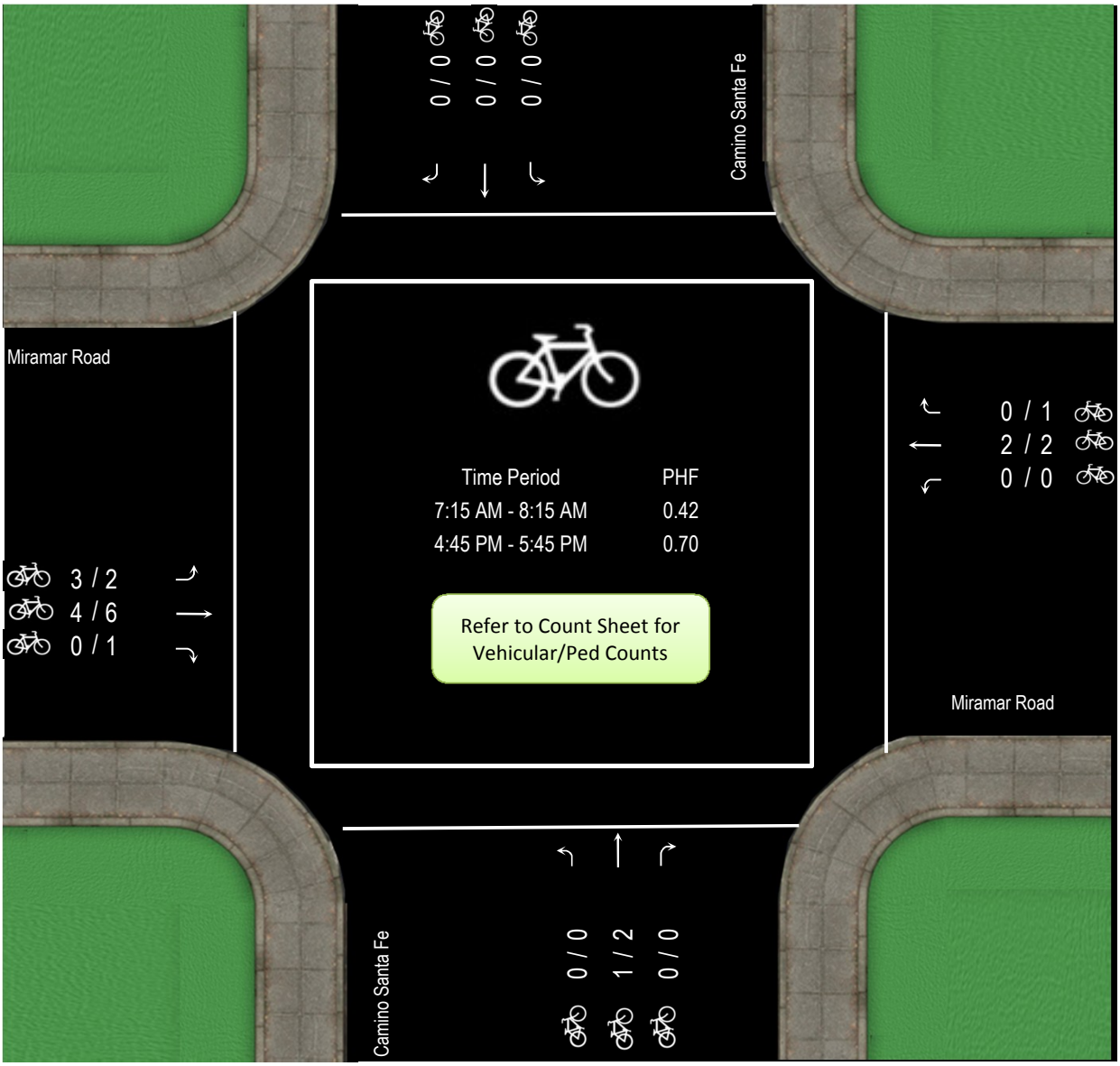
Location: Miramar Road @ Camino Santa Fe

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Road @ Camino Santa Fe

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
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	1	0	0	3	2	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	0	0	0	0	0	1	1	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	1	0	0	0	0	0	0	0	2	3
Total	0	0	0	1	3	0	0	1	0	0	5	6	16

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.42**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	2	0	0	1	0	0	4	3	10
PHF	#####	#####	#####	#####	0.50	#####	#####	0.25	#####	#####	0.33	0.38	0.42
Movement PHF	#DIV/0!			0.50			0.25			0.35			0.42

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:30 PM	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	2	0	2
5:00 PM	0	0	0	0	1	0	0	0	0	0	1	1	3
5:15 PM	0	0	0	0	0	0	0	1	0	1	2	0	4
5:30 PM	0	0	0	1	1	0	0	1	0	0	1	1	5
5:45 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
Total	0	1	0	1	2	0	0	3	0	2	9	2	20

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.70**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	1	2	0	0	2	0	1	6	2	14
PHF	#####	#####	#####	0.25	0.5	#####	#####	0.5	#####	0.25	0.75	0.5	0.70
Movement PHF	#DIV/0!			0.38			0.50			0.75			0.70

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Villa La Jolla Drive

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Villa La Jolla Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	17	8	55	1	11	21	58	0	0	0	1	172
7:15 AM	0	18	10	62	3	21	22	61	0	3	1	0	201
7:30 AM	1	24	32	74	0	25	23	70	1	2	4	2	258
7:45 AM	1	21	18	81	0	26	28	68	0	1	1	5	250
8:00 AM	1	28	23	80	0	20	33	91	0	0	2	4	282
8:15 AM	2	35	26	62	0	18	36	72	1	2	3	3	260
8:30 AM	1	41	26	74	1	14	24	81	3	0	2	2	269
8:45 AM	2	29	27	83	1	14	33	96	0	3	0	5	293
Total	8	213	170	571	6	149	220	597	5	11	13	22	1,985

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	6	133	102	299	2	66	126	340	4	5	7	14	1,104
PHF	0.75	0.81	0.94	0.90	0.50	0.83	0.88	0.89	0.33	0.42	0.58	0.70	0.94
Movement PHF		0.89			0.92			0.91			0.81		0.94

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	7	100	97	64	2	45	43	70	0	0	0	4	432
4:15 PM	3	83	83	62	2	32	53	62	0	0	0	0	380
4:30 PM	3	94	124	94	1	48	69	75	0	0	1	0	509
4:45 PM	0	86	130	80	5	49	52	83	0	1	3	1	490
5:00 PM	2	108	95	70	5	51	65	56	0	1	0	2	455
5:15 PM	4	99	97	66	4	63	89	73	2	0	3	1	501
5:30 PM	1	92	82	80	3	49	56	74	1	0	5	2	445
5:45 PM	3	88	76	68	3	64	77	65	3	4	2	1	454
Total	23	750	784	584	25	401	504	558	6	6	14	11	3,666

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	9	387	446	310	15	211	275	287	2	2	7	4	1955
PHF	0.56	0.896	0.858	0.824	0.75	0.837	0.772	0.864	0.25	0.5	0.583	0.5	0.96
Movement PHF		0.95			0.94			0.86			0.65		0.96

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Nobel Drive @ Villa La Jolla Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	2	3	5
8:15 AM	0	0	3	0	3
8:30 AM	0	0	2	2	4
8:45 AM	0	0	0	1	1
Total	0	0	7	8	15

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.65**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	7	6	13
PHF	#DIV/0!	#DIV/0!	0.58	0.50	0.65
Movement PHF	#DIV/0!	#DIV/0!	0.58	0.50	0.65

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	2	3	5
4:15 PM	0	0	1	5	6
4:30 PM	0	0	0	2	2
4:45 PM	0	0	0	6	6
5:00 PM	0	0	0	4	4
5:15 PM	1	0	0	2	3
5:30 PM	0	0	0	8	8
5:45 PM	0	0	0	4	4
Total	1	0	3	34	38

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.63**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	0	0	14	15
PHF	0.25	#DIV/0!	#DIV/0!	0.583333333	0.63
Movement PHF	0.25	#DIV/0!	#DIV/0!	0.58	0.63

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location:	Nobel Drive	@	Villa La Jolla Drive
Date of Count:	*Tuesday, April 28, 2015*		
Analysts:	*LV/CD*		
Weather:	*Sunny*		
AVC Proj No:	*15-0345*		



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Villa La Jolla Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	1	0	0	0	2	0	0	0	0	4
7:45 AM	0	1	1	0	0	0	1	1	0	1	1	0	6
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	4	0	0	0	3	0	0	0	0	7
8:30 AM	0	0	0	0	0	0	0	4	0	0	0	0	4
8:45 AM	0	0	0	6	1	2	2	2	0	0	0	0	13
Total	0	1	2	11	1	2	3	13	0	1	2	0	36

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.48**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	10	1	2	2	9	0	0	1	0	25
PHF	#####	#####	#####	0.42	0.25	0.25	0.25	0.56	#####	#####	0.25	#####	0.48
Movement PHF	#DIV/0!			0.36			0.69			0.25			0.48

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	2	3
4:15 PM	0	0	0	0	0	1	0	1	0	0	0	1	3
4:30 PM	0	1	2	0	0	1	0	0	2	0	0	0	6
4:45 PM	0	0	2	0	0	0	0	0	0	0	0	3	5
5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	2	0	2	0	0	0	1	0	0	0	5
5:30 PM	0	1	0	0	2	0	0	1	0	0	0	6	10
5:45 PM	0	0	0	0	1	0	0	0	1	0	0	7	9
Total	0	2	9	0	5	2	0	2	4	0	0	19	43

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.65**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	4	0	5	0	0	1	2	0	0	13	26
PHF	#####	0.25	0.5	#####	0.625	#####	#####	0.25	0.5	#####	#####	0.464	0.65
Movement PHF	0.63			0.63			0.75			0.46			0.65

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Villa la Jolla Drive

Date of Count: *Tuesday, October 21, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Villa la Jolla Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	1	61	62	68	1	31	38	61	1	0	1	0	325
11:15 AM	1	56	55	71	1	33	40	58	1	2	0	2	320
11:30 AM	1	48	63	62	1	28	40	64	0	1	4	1	313
11:45 AM	0	62	75	72	1	31	49	58	1	0	1	1	351
12:00 PM	1	66	92	66	0	31	42	68	0	1	1	3	371
12:15 PM	1	84	80	74	1	35	52	64	4	0	1	2	398
12:30 PM	4	62	74	88	1	33	53	69	2	3	3	1	393
12:45 PM	2	72	62	94	1	23	45	59	1	1	2	1	363
Total	11	511	563	595	7	245	359	501	10	8	13	11	2,834

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	8	284	308	322	3	122	192	260	7	5	7	7	1525
PHF	0.50	0.845	0.837	0.856	0.75	0.871	0.906	0.942	0.438	0.417	0.583	0.583	0.96
Movement PHF		0.91			0.92			0.93			0.68		0.96

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ La Jolla Village Square Drwy

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ La Jolla Village Square Drwy

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	1	13	38	64	24	13	3	2	6	28	4	196
7:15 AM	0	3	20	46	68	21	13	0	3	6	30	2	212
7:30 AM	0	2	29	65	77	21	16	6	0	5	44	2	267
7:45 AM	1	3	20	53	103	37	15	1	1	11	41	0	286
8:00 AM	0	4	27	64	76	34	13	1	2	7	41	1	270
8:15 AM	0	3	22	38	74	36	20	1	3	8	52	6	263
8:30 AM	0	2	27	68	90	38	14	1	1	6	47	3	297
8:45 AM	0	8	37	78	93	26	12	9	7	9	57	3	339
Total	1	26	195	450	645	237	116	22	19	58	340	21	2,130

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.86**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	17	113	248	333	134	59	12	13	30	197	13	1,169
PHF	#####	0.53	0.76	0.79	0.90	0.88	0.74	0.33	0.46	0.83	0.86	0.54	0.86
Movement PHF		0.72			0.91			0.75			0.87		0.86

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	2	24	60	77	70	63	57	8	23	23	86	5	498
4:15 PM	4	20	68	94	64	69	76	8	18	29	110	8	568
4:30 PM	5	13	69	77	78	66	60	10	25	27	110	4	544
4:45 PM	2	24	67	66	93	79	40	14	26	18	120	11	560
5:00 PM	0	19	65	78	90	63	62	8	17	27	148	2	579
5:15 PM	0	13	66	106	91	93	64	7	20	19	110	5	594
5:30 PM	2	21	84	93	73	98	70	26	13	26	109	6	621
5:45 PM	1	17	82	80	108	69	75	16	22	27	86	4	587
Total	16	151	561	671	667	600	504	97	164	196	879	45	4,551

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	3	70	297	357	362	323	271	57	72	99	453	17	2381
PHF	0.38	0.833	0.884	0.842	0.838	0.824	0.903	0.548	0.818	0.917	0.765	0.708	0.96
Movement PHF		0.86			0.90			0.88			0.80		0.96

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Nobel Drive @ La Jolla Village Square Drwy

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	0	1	0	0	1
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	0	2	0	0	2

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	1	0	0	1
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	5	0	0	0	5
5:45 PM	0	1	0	0	1
Total	5	2	0	0	7

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.30**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	5	1	0	0	6
PHF	0.25	0.25	#DIV/0!	#DIV/0!	0.30
Movement PHF	0.25	0.25	#DIV/0!	#DIV/0!	0.30

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ La Jolla Village Square Drwy

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ La Jolla Village Square Drwy

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	1	0	2	0	1	0	0	0	0	0	0	4
7:15 AM	0	3	0	0	0	0	0	1	0	0	0	0	4
7:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	3
7:45 AM	0	1	0	5	1	0	0	0	0	0	0	0	7
8:00 AM	0	3	0	1	1	0	0	0	0	0	0	0	5
8:15 AM	0	0	0	0	7	0	0	0	0	0	1	0	8
8:30 AM	0	0	0	7	5	0	0	0	0	0	2	0	14
8:45 AM	0	0	0	4	2	0	0	0	0	0	0	0	6
Total	0	10	0	20	16	1	0	1	0	0	3	0	51

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.61**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	4	0	13	14	0	0	0	0	0	3	0	34
PHF	#####	0.33	#####	0.46	0.50	#####	#####	#####	#####	#####	0.38	#####	0.61
Movement PHF		0.33			0.56			#DIV/0!			0.38		0.61

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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	3	0	3
4:30 PM	0	0	0	0	3	0	0	0	0	0	5	0	8
4:45 PM	0	1	0	0	0	0	0	0	0	0	3	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	6
5:15 PM	0	0	2	0	0	0	0	0	0	0	3	0	5
5:30 PM	0	1	1	1	0	0	0	0	0	0	5	0	8
5:45 PM	0	2	0	0	1	0	0	0	0	0	8	0	11
Total	0	4	3	1	4	0	0	0	0	0	33	0	45

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.68**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	3	3	1	1	0	0	0	0	0	22	0	30
PHF	#####	0.375	0.375	0.25	0.25	#####	#####	#####	#####	#####	0.688	#####	0.68
Movement PHF		0.75			0.50			#DIV/0!			0.69		0.68

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

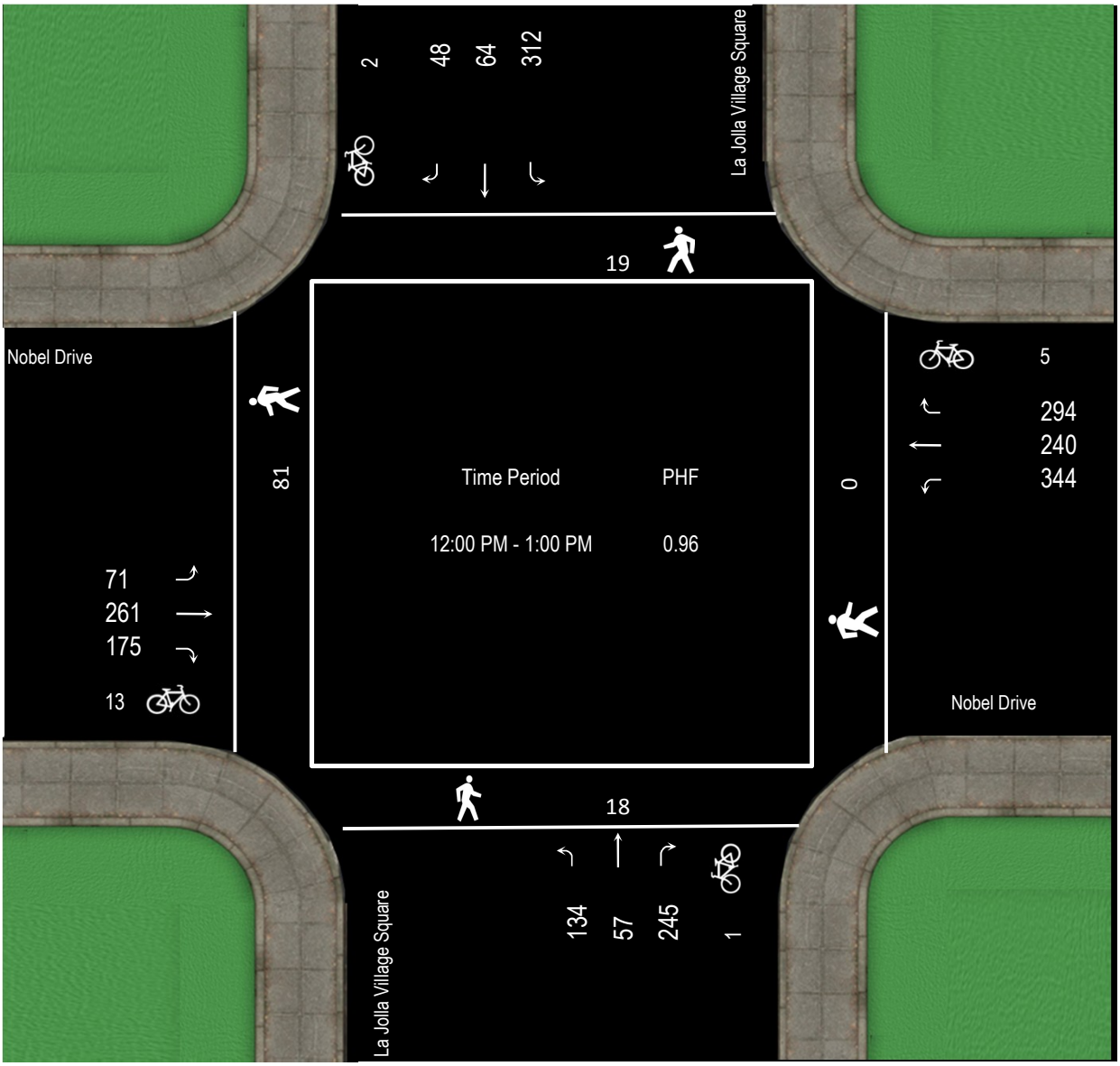
Location: Nobel Drive @ La Jolla Village Square

Date of Count: *Tuesday, October 21, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ La Jolla Village Square

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	11	13	54	58	53	54	46	8	27	39	52	10	425
11:15 AM	9	21	50	59	70	78	59	7	23	48	29	18	471
11:30 AM	8	17	64	61	59	68	54	9	25	38	56	13	472
11:45 AM	10	18	45	73	66	87	59	9	20	49	69	7	512
12:00 PM	13	17	62	89	52	92	52	13	27	49	67	19	552
12:15 PM	13	16	76	76	64	94	61	12	34	36	75	22	579
12:30 PM	10	19	86	77	65	86	69	11	30	50	67	13	583
12:45 PM	12	12	88	52	59	72	63	21	43	40	52	17	531
Total	86	133	525	545	488	631	463	90	229	349	467	119	4,125

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	48	64	312	294	240	344	245	57	134	175	261	71	2245
PHF	0.92	0.842	0.886	0.826	0.923	0.915	0.888	0.679	0.779	0.875	0.87	0.807	0.96
Movement PHF		0.92			0.94			0.86			0.94		0.96

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ I-5 SB On Ramp

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ I-5 SB On Ramp

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
7:00 AM		114	38	0	0	24	37	213
7:15 AM		152	60	0	0	18	34	264
7:30 AM		180	60	0	0	28	57	325
7:45 AM		197	83	0	0	25	62	367
8:00 AM		179	69	0	0	32	46	326
8:15 AM		164	56	0	0	42	63	325
8:30 AM		191	71	0	0	29	67	358
8:45 AM		185	51	0	0	25	67	328
Total		1,362	488	0	0	223	433	2,506

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.94**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		731	279	0	0	128	238	1,376
PHF		0.93	0.84	#####	#####	0.76	0.89	0.94
Movement PHF		0.90		#DIV/0!			0.87	0.94

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM		220	150	0	0	97	144	611
4:15 PM		232	172	0	0	108	123	635
4:30 PM		243	186	0	0	96	166	691
4:45 PM		281	173	0	0	105	163	722
5:00 PM		261	182	0	0	106	183	732
5:15 PM		259	219	0	0	91	170	739
5:30 PM		257	175	0	0	111	173	716
5:45 PM		255	151	0	0	74	190	670
Total		2,008	1,408	0	0	788	1,312	5,516

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.98**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		1058	749	0	0	413	689	2909
PHF		0.941	0.855	#####	#####	0.93	0.941	0.98
Movement PHF		0.95		#DIV/0!			0.95	0.98

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Kimley»Horn

Location: Nobel Drive @ I-5 SB On Ramp

AM Period (7:00 AM - 9:00 AM)					
		Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM		0	0	3	3
7:15 AM		2	0	6	8
7:30 AM		1	0	8	9
7:45 AM		3	0	6	9
8:00 AM		1	0	3	4
8:15 AM		0	0	8	8
8:30 AM		0	0	4	4
8:45 AM		1	0	23	24
Total		8	0	61	69

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.69**

		East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume		4	0	21	25
PHF		0.33	#DIV/0!	0.66	0.69
Movement PHF		0.33	#DIV/0!	0.66	0.69

PM Period (4:00 PM - 6:00 PM)					
		Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM		3	0	0	3
4:15 PM		2	0	1	3
4:30 PM		2	0	5	7
4:45 PM		5	0	4	9
5:00 PM		12	0	4	16
5:15 PM		12	0	3	15
5:30 PM		7	0	2	9
5:45 PM		9	0	2	11
Total		52	0	21	73

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.77**

		East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume		36	0	13	49
PHF		0.75	#DIV/0!	0.8125	0.77
Movement PHF		0.75	#DIV/0!	0.81	0.77

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ I-5 SB On Ramp

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ I-5 SB On Ramp

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
7:00 AM		3	0	0	0	0	0	3
7:15 AM		0	0	0	0	0	0	0
7:30 AM		1	0	0	0	0	0	1
7:45 AM		6	0	0	0	0	0	6
8:00 AM		2	0	0	0	0	0	2
8:15 AM		7	0	0	0	0	1	8
8:30 AM		12	0	0	0	0	2	14
8:45 AM		6	0	0	0	0	0	6
Total		37	0	0	0	0	3	40

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.54**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		27	0	0	0	0	3	30
PHF		0.56	#####	#####	#####	#####	0.38	0.54
Movement PHF		0.56		#DIV/0!			0.38	0.54

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM		0	0	0	0	0	0	0
4:15 PM		0	0	0	0	0	3	3
4:30 PM		3	0	0	0	0	5	8
4:45 PM		0	0	0	0	0	3	3
5:00 PM		0	0	0	0	0	6	6
5:15 PM		0	0	0	0	0	5	5
5:30 PM		1	0	0	0	0	6	7
5:45 PM		1	0	0	0	0	8	9
Total		5	0	0	0	0	36	41

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.75**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		2	0	0	0	0	25	27
PHF		0.5	#####	#####	#####	#####	0.781	0.75
Movement PHF		0.50		#DIV/0!			0.78	0.75

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

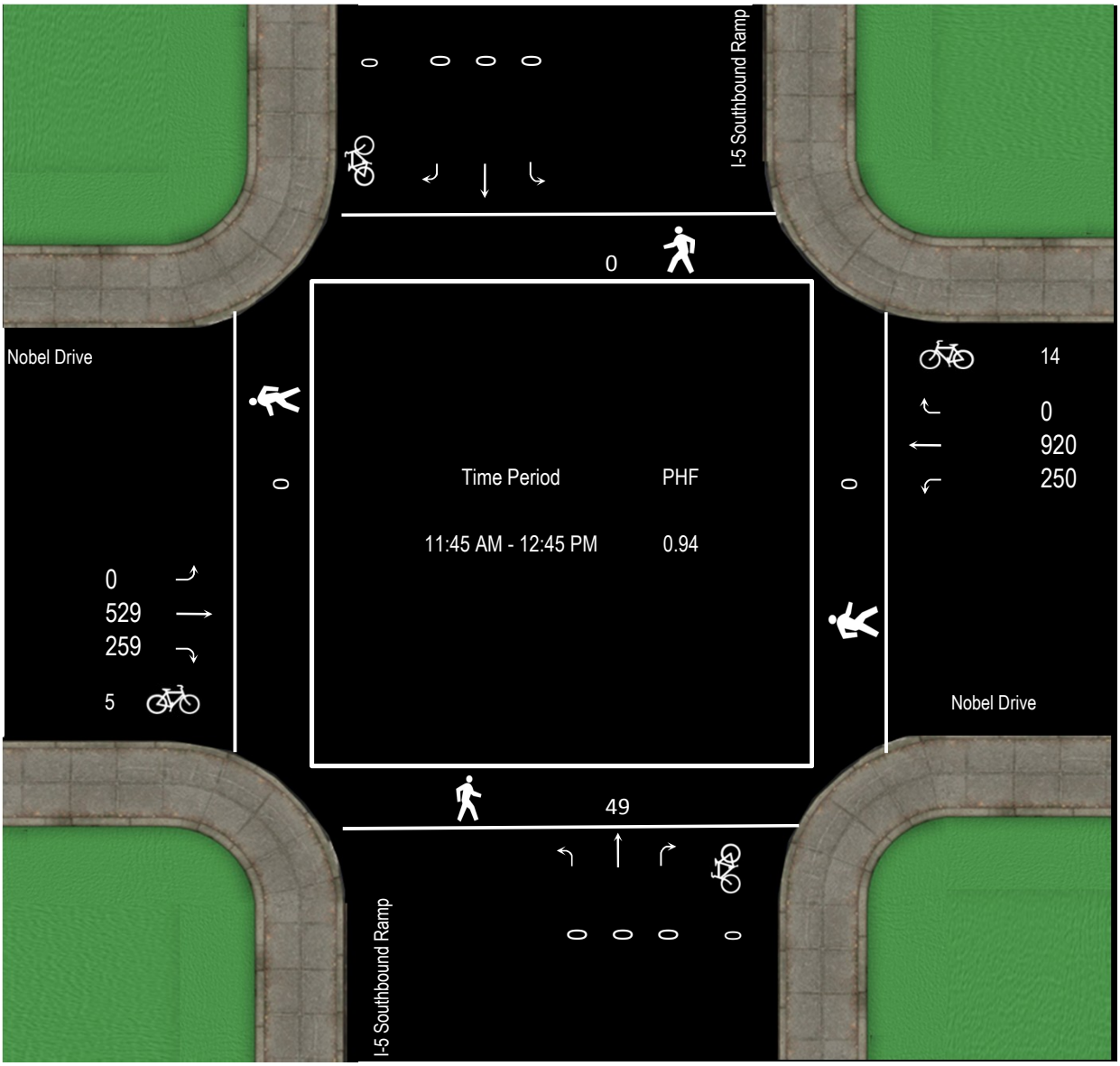
Location: Nobel Drive @ I-5 Southbound Ramp

Date of Count: *Tuesday, October 21, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ I-5 Southbound Ramp

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	0	0	0	165	47	0	0	0	43	109	0	364
11:15 AM	0	0	0	0	199	55	0	0	0	47	91	0	392
11:30 AM	0	0	0	0	188	52	0	0	0	59	115	0	414
11:45 AM	0	0	0	0	226	59	0	0	0	56	117	0	458
12:00 PM	0	0	0	0	232	63	0	0	0	55	126	0	476
12:15 PM	0	0	0	0	234	56	0	0	0	67	145	0	502
12:30 PM	0	0	0	0	228	72	0	0	0	81	141	0	522
12:45 PM	0	0	0	0	183	43	0	0	0	60	143	0	429
Total	0	0	0	0	1,655	447	0	0	0	468	987	0	3,557

PM Intersection Peak Hour : **11:45 AM - 12:45 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	920	250	0	0	0	259	529	0	1958
PHF	#####	#####	#####	#####	0.983	0.868	#####	#####	#####	0.799	0.912	#####	0.94
Movement PHF	#DIV/0!			0.98			#DIV/0!			0.89			0.94

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ University Center Lane

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ University Center Lane

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	10	0	0	1	73	0	80	28	69	0	35	2	298
7:15 AM	12	0	0	3	119	0	88	28	83	0	36	0	369
7:30 AM	16	0	0	6	142	0	89	31	83	0	58	0	425
7:45 AM	19	0	0	7	203	0	81	46	61	0	65	0	482
8:00 AM	24	0	0	2	152	0	86	42	73	0	47	0	426
8:15 AM	13	0	0	3	145	0	88	31	62	0	63	0	405
8:30 AM	27	0	0	7	154	0	83	40	81	0	67	0	459
8:45 AM	23	0	0	5	136	0	87	24	78	0	67	1	421
Total	144	0	0	34	1,124	0	682	270	590	0	438	3	3,285

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	83	0	0	19	654	0	338	159	277	0	242	0	1,772
PHF	0.77	#####	#####	0.68	0.81	#####	0.96	0.86	0.85	#####	0.90	#####	0.92
Movement PHF		0.77			0.80			0.95			0.90		0.92

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	53	0	0	1	256	0	64	10	64	0	147	0	595
4:15 PM	58	0	0	3	282	0	60	14	66	0	125	0	608
4:30 PM	70	0	0	3	286	0	56	12	75	0	168	0	670
4:45 PM	53	0	0	2	322	0	51	13	84	0	167	1	693
5:00 PM	75	0	0	3	309	0	59	15	71	0	195	0	727
5:15 PM	70	0	0	2	338	0	88	10	82	0	181	1	772
5:30 PM	55	0	0	3	315	0	72	12	69	0	180	0	706
5:45 PM	49	0	0	2	298	0	65	10	68	0	199	0	691
Total	483	0	0	19	2,406	0	515	96	579	0	1,362	2	5,462

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	253	0	0	10	1284	0	270	50	306	0	723	2	2898
PHF	0.84	#####	#####	0.833	0.95	#####	0.767	0.833	0.911	#####	0.927	0.5	0.94
Movement PHF		0.84			0.95			0.87			0.93		0.94

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Nobel Drive @ University Center Lane

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	0	1	0	0	1
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	1	1	0	0	2

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	0	0	1
PHF	#DIV/0!	0.25	#DIV/0!	#DIV/0!	0.25
Movement PHF	#DIV/0!	0.25	#DIV/0!	#DIV/0!	0.25

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ University Center Lane

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ University Center Lane

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	6	0	0	0	0	0	0	0	6
8:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	7	0	0	0	0	0	1	0	8
8:30 AM	0	0	0	0	12	0	0	0	0	0	2	0	14
8:45 AM	0	0	0	0	6	0	0	0	0	0	0	0	6
Total	0	0	0	0	37	0	0	0	0	0	3	0	40

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.54**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	27	0	0	0	0	0	3	0	30
PHF	#####	#####	#####	#####	0.56	#####	#####	#####	#####	#####	0.38	#####	0.54
Movement PHF	#DIV/0!			0.56			#DIV/0!			0.38			0.54

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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	3	0	3
4:30 PM	0	0	0	0	3	0	0	0	0	0	5	0	8
4:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	6	0	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	5
5:30 PM	0	0	0	0	1	0	0	0	0	0	6	0	7
5:45 PM	0	0	0	0	1	0	0	0	0	0	8	0	9
Total	0	0	0	0	5	0	0	0	0	0	36	0	41

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	2	0	0	0	0	0	25	0	27
PHF	#####	#####	#####	#####	0.5	#####	#####	#####	#####	#####	0.781	#####	0.75
Movement PHF	#DIV/0!			0.50			#DIV/0!			0.78			0.75

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

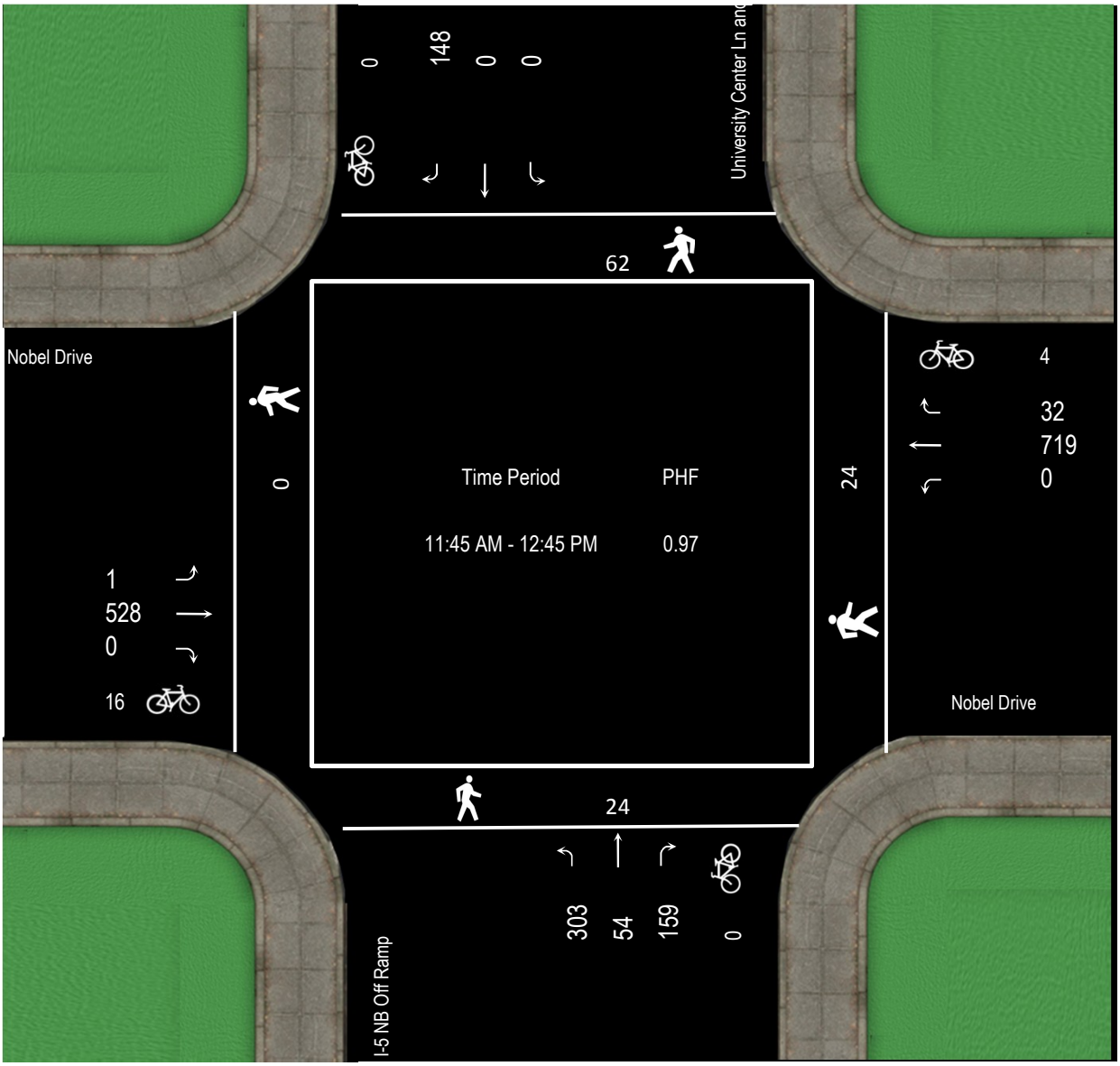
Location: Nobel Drive @ University Center Ln and I 5 Northbound

Date of Count: *Tuesday, October 21, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ University Center Ln and I 5 Northbound

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	28	0	0	3	127	0	47	18	57	0	108	1	389
11:15 AM	34	0	0	5	159	0	43	9	61	0	90	1	402
11:30 AM	27	0	0	2	151	0	44	16	62	0	115	0	417
11:45 AM	40	0	0	3	165	0	39	10	80	0	117	0	454
12:00 PM	47	0	0	9	180	0	42	13	68	0	125	1	485
12:15 PM	27	0	0	9	186	0	46	12	77	0	145	0	502
12:30 PM	34	0	0	11	188	0	32	19	78	0	141	0	503
12:45 PM	26	0	0	9	137	0	48	19	63	0	142	1	445
Total	263	0	0	51	1,293	0	341	116	546	0	983	4	3,597

PM Intersection Peak Hour : **11:45 AM - 12:45 PM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	148	0	0	32	719	0	159	54	303	0	528	1	1944
PHF	0.79	#####	#####	0.727	0.956	#####	0.864	0.711	0.947	#####	0.91	0.25	0.97
Movement PHF		0.79			0.94			0.96			0.91		0.97

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Caminito Plaza Centro

Date of Count: *Wednesday, October 21, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0428*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Caminito Plaza Centro

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	6	0	1	0	88	5	3	0	1	2	91	9	206
7:15 AM	7	0	0	2	114	2	1	0	1	9	111	6	253
7:30 AM	7	1	0	4	127	8	3	0	10	7	90	11	268
7:45 AM	6	2	1	6	115	13	3	0	7	19	130	11	313
8:00 AM	9	2	1	5	149	8	5	0	7	24	121	12	343
8:15 AM	6	0	0	5	149	15	4	0	11	10	135	13	348
8:30 AM	16	0	1	4	134	16	1	0	5	18	122	6	323
8:45 AM	5	2	1	1	135	7	5	1	8	18	145	10	338
Total	62	7	5	27	1,011	74	25	1	50	107	945	78	2,392

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	36	4	3	15	567	46	15	1	31	70	523	41	1,352
PHF	0.56	0.50	0.75	0.75	0.95	0.72	0.75	0.25	0.70	0.73	0.90	0.79	0.97
Movement PHF		0.63			0.93			0.78			0.92		0.97

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	3	0	3	3	208	3	8	2	15	7	199	8	459
4:15 PM	12	1	5	6	236	4	9	1	13	10	219	11	527
4:30 PM	9	0	2	5	279	1	17	0	21	6	214	13	567
4:45 PM	6	3	2	3	285	9	10	1	16	11	210	15	571
5:00 PM	14	0	1	6	277	3	13	4	23	7	240	15	603
5:15 PM	14	1	2	12	293	4	16	3	16	8	219	16	604
5:30 PM	7	0	1	8	281	6	14	0	19	9	242	15	602
5:45 PM	6	1	3	6	272	7	13	0	10	11	241	18	588
Total	71	6	19	49	2,131	37	100	11	133	69	1,784	111	4,521

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.99**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	41	2	7	32	1123	20	56	7	68	35	942	64	2397
PHF	0.73	0.5	0.583	0.667	0.958	0.714	0.875	0.438	0.739	0.795	0.973	0.889	0.99
Movement PHF		0.74			0.95			0.82			0.96		0.99

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Caminito Plaza

Date of Count: *Tuesday, October 21, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0428*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Caminito Plaza

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	4	0	1	3	121	9	8	1	5	11	138	6	307
11:15 AM	7	2	4	4	148	4	5	2	9	5	116	12	318
11:30 AM	5	0	1	3	139	3	15	1	9	7	143	9	335
11:45 AM	7	1	3	4	149	5	11	1	12	9	135	12	349
12:00 PM	10	2	4	9	170	2	10	0	9	7	139	21	383
12:15 PM	10	0	3	4	180	3	7	1	5	7	169	15	404
12:30 PM	11	0	2	1	175	14	6	0	13	9	145	19	395
12:45 PM	7	0	4	7	132	13	5	0	7	11	156	23	365
Total	61	5	22	35	1,214	53	67	6	69	66	1,141	117	2,856

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	38	2	13	21	657	32	28	1	34	34	609	78	1547
PHF	0.86	0.25	0.813	0.583	0.913	0.571	0.7	0.25	0.654	0.773	0.901	0.848	0.96
Movement PHF		0.83			0.93			0.83			0.94		0.96

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Lebon Drive

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Lebon Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	4	25	7	18	59	12	23	48	24	13	91	6	330
7:15 AM	5	15	8	15	76	1	15	50	25	12	108	4	334
7:30 AM	8	15	4	18	86	3	25	106	36	14	115	9	439
7:45 AM	13	16	9	27	125	5	24	80	38	8	116	6	467
8:00 AM	13	14	9	26	94	12	25	70	32	11	98	11	415
8:15 AM	13	23	14	22	94	14	23	43	37	10	112	8	413
8:30 AM	14	21	11	27	111	17	24	94	37	21	118	13	508
8:45 AM	14	33	4	18	87	12	17	65	32	16	103	4	405
Total	84	162	66	171	732	76	176	556	261	105	861	61	3,311

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	53	74	43	102	424	48	96	287	144	50	444	38	1,803
PHF	0.95	0.80	0.77	0.94	0.85	0.71	0.96	0.76	0.95	0.60	0.94	0.73	0.89
Movement PHF		0.85			0.91			0.85			0.88		0.89

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	11	49	27	20	173	19	18	41	34	30	155	18	595
4:15 PM	11	37	13	17	139	29	15	24	22	31	117	16	471
4:30 PM	6	41	12	17	179	20	26	35	37	31	156	27	587
4:45 PM	10	56	26	16	193	24	22	37	27	19	123	13	566
5:00 PM	24	66	28	13	164	16	17	41	30	42	169	23	633
5:15 PM	20	72	28	17	196	37	12	38	27	29	178	21	675
5:30 PM	119	65	29	23	179	33	14	43	31	37	157	16	746
5:45 PM	5	46	22	21	134	19	12	35	33	27	129	15	498
Total	206	432	185	144	1,357	197	136	294	241	246	1,184	149	4,771

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.88**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	173	259	111	69	732	110	65	159	115	127	627	73	2620
PHF	0.36	0.899	0.957	0.75	0.934	0.743	0.739	0.924	0.927	0.756	0.881	0.793	0.88
Movement PHF		0.64			0.91			0.96			0.88		0.88

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Nobel Drive @ Lebon Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	9	0	0	9
7:15 AM	0	5	0	0	5
7:30 AM	0	2	0	0	2
7:45 AM	0	5	0	0	5
8:00 AM	0	5	0	0	5
8:15 AM	0	3	0	0	3
8:30 AM	0	5	0	0	5
8:45 AM	0	5	0	0	5
Total	0	39	0	0	39

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.90**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	18	0	0	18
PHF	#DIV/0!	0.90	#DIV/0!	#DIV/0!	0.90
Movement PHF	#DIV/0!	0.90	#DIV/0!	#DIV/0!	0.90

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	6	0	0	6
4:15 PM	0	9	0	0	9
4:30 PM	0	7	0	0	7
4:45 PM	0	6	0	0	6
5:00 PM	0	0	0	0	0
5:15 PM	0	6	0	0	6
5:30 PM	0	5	0	0	5
5:45 PM	0	3	0	0	3
Total	0	42	0	0	42

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.71**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	17	0	0	17
PHF	#DIV/0!	0.708333333	#DIV/0!	#DIV/0!	0.71
Movement PHF	#DIV/0!	0.71	#DIV/0!	#DIV/0!	0.71

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Lebon Drive

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Lebon Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	1	0	0	1	0	2	0	0	0	1	0	5
7:15 AM	0	0	0	0	2	0	0	2	0	0	3	0	7
7:30 AM	0	1	0	0	4	0	1	2	0	0	1	0	9
7:45 AM	0	0	0	0	1	0	0	0	1	0	1	0	3
8:00 AM	0	0	0	0	2	0	0	0	4	0	2	0	8
8:15 AM	0	0	0	1	1	0	0	0	2	0	1	0	5
8:30 AM	0	1	0	0	0	0	0	1	6	0	0	0	8
8:45 AM	0	0	0	0	11	0	1	0	6	0	1	0	19
Total	0	3	0	1	22	0	4	5	19	0	10	0	64

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.53**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	0	1	14	0	1	1	18	0	4	0	40
PHF	#####	0.25	#####	0.25	0.32	#####	0.25	0.25	0.75	#####	0.50	#####	0.53
Movement PHF		0.25			0.34			0.71			0.50		0.53

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	1	0	0	1	0	1	1	0	4
4:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	1	1	1	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	1	1	0	0	0	1	3	0	6
5:00 PM	0	0	0	2	0	0	0	0	0	5	3	0	10
5:15 PM	0	1	0	0	0	0	0	0	2	3	1	0	7
5:30 PM	0	0	0	0	1	0	0	0	0	1	5	0	7
5:45 PM	0	1	0	1	1	0	0	0	0	2	7	0	12
Total	0	2	0	4	7	2	0	1	2	13	20	0	51

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	0	3	2	0	0	0	2	11	16	0	36
PHF	#####	0.5	#####	0.375	0.5	#####	#####	#####	0.25	0.55	0.571	#####	0.75
Movement PHF		0.50			0.63			0.25			0.75		0.75

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

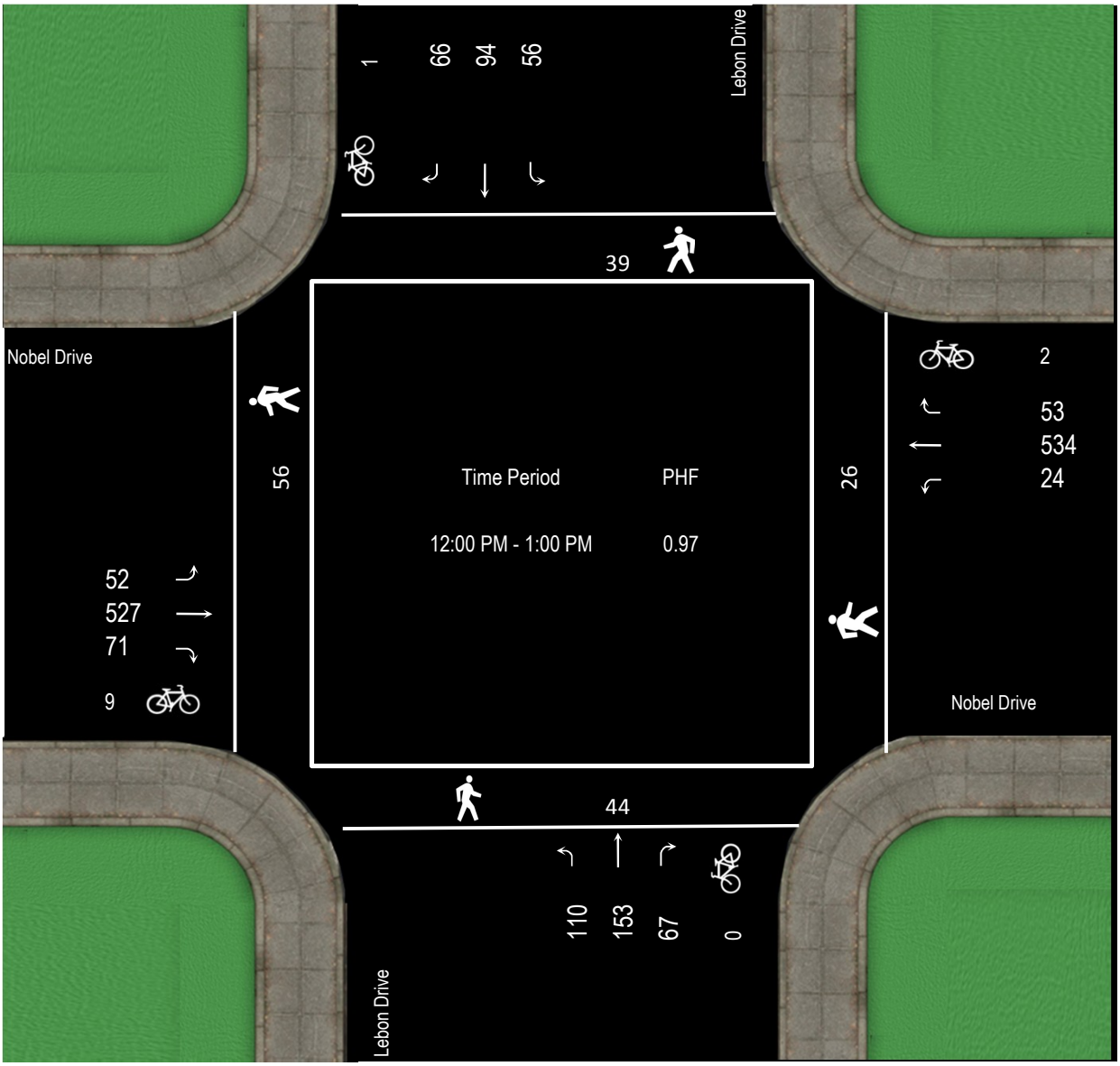
Location: Nobel Drive @ Lebon Drive

Date of Count: *Tuesday, October 21, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Lebon Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	25	21	11	17	87	6	13	39	21	13	127	7	387
11:15 AM	10	29	7	12	131	6	12	31	15	9	101	15	378
11:30 AM	14	38	18	6	108	12	5	37	23	11	131	17	420
11:45 AM	13	18	9	16	127	13	17	28	18	13	129	7	408
12:00 PM	17	20	10	7	132	6	22	33	32	21	125	7	432
12:15 PM	12	18	11	18	146	8	14	32	29	19	143	17	467
12:30 PM	17	26	17	12	145	5	19	41	28	10	129	14	463
12:45 PM	20	30	18	16	111	5	12	47	21	21	130	14	445
Total	128	200	101	104	987	61	114	288	187	117	1,015	98	3,400

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	66	94	56	53	534	24	67	153	110	71	527	52	1807
PHF	0.83	0.783	0.778	0.736	0.914	0.75	0.761	0.814	0.859	0.845	0.921	0.765	0.97
Movement PHF		0.79			0.89			0.94			0.91		0.97

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

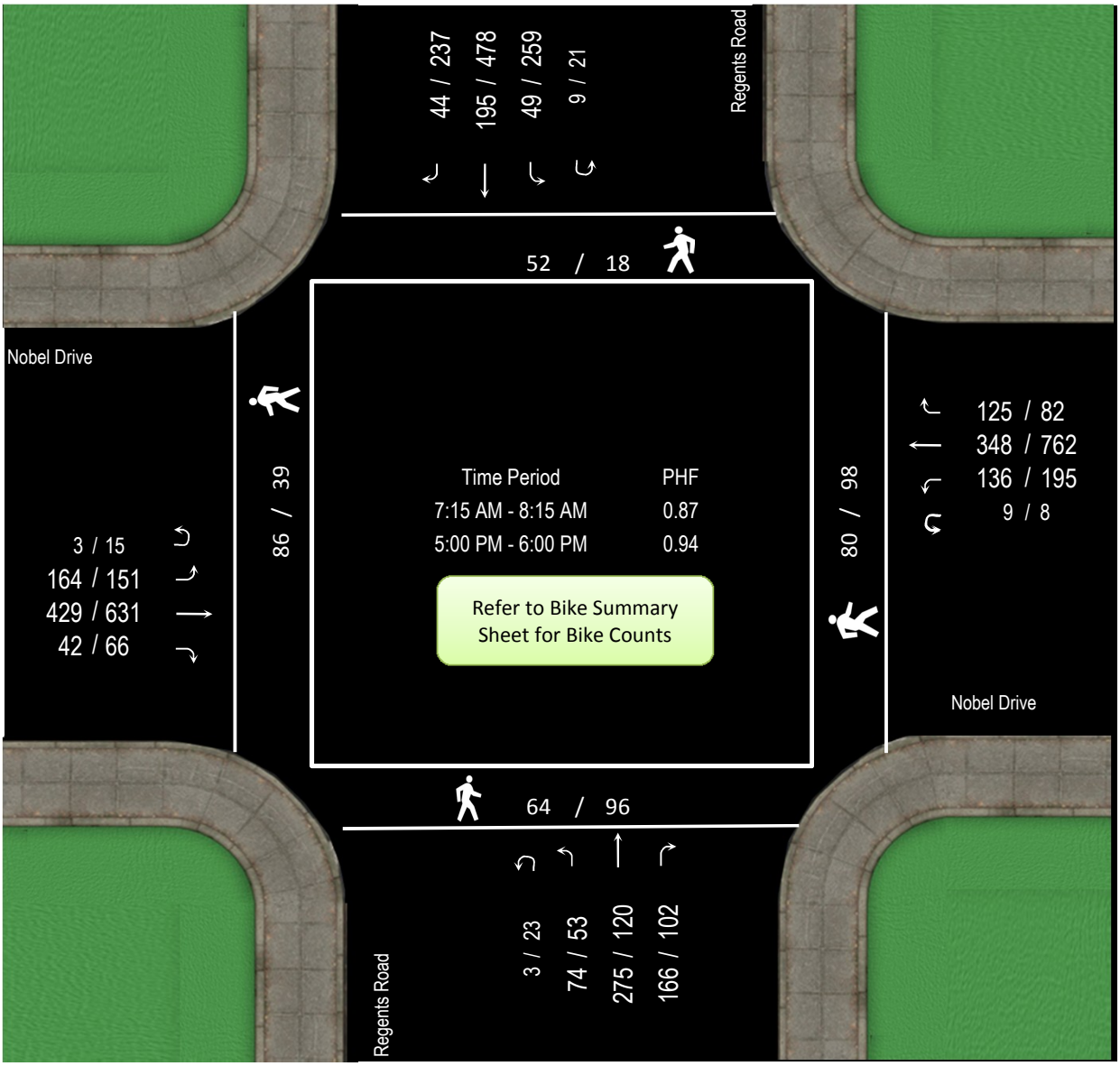
Location: Nobel Drive @ Regents Road

Date of Count: *Wednesday, May 06, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	4	24	13	13	55	24	15	23	4	9	97	25	306
7:15 AM	7	84	10	20	68	53	30	45	17	19	97	36	486
7:30 AM	15	56	9	43	87	44	65	96	19	11	104	42	591
7:45 AM	10	31	17	30	96	17	53	87	25	6	114	42	528
8:00 AM	12	24	13	32	97	22	18	47	13	6	114	44	442
8:15 AM	17	21	9	28	84	11	18	63	1	3	88	33	376
8:30 AM	20	21	15	33	95	13	27	67	8	11	90	41	441
8:45 AM	14	20	8	30	117	18	26	63	10	10	109	44	469
Total	99	281	94	229	699	202	252	491	97	75	813	307	3,639

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.87**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	44	195	49	125	348	136	166	275	74	42	429	164	2,047
PHF	0.73	0.58	0.72	0.73	0.90	0.64	0.64	0.72	0.74	0.55	0.94	0.93	0.87
Movement PHF		0.71			0.88			0.72			0.97		0.87

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	49	71	61	20	134	45	13	26	8	14	129	30	600
4:15 PM	59	75	50	26	181	48	15	32	16	27	171	30	730
4:30 PM	66	94	52	28	188	38	33	35	10	11	155	27	737
4:45 PM	63	98	58	24	160	50	23	44	16	16	134	33	719
5:00 PM	72	118	50	15	189	43	27	31	9	17	158	48	777
5:15 PM	67	126	104	28	220	37	22	24	18	17	138	29	830
5:30 PM	61	147	57	20	182	53	27	28	17	13	167	36	808
5:45 PM	37	87	48	19	171	62	26	37	9	19	168	38	721
Total	474	816	480	180	1,425	376	186	257	103	134	1,220	271	5,922

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	237	478	259	82	762	195	102	120	53	66	631	151	3136
PHF	0.82	0.813	0.623	0.732	0.866	0.786	0.944	0.811	0.736	0.868	0.939	0.786	0.94
Movement PHF		0.82			0.91			0.95			0.94		0.94

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Nobel Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	1	2	1	4
7:15 AM	2	2	2	0	6
7:30 AM	4	3	0	0	7
7:45 AM	2	1	0	2	5
8:00 AM	1	3	1	1	6
8:15 AM	0	5	1	1	7
8:30 AM	1	1	1	1	4
8:45 AM	1	0	4	1	6
Total	11	16	11	7	45

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.86**

	North Leg U-Turn	East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume	9	9	3	3	24
PHF	0.56	0.75	0.38	0.38	0.86
Movement PHF	0.56	0.75	0.38	0.38	0.86

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	2	1	8	2	13
4:15 PM	2	2	6	1	11
4:30 PM	5	4	3	0	12
4:45 PM	0	4	6	0	10
5:00 PM	9	2	5	5	21
5:15 PM	2	0	4	4	10
5:30 PM	3	4	7	6	20
5:45 PM	7	2	7	0	16
Total	30	19	46	18	113

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.80**

	North Leg U-Turn	East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume	21	8	23	15	67
PHF	0.58	0.5	0.821428571	0.625	0.80
Movement PHF	0.58	0.50	0.82	0.63	0.80

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Regents Road

Date of Count: *Wednesday, May 06, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	2	3	0	0	3	0	0	0	0	8
7:15 AM	0	3	0	0	0	0	0	1	0	1	2	0	7
7:30 AM	0	2	0	0	2	0	0	10	1	0	1	2	18
7:45 AM	0	1	0	2	1	0	0	14	1	0	0	1	20
8:00 AM	0	3	0	0	3	1	0	4	1	0	1	2	15
8:15 AM	0	0	0	1	1	0	0	4	0	0	0	1	7
8:30 AM	0	0	0	1	1	0	1	7	1	0	1	1	13
8:45 AM	0	1	0	2	7	0	0	3	0	0	0	0	13
Total	0	10	0	8	18	1	1	46	4	1	5	7	101

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	9	0	2	6	1	0	29	3	1	4	5	60
PHF	#####	0.75	#####	0.25	0.50	0.25	#####	0.52	0.75	0.25	0.50	0.63	0.75
Movement PHF		0.75			0.56			0.53			0.83		0.75

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	1	0	0	0	0	0	0	0	0	0	3	0	4
4:15 PM	0	3	0	0	0	2	0	3	0	0	0	1	9
4:30 PM	0	2	1	0	1	0	0	2	0	0	0	0	6
4:45 PM	1	6	0	0	0	0	0	0	0	1	0	0	8
5:00 PM	1	4	3	1	1	0	0	0	0	0	1	0	11
5:15 PM	1	9	0	0	1	0	1	1	0	0	5	1	19
5:30 PM	1	9	1	0	2	0	0	0	0	0	4	0	17
5:45 PM	0	7	4	0	0	0	0	0	0	0	2	0	13
Total	5	40	9	1	5	2	1	6	0	1	15	2	87

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.79**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	3	29	8	1	4	0	1	1	0	0	12	1	60
PHF	0.75	0.806	0.5	0.25	0.5	#####	0.25	0.25	#####	#####	0.6	0.25	0.79
Movement PHF		0.91			0.63			0.25			0.54		0.79

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

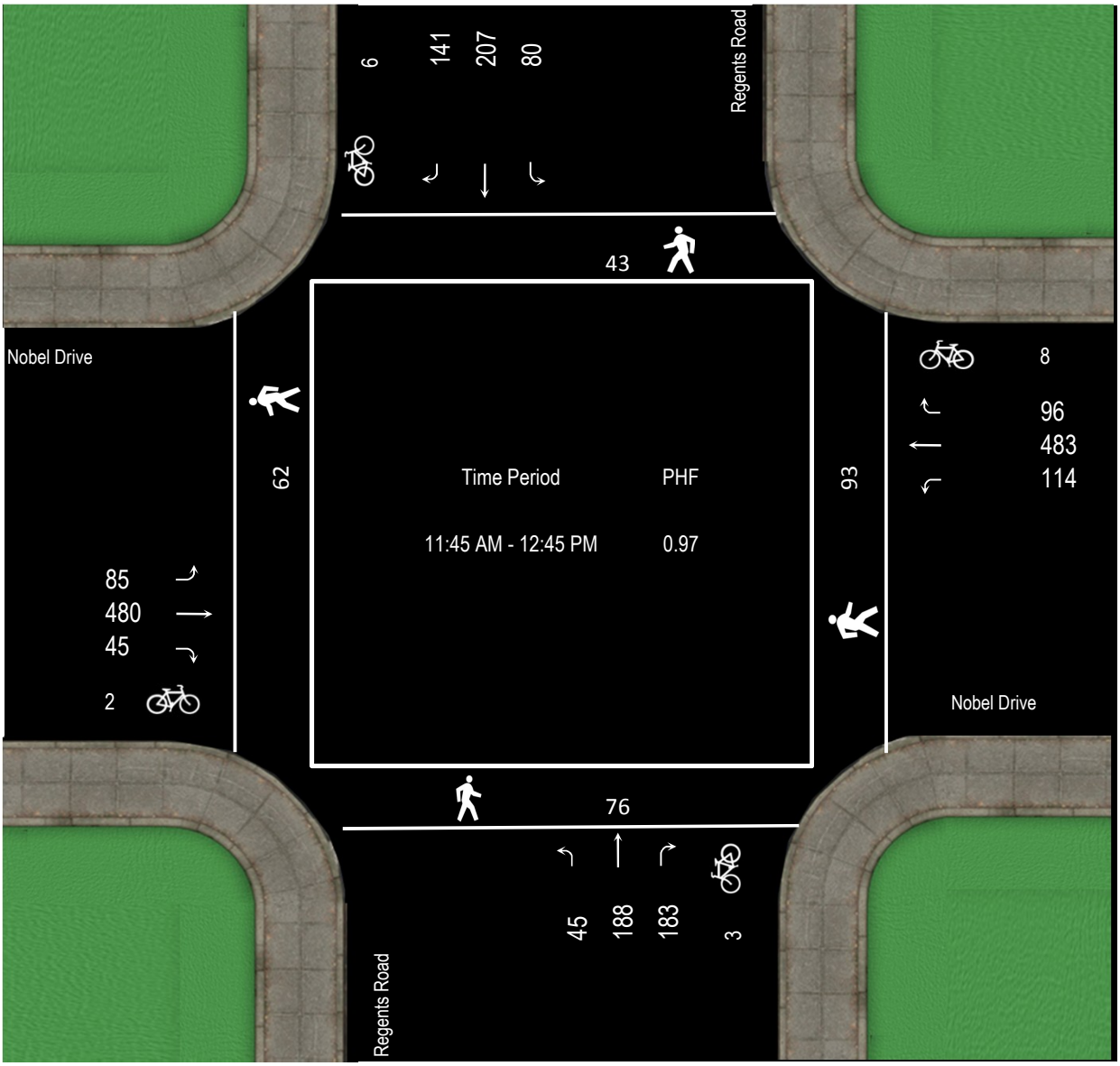
Location: Nobel Drive @ Regents Road

Date of Count: *Tuesday, October 21, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	19	26	14	22	96	32	16	27	11	10	113	15	401
11:15 AM	19	48	21	18	114	41	14	27	9	10	114	16	451
11:30 AM	20	55	5	12	102	46	20	21	10	20	111	16	438
11:45 AM	39	55	17	26	100	36	79	52	10	7	103	20	544
12:00 PM	34	50	29	24	117	23	49	46	12	15	125	13	537
12:15 PM	30	56	14	22	134	27	28	33	10	11	130	19	514
12:30 PM	38	46	20	24	132	28	27	57	13	12	122	33	552
12:45 PM	26	39	11	22	118	19	32	43	7	7	138	53	515
Total	225	375	131	170	913	252	265	306	82	92	956	185	3,952

PM Intersection Peak Hour : **11:45 AM - 12:45 PM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	141	207	80	96	483	114	183	188	45	45	480	85	2147
PHF	0.90	0.924	0.69	0.923	0.901	0.792	0.579	0.825	0.865	0.75	0.923	0.644	0.97
Movement PHF		0.95			0.94			0.74			0.91		0.97

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Costa Verde Boulevard

Date of Count: *Thursday, May 07, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Costa Verde Boulevard

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	14	9	19	11	59	3	8	10	9	7	83	31	263
7:15 AM	23	6	16	12	122	12	10	10	8	12	108	34	373
7:30 AM	21	11	15	10	107	14	20	13	10	9	113	40	383
7:45 AM	22	7	21	23	112	13	5	8	8	6	113	34	372
8:00 AM	17	3	22	25	106	12	7	4	9	2	83	32	322
8:15 AM	17	7	14	15	120	7	6	6	14	6	117	40	369
8:30 AM	23	6	19	22	123	13	4	10	10	3	113	24	370
8:45 AM	20	13	19	18	106	6	21	25	21	10	120	25	404
Total	157	62	145	136	855	80	81	86	89	55	850	260	2,856

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	77	29	74	80	455	38	38	45	54	21	433	121	1,465
PHF	0.84	0.56	0.84	0.80	0.92	0.73	0.45	0.45	0.64	0.53	0.90	0.76	0.91
Movement PHF		0.87			0.91			0.51			0.88		0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	31	17	22	16	151	20	10	9	10	16	125	31	458
4:15 PM	31	21	24	21	177	29	9	6	9	21	144	36	528
4:30 PM	27	15	27	15	142	20	12	10	16	17	127	31	459
4:45 PM	32	15	27	30	151	16	8	13	11	6	146	45	500
5:00 PM	25	7	26	32	166	15	11	5	15	6	136	58	502
5:15 PM	31	13	26	15	156	19	17	14	17	17	163	39	527
5:30 PM	29	15	32	16	173	22	14	10	18	22	151	36	538
5:45 PM	20	18	23	22	196	25	14	15	9	20	159	44	565
Total	226	121	207	167	1,312	166	95	82	105	125	1,151	320	4,077

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	105	53	107	85	691	81	56	44	59	65	609	177	2132
PHF	0.85	0.736	0.836	0.664	0.881	0.81	0.824	0.733	0.819	0.739	0.934	0.763	0.94
Movement PHF		0.87			0.88			0.83			0.95		0.94

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Nobel Drive @ Costa Verde Boulevard

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	1	1	0	0	2
8:00 AM	2	0	0	0	2
8:15 AM	4	0	0	0	4
8:30 AM	1	1	0	0	2
8:45 AM	0	0	0	0	0
Total	8	2	0	0	10

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	7	1	0	0	8
PHF	0.44	0.25	#DIV/0!	#DIV/0!	0.50
Movement PHF	0.44	0.25	#DIV/0!	#DIV/0!	0.50

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	5	0	2	7
4:15 PM	2	9	0	0	11
4:30 PM	0	6	0	1	7
4:45 PM	4	4	0	1	9
5:00 PM	2	9	0	0	11
5:15 PM	2	6	0	1	9
5:30 PM	0	3	0	1	4
5:45 PM	0	4	0	0	4
Total	10	46	0	6	62

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.64**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	4	22	0	2	28
PHF	0.50	0.611111111	#DIV/0!	0.5	0.64
Movement PHF	0.50	0.61	#DIV/0!	0.50	0.64

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Costa Verde Boulevard

Date of Count: *Thursday, May 07, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Costa Verde Boulevard

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	1	0	0	2	0	1	1	3	1	0	0	9
7:15 AM	1	0	0	0	0	0	0	1	2	0	2	0	6
7:30 AM	0	2	0	1	2	0	0	1	2	1	1	0	10
7:45 AM	0	0	0	0	2	0	0	2	1	1	0	0	6
8:00 AM	0	0	1	0	1	1	0	1	1	0	1	1	7
8:15 AM	0	0	1	1	2	0	0	0	0	1	1	0	6
8:30 AM	0	1	0	0	1	0	0	2	4	0	0	0	8
8:45 AM	0	0	0	1	8	0	0	3	3	0	2	0	17
Total	1	4	2	3	18	1	1	11	16	4	7	1	69

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.56**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	2	2	12	1	0	6	8	1	4	1	38
PHF	#####	0.25	0.50	0.50	0.38	0.25	#####	0.50	0.50	0.25	0.50	0.25	0.56
Movement PHF		0.75			0.42			0.58			0.75		0.56

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	2	0	0	0	0	0	1	0	0	0	1	4
4:15 PM	0	1	0	0	2	0	0	0	0	1	2	0	6
4:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	4	1	0	0	0	0	1	0	6
5:15 PM	0	0	0	0	1	0	1	0	0	0	2	0	4
5:30 PM	0	0	1	0	1	1	0	0	0	0	1	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	2
Total	0	3	1	0	8	2	2	1	0	4	7	1	29

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.67**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	1	0	6	2	1	0	0	1	5	0	16
PHF	#####	#####	0.25	#####	0.375	0.5	0.25	#####	#####	0.25	0.625	#####	0.67
Movement PHF		0.25			0.40			0.25			0.75		0.67

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Costa Verde Blvd

Date of Count: *Tuesday, October 21, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Costa Verde Blvd

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	29	9	22	19	107	6	11	4	14	7	103	29	360
11:15 AM	25	9	18	22	141	12	9	6	7	5	103	31	388
11:30 AM	14	9	17	24	139	13	7	13	7	11	87	26	367
11:45 AM	20	5	25	22	131	11	8	17	11	9	138	40	437
12:00 PM	22	5	22	25	136	13	17	5	6	12	144	40	447
12:15 PM	30	8	30	21	142	20	12	22	11	14	108	48	466
12:30 PM	17	9	22	21	159	14	10	13	8	6	127	40	446
12:45 PM	27	4	25	22	123	15	12	6	9	15	149	39	446
Total	184	58	181	176	1,078	104	86	86	73	79	959	293	3,357

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	96	26	99	89	560	62	51	46	34	47	528	167	1805
PHF	0.80	0.722	0.825	0.89	0.881	0.775	0.75	0.523	0.773	0.783	0.886	0.87	0.97
Movement PHF		0.81			0.92			0.73			0.91		0.97

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Lombard Place

Date of Count: *Wednesday, October 21, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0428*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Lombard Place

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	10	0	3	4	99	3	4	0	6	4	100	12	245
7:15 AM	16	0	6	12	164	1	5	0	10	3	137	20	374
7:30 AM	13	0	6	5	114	2	2	0	8	1	175	7	333
7:45 AM	6	0	4	3	95	2	4	0	4	7	259	14	398
8:00 AM	6	0	9	5	91	2	7	0	10	3	181	14	328
8:15 AM	12	0	10	8	95	3	5	0	6	1	178	15	333
8:30 AM	13	0	6	6	73	1	5	0	9	4	168	9	294
8:45 AM	8	0	9	7	114	0	3	0	6	0	180	27	354
Total	84	0	53	50	845	14	35	0	59	23	1,378	118	2,659

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	41	0	25	25	464	7	18	0	32	14	752	55	1,433
PHF	0.64	#####	0.69	0.52	0.71	0.88	0.64	#####	0.80	0.50	0.73	0.69	0.90
Movement PHF		0.75			0.70			0.74			0.73		0.90

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	38	1	21	17	197	1	2	0	5	6	119	44	451
4:15 PM	30	1	11	20	235	7	2	1	3	5	132	40	487
4:30 PM	57	0	19	27	250	3	4	0	7	2	102	48	519
4:45 PM	47	0	8	24	300	3	2	0	4	7	143	54	592
5:00 PM	62	0	26	16	262	6	2	4	5	6	109	51	549
5:15 PM	37	0	17	18	322	5	0	0	4	7	122	51	583
5:30 PM	44	0	14	19	258	7	3	1	8	9	118	46	527
5:45 PM	41	1	18	25	225	5	6	0	0	8	128	53	510
Total	356	3	134	166	2,049	37	21	6	36	50	973	387	4,218

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	190	0	65	77	1142	21	7	5	21	29	492	202	2251
PHF	0.77	#####	0.625	0.802	0.887	0.75	0.583	0.313	0.656	0.806	0.86	0.935	0.95
Movement PHF		0.72			0.90			0.69			0.89		0.95

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Lombard Place

Date of Count: *Tuesday, October 21, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0428*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Lombard Place

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	30	0	17	18	108	1	1	0	2	4	102	32	315
11:15 AM	47	0	9	25	133	4	1	0	6	4	115	38	382
11:30 AM	32	0	19	28	162	1	0	0	6	4	126	48	426
11:45 AM	19	0	21	24	144	1	2	1	6	7	140	46	411
12:00 PM	38	0	19	30	135	3	1	0	3	5	133	44	411
12:15 PM	34	1	22	26	130	0	4	0	1	0	152	61	431
12:30 PM	37	1	25	25	128	5	3	0	0	2	143	66	435
12:45 PM	57	0	29	23	118	3	1	0	2	3	161	38	435
Total	294	2	161	199	1,058	18	13	1	26	29	1,072	373	3,246

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	166	2	95	104	511	11	9	0	6	10	589	209	1712
PHF	0.73	0.5	0.819	0.867	0.946	0.55	0.563	#####	0.5	0.5	0.915	0.792	0.98
Movement PHF		0.76			0.93			0.75			0.95		0.98

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Towne Center Drive

Date of Count: *Thursday, May 07, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	25	11	4	11	36	1	8	10	2	1	66	33	208
7:15 AM	52	16	1	13	52	5	9	16	2	3	72	38	279
7:30 AM	55	9	8	15	51	3	16	32	8	7	121	59	384
7:45 AM	42	11	3	18	39	3	27	45	1	4	138	106	437
8:00 AM	42	4	6	22	52	1	20	26	0	0	122	74	369
8:15 AM	46	7	4	21	48	0	24	23	7	0	119	91	390
8:30 AM	52	3	3	12	46	0	18	22	6	3	115	94	374
8:45 AM	32	7	6	16	36	1	20	31	7	2	90	104	352
Total	346	68	35	128	360	14	142	205	33	20	843	599	2,793

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	185	31	21	76	190	7	87	126	16	11	500	330	1,580
PHF	0.84	0.70	0.66	0.86	0.91	0.58	0.81	0.70	0.50	0.39	0.91	0.78	0.90
Movement PHF		0.82			0.91			0.78			0.85		0.90

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	111	32	12	6	136	15	8	8	3	4	67	47	449
4:15 PM	99	36	15	10	154	30	1	9	4	6	84	51	499
4:30 PM	102	40	13	15	134	25	4	11	5	5	51	54	459
4:45 PM	92	35	14	16	156	20	5	5	3	10	69	68	493
5:00 PM	166	56	19	10	179	27	4	8	2	3	88	82	644
5:15 PM	148	55	18	15	192	54	8	6	6	10	57	73	642
5:30 PM	119	63	15	15	159	39	4	6	1	5	76	73	575
5:45 PM	111	39	16	15	174	29	1	10	6	5	83	67	556
Total	948	356	122	102	1,284	239	35	63	30	48	575	515	4,317

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	544	213	68	55	704	149	17	30	15	23	304	295	2417
PHF	0.82	0.845	0.895	0.917	0.917	0.69	0.531	0.75	0.625	0.575	0.864	0.899	0.94
Movement PHF		0.86			0.87			0.78			0.90		0.94

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Nobel Drive @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	4	0	4
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1
8:00 AM	0	0	1	0	1
8:15 AM	0	0	1	0	1
8:30 AM	0	0	1	0	1
8:45 AM	1	0	1	0	2
Total	1	0	9	1	11

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.75**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	2	1	3
PHF	#DIV/0!	#DIV/0!	0.75	#DIV/0!	0.75
Movement PHF	#DIV/0!	#DIV/0!	0.75	#DIV/0!	0.75

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	1	0	1
4:15 PM	0	1	2	0	3
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
5:00 PM	0	0	1	0	1
5:15 PM	0	1	0	0	1
5:30 PM	0	0	4	0	4
5:45 PM	0	0	0	0	0
Total	0	2	9	0	11

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.38**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	5	0	6
PHF	#DIV/0!	0.25	0.3125	#DIV/0!	0.38
Movement PHF	#DIV/0!	0.25	0.31	#DIV/0!	0.38

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Towne Center Drive

Date of Count: *Thursday, May 07, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	2	0	0	0	0	0	1	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
8:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	2
8:30 AM	0	0	0	1	0	0	2	0	0	0	1	0	4
8:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
Total	1	0	0	1	3	0	4	0	1	0	7	0	17

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	1	2	0	3	0	1	0	5	0	12
PHF	#####	#####	#####	0.25	0.25	#####	0.38	#####	0.25	#####	0.42	#####	0.75
Movement PHF	#DIV/0!			0.38			0.50			0.42			0.75

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	1	1	0	0	0	0	0	1	0	3
5:30 PM	0	1	0	0	0	0	0	0	1	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
Total	0	3	0	1	6	0	1	0	1	0	3	1	16

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.83**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	0	1	5	0	0	0	1	0	1	0	10
PHF	#####	0.5	#####	0.25	0.625	#####	#####	#####	0.25	#####	0.25	#####	0.83
Movement PHF		0.50			0.75			0.25			0.25		0.83

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Towne Center Drive

Date of Count: *Tuesday, October 21, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Towne Center Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	65	2	11	13	59	3	4	4	2	4	70	52	289
11:15 AM	67	8	10	27	80	3	6	9	7	7	78	51	353
11:30 AM	87	16	14	31	97	4	6	8	4	2	86	63	418
11:45 AM	80	8	4	25	94	3	6	9	2	5	85	80	401
12:00 PM	70	21	11	26	64	2	9	8	3	2	80	81	377
12:15 PM	82	12	23	29	68	4	7	16	3	8	80	79	411
12:30 PM	61	14	19	25	73	1	4	7	6	2	91	99	402
12:45 PM	60	9	26	20	72	3	8	10	2	0	93	96	399
Total	572	90	118	196	607	23	50	71	29	30	663	601	3,050

PM Intersection Peak Hour : **11:30 AM - 12:30 PM**

Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	319	57	52	111	323	13	28	41	12	17	331	303	1607
PHF	0.92	0.679	0.565	0.895	0.832	0.813	0.778	0.641	0.75	0.531	0.962	0.935	0.96
Movement PHF		0.91			0.85			0.78			0.96		0.96

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Shoreline Drive

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Shoreline Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	5	0	22	7	45	1	12	0	6	0	80	1	179
7:15 AM	9	1	26	5	61	0	12	0	9	1	125	3	252
7:30 AM	4	1	38	4	61	0	20	1	5	0	142	4	280
7:45 AM	6	0	41	14	40	0	12	4	4	1	171	2	295
8:00 AM	5	1	30	7	56	2	9	0	11	1	138	2	262
8:15 AM	5	0	31	11	55	3	17	2	6	2	158	1	291
8:30 AM	7	0	42	12	51	1	18	0	8	2	152	4	297
8:45 AM	6	0	38	2	84	1	7	0	6	2	114	3	263
Total	47	3	268	62	453	8	107	7	55	9	1,080	20	2,119

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	23	1	144	44	202	6	56	6	29	6	619	9	1,145
PHF	0.82	0.25	0.86	0.79	0.90	0.50	0.78	0.38	0.66	0.75	0.90	0.56	0.96
Movement PHF		0.86			0.91			0.88			0.91		0.96

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	11	0	15	32	148	4	5	1	5	6	60	7	294
4:15 PM	4	1	14	26	186	6	0	2	3	3	81	17	343
4:30 PM	9	1	7	28	200	9	3	0	5	10	55	9	336
4:45 PM	7	2	10	30	187	5	1	2	7	9	72	9	341
5:00 PM	5	1	11	46	216	6	2	0	4	5	65	14	375
5:15 PM	5	4	15	56	236	8	1	3	3	8	74	17	430
5:30 PM	13	1	27	56	203	12	5	1	1	9	62	14	404
5:45 PM	15	1	15	47	156	10	2	1	3	10	76	7	343
Total	69	11	114	321	1,532	60	19	10	31	60	545	94	2,866

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	38	7	68	205	811	36	10	5	11	32	277	52	1552
PHF	0.63	0.438	0.63	0.915	0.859	0.75	0.5	0.417	0.688	0.8	0.911	0.765	0.90
Movement PHF		0.69			0.88			0.93			0.91		0.90

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Nobel Drive @ Shoreline Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	1	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	0	1
Total	0	2	0	0	2

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	0	0	1
PHF	#DIV/0!	0.25	#DIV/0!	#DIV/0!	0.25
Movement PHF	#DIV/0!	0.25	#DIV/0!	#DIV/0!	0.25

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	1	1
4:30 PM	0	0	0	1	1
4:45 PM	0	1	0	2	3
5:00 PM	0	0	0	0	0
5:15 PM	0	0	4	1	5
5:30 PM	0	0	1	0	1
5:45 PM	0	1	2	0	3
Total	0	2	7	6	15

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.45**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	4	4	9
PHF	#DIV/0!	0.25	0.4375	0.25	0.45
Movement PHF	#DIV/0!	0.25	0.44	0.25	0.45

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Shoreline Drive

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Shoreline Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
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	1	0	1	0	0	0	2
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	1	0	1
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	2	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	1	0	1	0	5	0	7

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.50**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	0	0	0	0	0	0	4	0	4
PHF	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	0.50	#####	0.50
Movement PHF	#DIV/0!			#DIV/0!			#DIV/0!			0.50			0.50

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	3	0	0	0	0	0	1	0	4
Total	1	0	0	0	11	0	0	0	0	0	2	0	14

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.56**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	8	0	0	0	0	0	1	0	9
PHF	#####	#####	#####	#####	0.667	#####	#####	#####	#####	#####	0.25	#####	0.56
Movement PHF	#DIV/0!			0.67			#DIV/0!			0.25			0.56

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Shoreline Drive

Date of Count: *Tuesday, October 21, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Shoreline Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	6	0	14	7	67	1	2	0	2	2	79	4	184
11:15 AM	4	0	18	8	104	9	3	1	2	3	86	5	243
11:30 AM	9	1	20	14	114	1	3	1	9	4	95	7	278
11:45 AM	7	0	22	27	114	2	6	0	1	3	88	4	274
12:00 PM	6	0	17	17	85	2	1	3	1	3	87	10	232
12:15 PM	3	1	26	20	97	7	6	0	1	3	103	4	271
12:30 PM	10	0	22	23	86	4	7	0	3	3	106	5	269
12:45 PM	4	0	21	16	86	5	1	2	5	0	122	5	267
Total	49	2	160	132	753	31	29	7	24	21	766	44	2,018

PM Intersection Peak Hour : **11:30 AM - 12:30 PM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	25	2	85	78	410	12	16	4	12	13	373	25	1055
PHF	0.69	0.5	0.817	0.722	0.899	0.429	0.667	0.333	0.333	0.813	0.905	0.625	0.95
Movement PHF		0.93			0.87			0.62			0.93		0.95

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

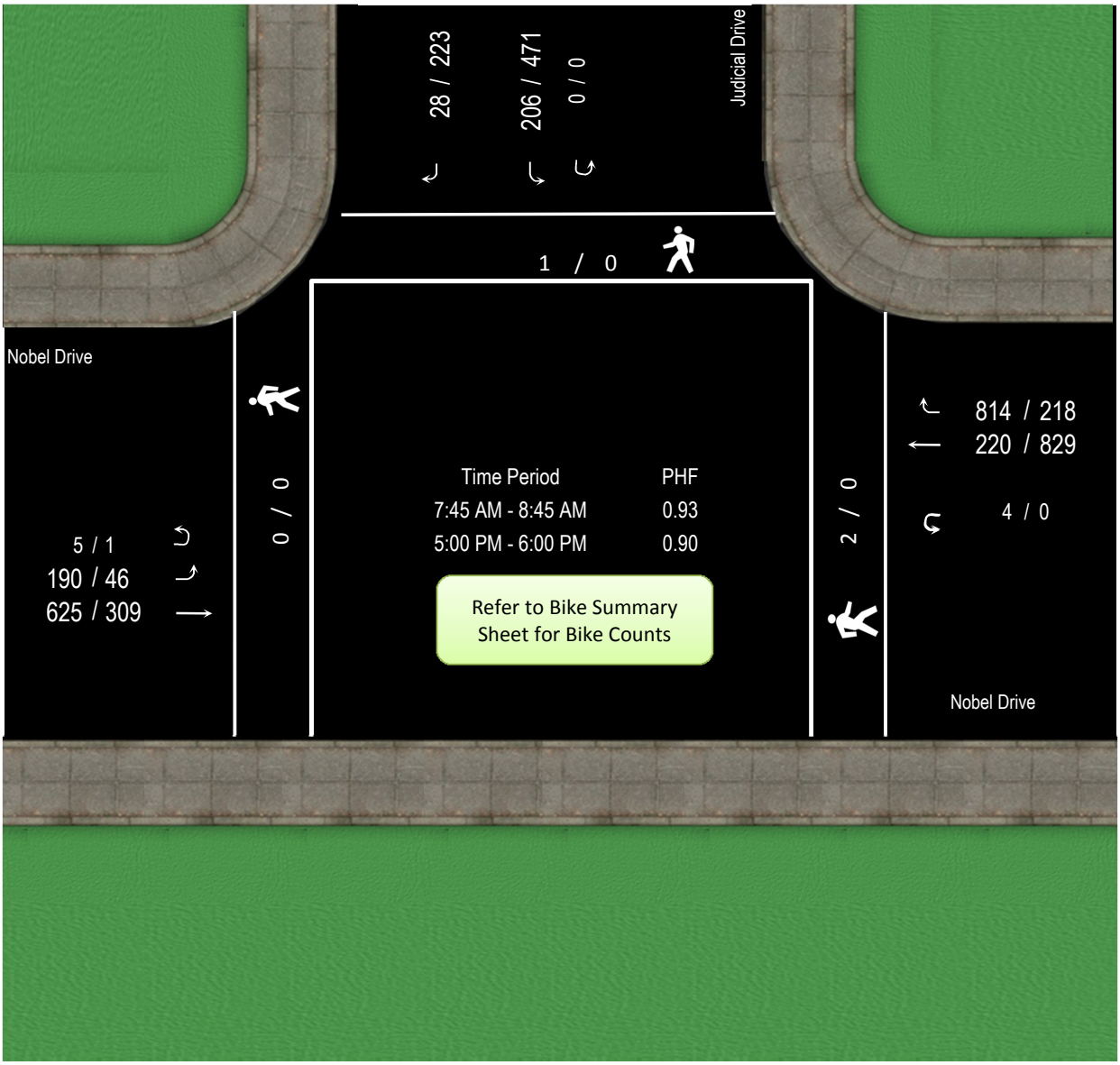
Location: Nobel Drive @ Judicial Drive

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Judicial Drive

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	4	28	136	49		104	10	331
7:15 AM	10	33	157	56		136	27	419
7:30 AM	14	53	152	51		167	33	470
7:45 AM	7	43	241	47		168	56	562
8:00 AM	6	53	193	59		130	47	488
8:15 AM	5	53	188	61		159	44	510
8:30 AM	10	57	192	53		168	43	523
8:45 AM	2	48	197	84		123	35	489
Total	58	368	1,456	460		1,155	295	3,792

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.93**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	28	206	814	220		625	190	2,083
PHF	0.70	0.90	0.84	0.90		0.93	0.85	0.93
Movement PHF	0.87			0.90		0.91		0.93

PM Period (4:00 PM - 6:00 PM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	41	91	47	143		69	11	402
4:15 PM	30	79	43	188		86	9	435
4:30 PM	48	98	37	189		54	11	437
4:45 PM	46	88	43	177		71	13	438
5:00 PM	53	133	55	215		66	12	534
5:15 PM	71	135	57	228		80	9	580
5:30 PM	54	99	54	217		81	13	518
5:45 PM	45	104	52	169		82	12	464
Total	388	827	388	1,526		589	90	3,808

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.90**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	223	471	218	829		309	46	2096
PHF	0.79	0.872	0.956	0.909		0.942	0.885	0.90
Movement PHF	0.84			0.92		0.94		0.90

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Nobel Drive @ Judicial Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
7:00 AM	0	0		0	0
7:15 AM	0	0		0	0
7:30 AM	0	0		0	0
7:45 AM	0	0		0	0
8:00 AM	0	2		0	2
8:15 AM	0	1		4	5
8:30 AM	0	1		1	2
8:45 AM	0	0		2	2
Total	0	4		7	11

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.45**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	4		5	9
PHF	#DIV/0!	0.50		0.31	0.45
Movement PHF	#DIV/0!	0.50		0.31	0.45

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
4:00 PM	0	0		0	0
4:15 PM	0	0		0	0
4:30 PM	0	0		0	0
4:45 PM	0	0		0	0
5:00 PM	0	0		0	0
5:15 PM	0	0		1	1
5:30 PM	0	0		0	0
5:45 PM	0	0		0	0
Total	0	0		1	1

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.25**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	0	0		1	1
PHF	#DIV/0!	#DIV/0!		0.25	0.25
Movement PHF	#DIV/0!	#DIV/0!		0.25	0.25

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Judicial Drive

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Judicial Drive

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	0	0	0	0		0	1	1
7:15 AM	0	0	0	0		0	0	0
7:30 AM	0	0	0	0		0	1	1
7:45 AM	0	0	0	0		0	0	0
8:00 AM	0	0	0	0		1	0	1
8:15 AM	0	0	0	0		0	0	0
8:30 AM	0	0	0	0		1	1	2
8:45 AM	0	0	0	0		1	0	1
Total	0	0	0	0		3	3	6

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.50**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	0	0	0	0		3	1	4
PHF	#####	#####	#####	#####		0.75	0.25	0.50
Movement PHF	#DIV/0!		#DIV/0!			0.50		0.50

PM Period (4:00 PM - 6:00 PM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	0	0	0	1		1	0	2
4:15 PM	0	0	0	0		0	0	0
4:30 PM	1	0	0	0		0	0	1
4:45 PM	0	0	0	1		0	0	1
5:00 PM	0	1	0	1		0	0	2
5:15 PM	1	0	0	1		0	0	2
5:30 PM	1	1	0	1		0	0	3
5:45 PM	0	0	0	3		1	0	4
Total	3	2	0	8		2	0	15

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.69**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	2	2	0	6		1	0	11
PHF	0.50	0.5	#####	0.5		0.25	#####	0.69
Movement PHF	0.50		0.50			0.25		0.69

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Judicial Drive

Date of Count: *Tuesday, October 21, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Judicial Drive

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	7	0	46	32	68	0	0	0	0	0	92	3	248
11:15 AM	18	0	44	43	103	0	0	0	0	0	97	10	315
11:30 AM	17	0	59	34	112	0	0	0	0	0	106	12	340
11:45 AM	22	0	66	55	121	0	0	0	0	0	105	11	380
12:00 PM	19	0	59	47	85	0	0	0	0	0	93	12	315
12:15 PM	19	0	54	52	105	0	0	0	0	0	113	22	365
12:30 PM	18	0	67	56	95	0	0	0	0	0	115	20	371
12:45 PM	10	0	49	85	97	0	0	0	0	0	105	39	385
Total	130	0	444	404	786	0	0	0	0	0	826	129	2,719

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	66	0	229	240	382	0	0	0	0	0	426	93	1436
PHF	0.87	#####	0.854	0.706	0.91	#####	#####	#####	#####	#####	0.926	0.596	0.93
Movement PHF		0.87			0.85			#DIV/0!			0.90		0.93

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ I-805 SB On-Ramp

Date of Count: *Wednesday, May 06, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ I-805 SB On-Ramp

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
7:00 AM		212	40	0	0	76	86	414
7:15 AM		237	33	0	0	133	73	476
7:30 AM		232	37	0	0	149	70	488
7:45 AM		258	49	0	0	139	93	539
8:00 AM		261	38	0	0	102	77	478
8:15 AM		226	36	0	0	124	58	444
8:30 AM		212	34	0	0	141	59	446
8:45 AM		248	26	0	0	89	61	424
Total		1,886	293	0	0	953	577	3,709

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.92**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		988	157	0	0	523	313	1,981
PHF		0.95	0.80	#####	#####	0.88	0.84	0.92
Movement PHF		0.93		#DIV/0!			0.90	0.92

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM		219	87	0	0	101	85	492
4:15 PM		259	79	0	0	98	97	533
4:30 PM		252	57	0	0	91	90	490
4:45 PM		244	63	0	0	95	97	499
5:00 PM		236	57	0	0	113	77	483
5:15 PM		261	49	0	0	125	87	522
5:30 PM		243	46	0	0	136	74	499
5:45 PM		190	40	0	0	141	58	429
Total		1,904	478	0	0	900	665	3,947

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.94**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		974	286	0	0	385	369	2014
PHF		0.94	0.822	#####	#####	0.953	0.951	0.94
Movement PHF		0.93		#DIV/0!			0.97	0.94

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Kimley»Horn

Location: Nobel Drive @ I-805 SB On-Ramp

AM Period (7:00 AM - 9:00 AM)					
		Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM		0	0	0	0
7:15 AM		0	0	0	0
7:30 AM		0	0	0	0
7:45 AM		0	0	0	0
8:00 AM		0	0	0	0
8:15 AM		0	0	0	0
8:30 AM		0	0	0	0
8:45 AM		0	0	0	0
Total		0	0	0	0

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **#DIV/0!**

		East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume		0	0	0	0
PHF		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
		Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM		0	0	0	0
4:15 PM		0	0	0	0
4:30 PM		0	0	0	0
4:45 PM		0	0	0	0
5:00 PM		1	0	0	1
5:15 PM		0	0	0	0
5:30 PM		0	0	0	0
5:45 PM		0	0	0	0
Total		1	0	0	1

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **#DIV/0!**

		East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume		0	0	0	0
PHF		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ I-805 SB On-Ramp

Date of Count: *Wednesday, May 06, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ I-805 SB On-Ramp

AM Period (7:00 AM - 9:00 AM)												
		Westbound		Northbound			Eastbound					
		Thru	Left	Right		Left	Right	Thru				TOTAL
7:00 AM		0	0	0		0	0	0				0
7:15 AM		0	0	0		0	0	0				0
7:30 AM		0	0	0		0	0	0				0
7:45 AM		0	0	0		0	0	0				0
8:00 AM		0	0	0		0	0	1				1
8:15 AM		0	0	0		0	0	0				0
8:30 AM		0	0	0		0	0	1				1
8:45 AM		0	0	0		0	0	1				1
Total		0	0	0		0	0	3				3

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.75**

		Westbound		Northbound			Eastbound					TOTAL
		Thru	Left	Right		Left	Right	Thru				
Volume		0	0	0		0	0	3				3
PHF		#####	#####	#####		#####	#####	0.75				0.75
Movement PHF		#DIV/0!		#DIV/0!				0.75				0.75

PM Period (4:00 PM - 6:00 PM)												
		Westbound		Northbound			Eastbound					
		Thru	Left	Right		Left	Right	Thru				TOTAL
4:00 PM		1	0	0		0	0	1				2
4:15 PM		0	0	0		0	0	0				0
4:30 PM		0	0	0		0	0	0				0
4:45 PM		1	0	0		0	0	0				1
5:00 PM		1	0	0		0	0	1				2
5:15 PM		1	0	0		0	0	0				1
5:30 PM		1	0	0		0	0	1				2
5:45 PM		3	0	0		0	0	1				4
Total		8	0	0		0	0	4				12

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.56**

		Westbound		Northbound			Eastbound					TOTAL
		Thru	Left	Right		Left	Right	Thru				
Volume		6	0	0		0	0	3				9
PHF		0.5	#####	#####		#####	#####	0.75				0.56
Movement PHF		0.50		#DIV/0!				0.75				0.56

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ I-805 Southbound Ramp

Date of Count: *Tuesday, October 21, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ I-805 Southbound Ramp

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	0	0	0	100	33	0	0	0	107	31	0	271
11:15 AM	0	0	0	0	146	30	0	0	0	93	48	0	317
11:30 AM	0	0	0	0	146	50	0	0	0	115	50	0	361
11:45 AM	0	0	0	0	176	33	0	0	0	108	63	0	380
12:00 PM	0	0	0	0	132	43	0	0	0	111	41	0	327
12:15 PM	0	0	0	0	157	40	0	0	0	120	47	0	364
12:30 PM	0	0	0	0	151	58	0	0	0	125	57	0	391
12:45 PM	0	0	0	0	182	37	0	0	0	101	53	0	373
Total	0	0	0	0	1,190	324	0	0	0	880	390	0	2,784

PM Intersection Peak Hour : **11:45 AM - 12:45 PM**

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	616	174	0	0	0	464	208	0	1462
PHF	#####	#####	#####	#####	0.875	0.75	#####	#####	#####	0.928	0.825	#####	0.93
Movement PHF	#DIV/0!			0.94			#DIV/0!			0.92			0.93

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ I-805 NB Off-Ramp

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ I-805 NB Off-Ramp

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
7:00 AM		61	0	171	191	0	86	509
7:15 AM		75	0	159	195	0	73	502
7:30 AM		109	0	177	160	0	70	516
7:45 AM		124	0	161	183	0	93	561
8:00 AM		110	0	169	189	0	77	545
8:15 AM		127	0	150	135	0	58	470
8:30 AM		136	0	135	110	0	59	440
8:45 AM		134	0	126	140	0	61	461
Total		876	0	1,248	1,303	0	577	4,004

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.95**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		418	0	666	727	0	313	2,124
PHF		0.84	#####	0.94	0.93	#####	0.84	0.95
Movement PHF		0.84		0.97			0.84	0.95

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM		178	0	110	128	0	85	501
4:15 PM		165	0	113	173	0	97	548
4:30 PM		195	0	106	114	0	90	505
4:45 PM		170	0	107	137	0	97	511
5:00 PM		189	0	101	105	0	78	473
5:15 PM		240	0	105	70	0	87	502
5:30 PM		148	0	133	141	0	74	496
5:45 PM		172	0	126	58	0	58	414
Total		1,457	0	901	926	0	666	3,950

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.94**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		708	0	436	552	0	369	2065
PHF		0.908	#####	0.965	0.798	#####	0.951	0.94
Movement PHF		0.91		0.86			0.95	0.94

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Kimley»Horn

Location: Nobel Drive @ I-805 NB Off-Ramp

AM Period (7:00 AM - 9:00 AM)					
		Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM		0	0	0	0
7:15 AM		0	0	0	0
7:30 AM		0	0	0	0
7:45 AM		0	0	0	0
8:00 AM		0	0	0	0
8:15 AM		0	0	0	0
8:30 AM		0	0	0	0
8:45 AM		0	0	0	0
Total		0	0	0	0

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **#DIV/0!**

		East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume		0	0	0	0
PHF		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
		Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM		0	0	0	0
4:15 PM		0	0	0	0
4:30 PM		0	0	0	0
4:45 PM		0	0	0	0
5:00 PM		0	0	0	0
5:15 PM		0	0	0	0
5:30 PM		0	0	0	0
5:45 PM		0	0	0	0
Total		0	0	0	0

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **#DIV/0!**

		East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume		0	0	0	0
PHF		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF		#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ I-805 NB Off-Ramp

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ I-805 NB Off-Ramp

AM Period (7:00 AM - 9:00 AM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
7:00 AM		0	0	0	0	0	0	0
7:15 AM		0	0	0	0	0	0	0
7:30 AM		0	0	0	0	0	0	0
7:45 AM		0	0	0	0	0	0	0
8:00 AM		0	0	0	0	0	1	1
8:15 AM		0	0	0	0	0	0	0
8:30 AM		0	0	0	0	0	1	1
8:45 AM		0	0	0	0	0	1	1
Total		0	0	0	0	0	3	3

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.75**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		0	0	0	0	0	3	3
PHF		#####	#####	#####	#####	#####	0.75	0.75
Movement PHF		#DIV/0!		#DIV/0!			0.75	0.75

PM Period (4:00 PM - 6:00 PM)								
		Westbound		Northbound		Eastbound		
		Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM		1	0	0	0	0	1	2
4:15 PM		0	0	0	0	0	0	0
4:30 PM		0	0	0	0	0	0	0
4:45 PM		1	0	0	0	0	0	1
5:00 PM		1	0	0	0	0	1	2
5:15 PM		1	0	0	0	0	0	1
5:30 PM		1	0	0	0	0	1	2
5:45 PM		3	0	0	0	0	1	4
Total		8	0	0	0	0	4	12

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.56**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		6	0	0	0	0	3	9
PHF		0.5	#####	#####	#####	#####	0.75	0.56
Movement PHF		0.50		#DIV/0!			0.75	0.56

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

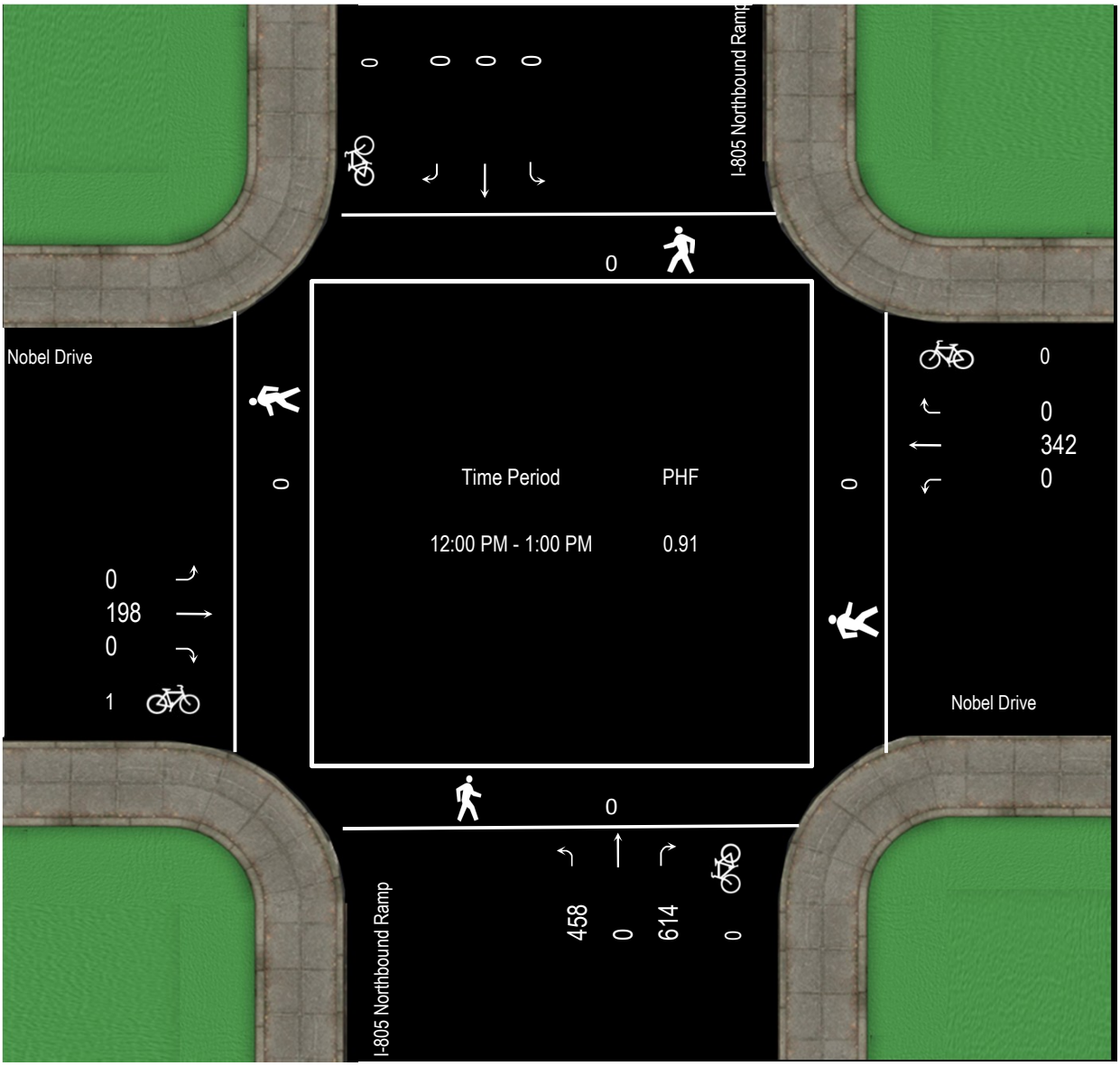
Location: Nobel Drive @ I-805 Northbound Ramp

Date of Count: *Tuesday, October 21, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ I-805 Northbound Ramp

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	0	0	0	48	0	131	0	85	0	31	0	295
11:15 AM	0	0	0	0	65	0	132	0	111	0	48	0	356
11:30 AM	0	0	0	0	82	0	154	0	114	0	50	0	400
11:45 AM	0	0	0	0	83	0	135	0	126	0	63	0	407
12:00 PM	0	0	0	0	66	0	146	0	109	0	41	0	362
12:15 PM	0	0	0	0	90	0	151	0	107	0	47	0	395
12:30 PM	0	0	0	0	86	0	148	0	123	0	57	0	414
12:45 PM	0	0	0	0	100	0	169	0	119	0	53	0	441
Total	0	0	0	0	620	0	1,166	0	894	0	390	0	3,070

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	342	0	614	0	458	0	198	0	1612
PHF	#####	#####	#####	#####	0.855	#####	0.908	#####	0.931	#####	0.868	#####	0.91
Movement PHF	#DIV/0!			0.86			0.93			0.87			0.91

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Avenue of Flags

Date of Count: *Wednesday, October 21, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0428*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Avenue of Flags

AM Period (7:00 AM - 9:00 AM)									
		Westbound		Northbound		Eastbound			
		Thru	Left	Right	Left	Right	Thru		TOTAL
7:00 AM		71	3	0	0	0	243		317
7:15 AM		70	3	0	0	0	194		267
7:30 AM		79	2	0	1	1	241		324
7:45 AM		126	0	0	0	2	268		396
8:00 AM		118	1	0	0	1	252		372
8:15 AM		130	0	1	1	2	216		350
8:30 AM		129	1	0	0	0	205		335
8:45 AM		136	0	1	1	2	206		346
Total		859	10	2	3	8	1,825		2,707

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.92**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		503	2	1	1	5	941	1,453
PHF		0.97	0.50	0.25	0.25	0.63	0.88	0.92
Movement PHF		0.97		0.25			0.88	0.92

PM Period (4:00 PM - 6:00 PM)									
		Westbound		Northbound		Eastbound			
		Thru	Left	Right	Left	Right	Thru		TOTAL
4:00 PM		158	3	3	0	2	193		359
4:15 PM		161	1	4	3	1	194		364
4:30 PM		154	1	3	4	1	213		376
4:45 PM		192	1	1	1	0	212		407
5:00 PM		177	2	1	1	1	197		379
5:15 PM		197	2	1	1	1	248		450
5:30 PM		175	2	1	2	1	244		425
5:45 PM		132	1	2	2	0	203		340
Total		1,346	13	16	14	7	1,704		3,100

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.92**

		Westbound		Northbound		Eastbound		TOTAL
		Thru	Left	Right	Left	Right	Thru	
Volume		741	7	4	5	3	901	1661
PHF		0.94	0.875	1	0.625	0.75	0.908	0.92
Movement PHF		0.94		0.75			0.91	0.92

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Avenue of Flags

Date of Count: *Tuesday, October 21, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0428*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Nobel Drive @ Avenue of Flags

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	0	0	0	44	2	3	0	4	5	157	0	215
11:15 AM	0	0	0	0	61	3	2	0	4	3	177	0	250
11:30 AM	0	0	0	0	80	0	1	0	2	14	190	0	287
11:45 AM	0	0	0	0	79	5	8	0	4	3	195	0	294
12:00 PM	0	0	0	0	61	7	3	0	5	9	178	0	263
12:15 PM	0	0	0	0	87	7	2	0	3	13	185	0	297
12:30 PM	0	0	0	0	81	2	6	0	5	10	195	0	299
12:45 PM	0	0	0	0	92	3	4	0	8	4	218	0	329
Total	0	0	0	0	585	29	29	0	35	61	1,495	0	2,234

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	321	19	15	0	21	36	776	0	1188
PHF	#####	#####	#####	#####	0.872	0.679	0.625	#####	0.656	0.692	0.89	#####	0.90
Movement PHF	#DIV/0!			0.89			0.75			0.91			0.90

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Health Center Drive @ Regents Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Health Center Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	18	12	1	0	0	0	2	35	101	5	2	7	183
7:15 AM	19	13	2	1	0	0	5	65	141	15	0	3	264
7:30 AM	42	23	3	1	0	2	14	94	168	15	0	6	368
7:45 AM	30	42	4	0	0	0	11	71	194	18	0	4	374
8:00 AM	20	13	7	0	0	0	2	21	153	14	0	7	237
8:15 AM	20	5	1	0	0	0	1	61	142	23	0	2	255
8:30 AM	17	6	0	0	0	0	1	45	107	19	0	7	202
8:45 AM	19	10	1	0	0	0	0	34	163	28	0	4	259
Total	185	124	19	2	0	2	36	426	1,169	137	2	40	2,142

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.83**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	111	91	16	2	0	2	32	251	656	62	0	20	1,243
PHF	0.66	0.54	0.57	0.50	#####	0.25	0.57	0.67	0.85	0.86	#####	0.71	0.83
Movement PHF		0.72			0.33			0.85			0.93		0.83

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	4	191	1	0	0	1	0	27	49	45	0	17	335
4:15 PM	6	129	0	1	0	3	5	20	32	103	0	11	310
4:30 PM	6	202	3	1	0	1	4	29	64	40	2	13	365
4:45 PM	3	144	2	1	0	0	1	32	45	123	0	10	361
5:00 PM	1	109	6	1	0	2	4	33	30	105	0	14	305
5:15 PM	6	127	7	3	0	0	4	29	25	77	0	26	304
5:30 PM	6	122	4	2	0	1	4	47	39	106	0	14	345
5:45 PM	7	110	2	1	0	1	4	25	36	97	0	12	295
Total	39	1134	25	10	0	9	26	242	320	696	2	117	2,620

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	19	666	6	3	0	5	10	108	190	311	2	51	1371
PHF	0.79	0.824	0.5	0.75	#####	0.417	0.5	0.844	0.742	0.632	0.25	0.75	0.94
Movement PHF		0.82			0.50			0.79			0.68		0.94

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Health Center Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **#DIV/0!**

	North Leg U-Turn	East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **#DIV/0!**

	North Leg U-Turn	East Leg U-Turn	South Leg U-Turn	West Leg U-Turn	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Health Center Drive @ Regents Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Health Center Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	1	0	0	0	0	0	3	0	3	0	0	7
7:15 AM	0	1	0	0	0	0	0	2	0	1	0	0	4
7:30 AM	0	1	0	0	0	0	0	4	2	0	0	0	7
7:45 AM	0	0	0	0	1	0	0	3	11	2	0	0	17
8:00 AM	0	0	1	0	0	0	0	2	6	0	1	0	10
8:15 AM	0	0	0	0	0	0	0	3	7	1	1	0	12
8:30 AM	0	1	0	0	0	0	0	2	4	3	0	0	10
8:45 AM	0	1	0	0	0	0	0	2	1	2	0	0	6
Total	0	5	1	0	1	0	0	21	31	12	2	0	73

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.72**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	1	0	1	0	0	10	28	6	2	0	49
PHF	#####	0.25	0.25	#####	0.25	#####	#####	0.83	0.64	0.50	0.50	#####	0.72
Movement PHF		0.50			0.25			0.68			0.67		0.72

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	1	2	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	1	4	0	0	5
4:30 PM	0	0	0	0	0	0	0	0	3	3	0	0	6
4:45 PM	0	0	0	0	0	0	0	3	0	6	0	0	9
5:00 PM	0	0	0	0	0	0	0	1	1	7	0	0	9
5:15 PM	0	0	0	0	0	0	0	0	2	3	0	0	5
5:30 PM	0	0	0	0	0	0	0	0	4	5	2	0	11
5:45 PM	0	2	0	0	0	0	0	0	1	9	0	0	12
Total	0	2	0	0	0	0	0	4	13	39	2	0	60

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.77**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	0	0	0	0	0	1	8	24	2	0	37
PHF	#####	0.25	#####	#####	#####	#####	#####	0.25	0.5	0.667	0.25	#####	0.77
Movement PHF		0.25			#DIV/0!			0.56			0.72		0.77

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

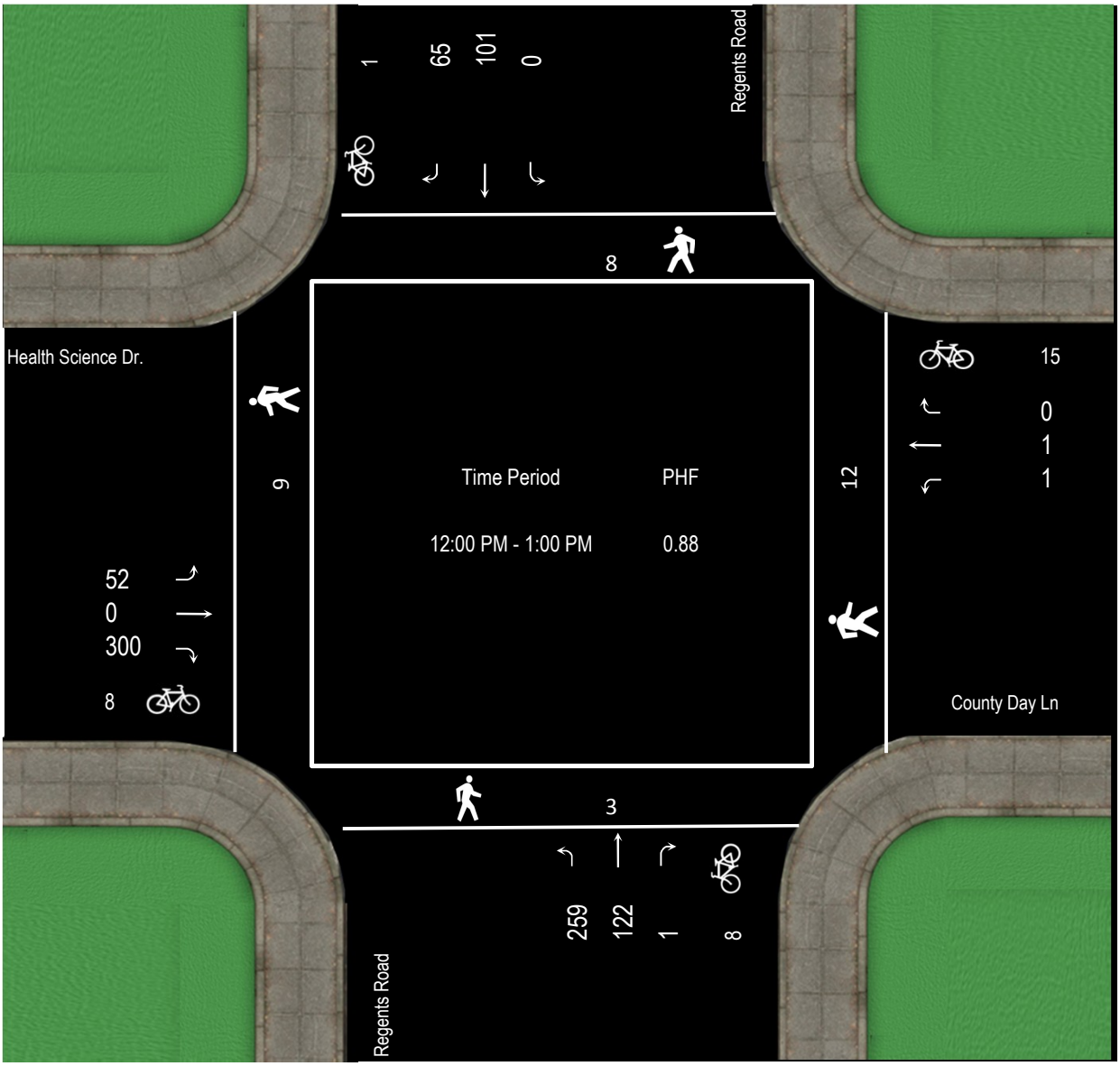
Location: County Day Ln and Health Scienc @ Regents Road

Date of Count: *Wednesday, October 22, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: nty Day Ln and Health Science Dr. @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	10	18	0	0	1	1	0	19	45	65	0	9	168
11:15 AM	13	27	0	0	0	0	0	21	69	73	0	10	213
11:30 AM	16	32	0	0	0	0	0	17	50	60	0	13	188
11:45 AM	17	28	0	0	0	0	0	25	66	54	0	7	197
12:00 PM	15	27	0	0	0	0	0	23	81	66	0	9	221
12:15 PM	20	31	0	0	1	0	1	33	57	60	0	12	215
12:30 PM	13	19	0	0	0	1	0	22	62	80	0	12	209
12:45 PM	17	24	0	0	0	0	0	44	59	94	0	19	257
Total	121	206	0	0	2	2	1	204	489	552	0	91	1,668

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.88**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	65	101	0	0	1	1	1	122	259	300	0	52	902
PHF	0.81	0.815	#####	#####	0.25	0.25	0.25	0.693	0.799	0.798	#####	0.684	0.88
Movement PHF		0.81			0.50			0.92			0.78		0.88

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Eastgate Mall @ Regents Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Eastgate Mall @ Regents Road

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound		Northbound			
	Thru	Left	Right	Left	Right	Thru		TOTAL
7:00 AM	27	4	10	7	26	122		196
7:15 AM	36	5	30	28	39	177		315
7:30 AM	39	16	76	41	55	211		438
7:45 AM	32	19	78	56	67	179		431
8:00 AM	38	7	47	32	47	84		255
8:15 AM	21	9	30	18	41	157		276
8:30 AM	28	5	24	9	49	149		264
8:45 AM	38	4	47	20	58	148		315
Total	259	69	342	211	382	1,227		2,490

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.82**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	145	47	231	157	208	651		1,439
PHF	0.93	0.62	0.74	0.70	0.78	0.77		0.82
Movement PHF	0.87		0.72			0.81		0.82

PM Period (4:00 PM - 6:00 PM)								
	Southbound			Westbound		Northbound		
	Right	Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM	0	221	35	12	58	20	49	395
4:15 PM	0	218	28	8	51	29	36	370
4:30 PM	0	216	39	15	64	20	88	442
4:45 PM	0	254	31	14	41	23	62	425
5:00 PM	0	202	38	8	83	16	62	409
5:15 PM	0	200	24	16	75	28	48	391
5:30 PM	0	185	42	23	64	34	56	404
5:45 PM	0	195	36	5	45	20	55	356
Total	0	1691	273	101	481	190	456	3,192

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.94**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	872	132	53	263	87	260		1667
PHF	0.858	0.846	0.828	0.792	0.777	0.739		0.94
Movement PHF	0.88		0.87			0.80		0.94

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Eastgate Mall @ Regents Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn		TOTAL
7:00 AM	0	0	0		0
7:15 AM	0	0	0		0
7:30 AM	0	0	0		0
7:45 AM	0	0	0		0
8:00 AM	0	0	0		0
8:15 AM	0	0	0		0
8:30 AM	0	0	0		0
8:45 AM	0	0	0		0
Total	0	0	0		0

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB		TOTAL
Volume	0	0	0		0
PHF	#DIV/0!	#DIV/0!	#DIV/0!		#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!		#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn		TOTAL
4:00 PM	0	0	0		0
4:15 PM	0	0	0		0
4:30 PM	0	0	0		0
4:45 PM	0	0	0		0
5:00 PM	0	0	0		0
5:15 PM	0	0	0		0
5:30 PM	0	0	0		0
5:45 PM	0	0	0		0
Total	0	0	0		0

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB		TOTAL
Volume	0	0	0		0
PHF	#DIV/0!	#DIV/0!	#DIV/0!		#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!		#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Eastgate Mall @ Regents Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Eastgate Mall @ Regents Road

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound		Northbound			
	Thru	Left	Right	Left	Right	Thru		TOTAL
7:00 AM	3	1	0	0	1	0		5
7:15 AM	0	2	0	0	0	2		4
7:30 AM	1	0	1	0	1	5		8
7:45 AM	2	0	0	0	0	14		16
8:00 AM	0	0	1	0	1	7		9
8:15 AM	1	0	2	0	0	8		11
8:30 AM	1	3	2	0	3	4		13
8:45 AM	2	1	1	0	1	2		7
Total	10	7	7	0	7	42		73

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.77**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	4	3	5	0	4	33		49
PHF	0.50	0.25	0.63	#####	0.33	0.59		0.77
Movement PHF	0.44		0.63			0.66		0.77

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound		Northbound			
	Thru	Left	Right	Left	Right	Thru		TOTAL
4:00 PM	0	2	1	0	0	0		3
4:15 PM	4	0	0	1	0	1		6
4:30 PM	2	1	2	0	0	1		6
4:45 PM	5	1	0	1	0	1		8
5:00 PM	7	0	1	0	0	1		9
5:15 PM	3	0	0	1	0	2		6
5:30 PM	4	1	1	2	0	3		11
5:45 PM	10	1	0	1	0	1		13
Total	35	6	5	6	0	10		62

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.75**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	24	2	2	4	0	7		39
PHF	0.6	0.5	0.5	0.5	#####	0.583		0.75
Movement PHF	0.59		0.50			0.58		0.75

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

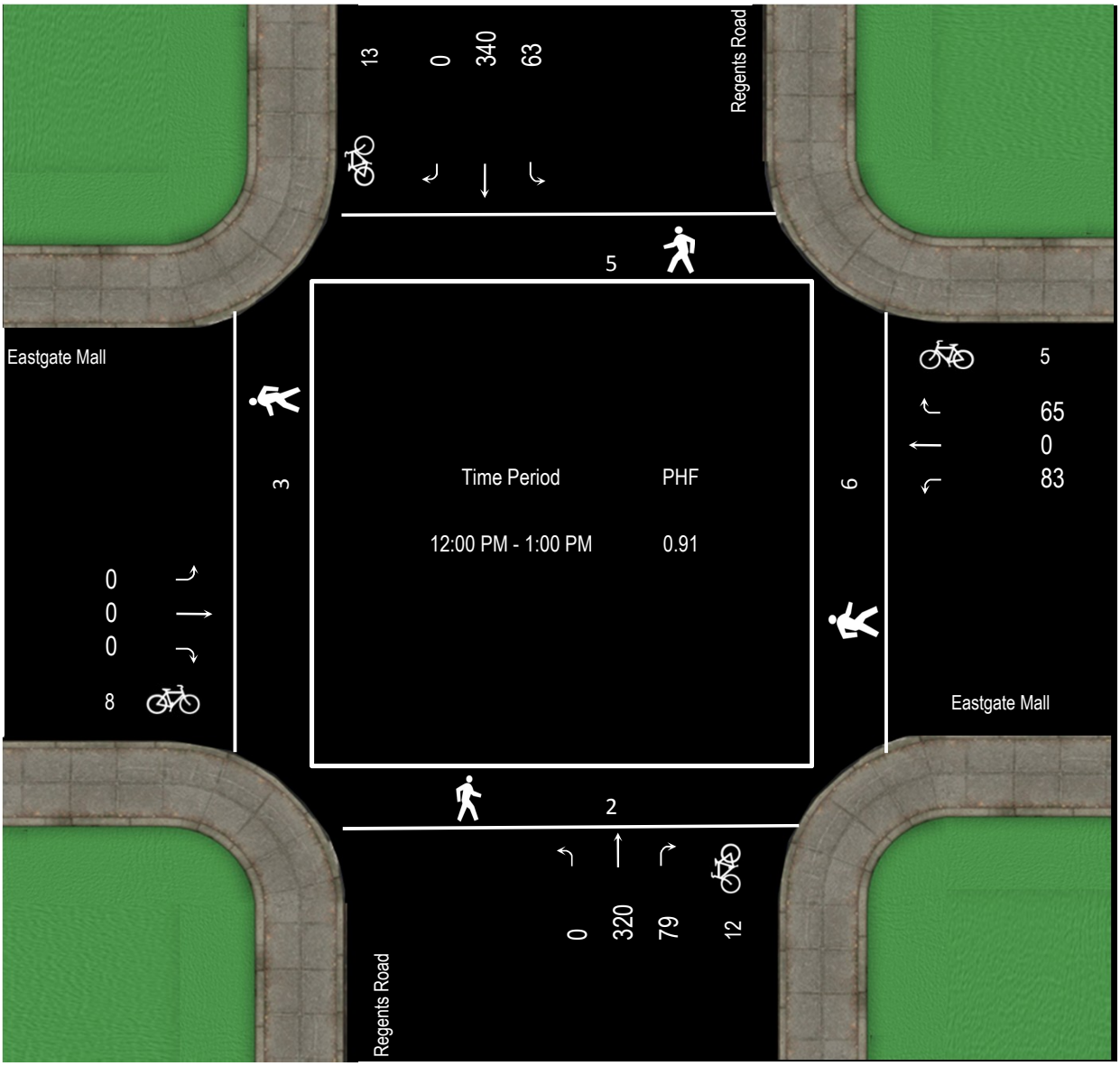
Location: Eastgate Mall @ Regents Road

Date of Count: *Wednesday, October 22, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Eastgate Mall @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	72	23	10	0	8	14	58	0	0	0	0	185
11:15 AM	0	88	10	16	0	16	10	71	0	0	0	0	211
11:30 AM	0	87	7	7	0	24	26	65	0	0	0	0	216
11:45 AM	0	79	7	17	0	21	21	77	0	0	0	0	222
12:00 PM	0	85	12	17	0	20	21	85	0	0	0	0	240
12:15 PM	0	74	15	14	0	22	19	78	0	0	0	0	222
12:30 PM	0	83	16	11	0	25	20	73	0	0	0	0	228
12:45 PM	0	98	20	23	0	16	19	84	0	0	0	0	260
Total	0	666	110	115	0	152	150	591	0	0	0	0	1,784

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	340	63	65	0	83	79	320	0	0	0	0	950
PHF	#####	0.867	0.788	0.707	#####	0.83	0.94	0.941	#####	#####	#####	#####	0.91
Movement PHF		0.85			0.95			0.94			#DIV/0!		0.91

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

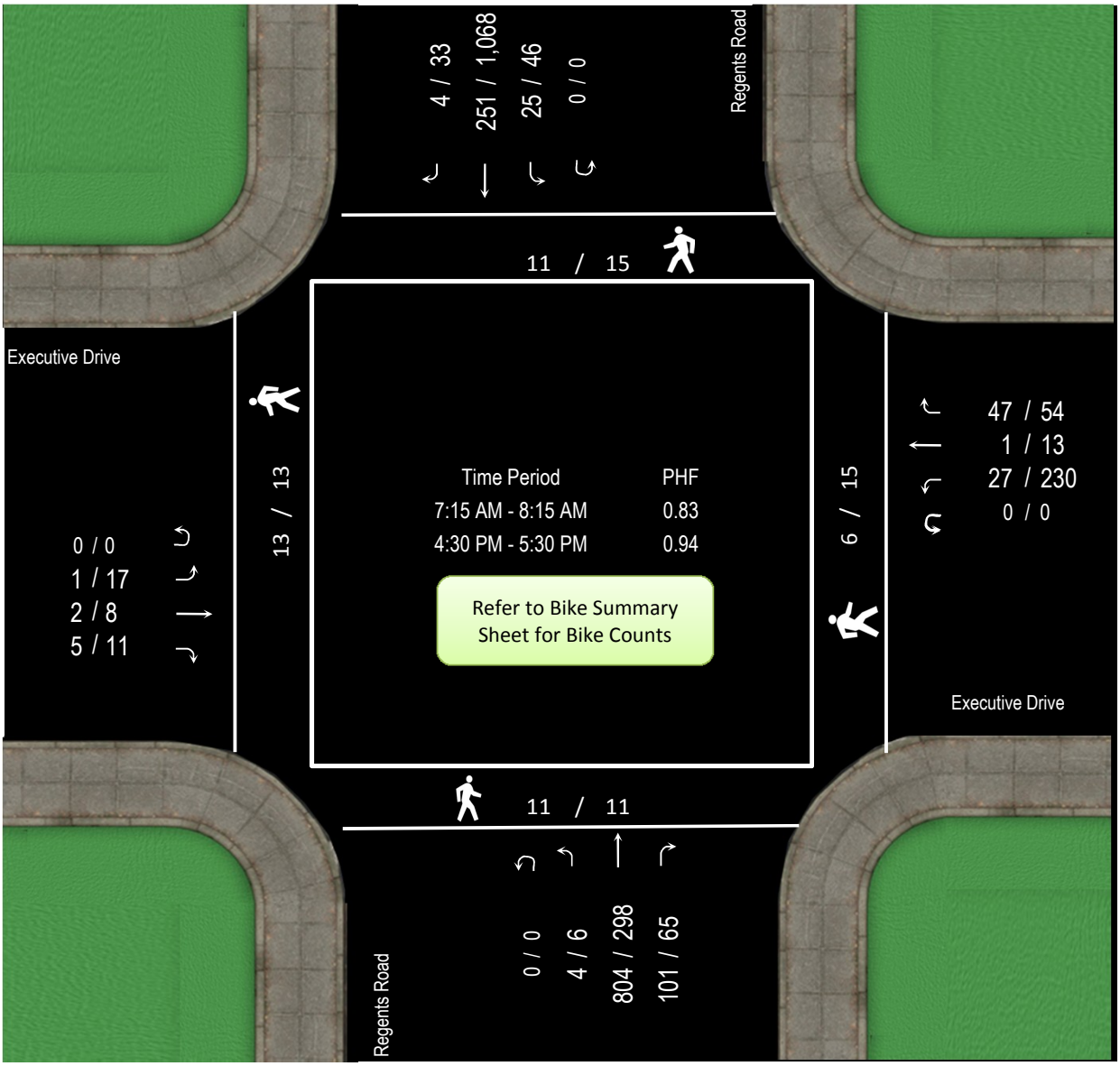
Location: Executive Drive @ Regents Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	29	4	9	0	4	15	153	0	1	0	0	215
7:15 AM	1	47	7	8	1	5	21	209	2	2	0	0	303
7:30 AM	1	67	4	17	0	3	25	243	2	1	1	0	364
7:45 AM	1	82	5	9	0	9	27	249	0	1	0	0	383
8:00 AM	1	55	9	13	0	10	28	103	0	1	1	1	222
8:15 AM	0	32	4	11	0	14	39	197	0	1	0	0	298
8:30 AM	0	27	7	14	2	18	38	177	0	1	0	0	284
8:45 AM	0	48	10	19	0	11	30	206	0	1	2	0	327
Total	4	387	50	100	3	74	223	1,537	4	9	4	1	2,396

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.83**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	4	251	25	47	1	27	101	804	4	5	2	1	1,272
PHF	1.00	0.77	0.69	0.69	0.25	0.68	0.90	0.81	0.50	0.63	0.50	0.25	0.83
Movement PHF		0.80			0.82			0.82			0.67		0.83

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	5	244	10	20	3	47	16	54	1	2	3	3	408
4:15 PM	8	274	9	7	3	48	17	75	0	2	1	2	446
4:30 PM	11	240	8	11	2	58	13	105	1	4	3	6	462
4:45 PM	13	272	14	13	1	47	17	59	0	0	1	6	443
5:00 PM	2	286	11	19	5	68	19	69	5	4	3	2	493
5:15 PM	7	270	13	11	5	57	16	65	0	3	1	3	451
5:30 PM	4	211	15	27	3	58	17	67	0	3	1	2	408
5:45 PM	6	252	3	18	5	37	17	51	1	4	2	3	399
Total	56	2049	83	126	27	420	132	545	8	22	15	27	3,510

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	33	1068	46	54	13	230	65	298	6	11	8	17	1849
PHF	0.63	0.934	0.821	0.711	0.65	0.846	0.855	0.71	0.3	0.688	0.667	0.708	0.94
Movement PHF		0.96			0.81			0.78			0.69		0.94

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Executive Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	1	0	0	0	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	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	1	0	0	0	1

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Drive @ Regents Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	3	0	0	2	0	0	1	0	0	0	0	6
7:15 AM	0	0	0	0	1	0	1	2	2	0	0	0	6
7:30 AM	0	1	0	2	0	0	0	4	0	0	0	0	7
7:45 AM	0	2	0	1	0	0	1	12	0	0	2	1	19
8:00 AM	0	0	0	0	1	0	0	8	4	0	0	0	13
8:15 AM	0	1	0	1	1	0	0	7	2	0	0	0	12
8:30 AM	0	1	0	1	0	0	2	6	1	0	0	0	11
8:45 AM	0	1	1	0	0	0	0	3	0	0	0	0	5
Total	0	9	1	5	5	0	4	43	9	0	2	1	79

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.72**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	4	0	3	2	0	3	33	7	0	2	1	55
PHF	#####	0.50	#####	0.75	0.50	#####	0.38	0.69	0.44	#####	0.25	0.25	0.72
Movement PHF		0.50			0.63			0.83			0.25		0.72

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
4:15 PM	0	5	0	0	0	2	0	1	2	0	0	0	10
4:30 PM	0	2	0	0	0	0	0	1	0	0	0	0	3
4:45 PM	0	5	1	0	0	1	0	1	1	0	1	0	10
5:00 PM	0	7	0	0	0	1	0	1	0	0	1	0	10
5:15 PM	0	4	0	1	0	2	0	1	0	3	0	0	11
5:30 PM	0	6	0	0	0	0	1	3	0	0	0	0	10
5:45 PM	0	10	1	0	0	0	0	1	0	1	1	0	14
Total	0	39	2	1	1	6	1	9	3	5	3	0	70

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.80**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	27	1	1	0	3	1	6	0	4	2	0	45
PHF	#####	0.675	0.25	0.25	#####	0.375	0.25	0.5	#####	0.333	0.5	#####	0.80
Movement PHF		0.64			0.33			0.44			0.50		0.80

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

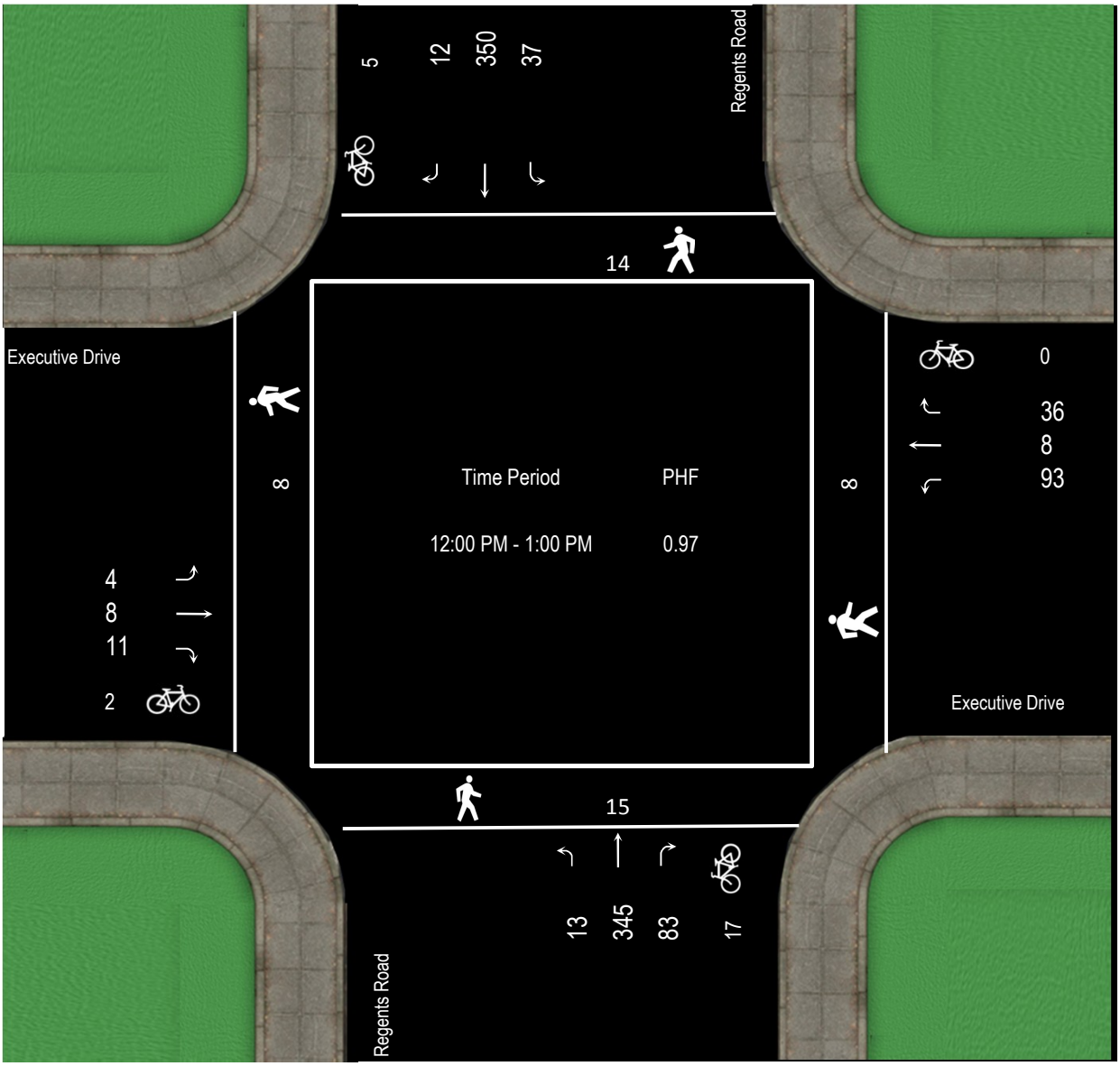
Location: Executive Drive @ Regents Road

Date of Count: *Wednesday, October 22, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Drive @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	68	3	12	1	14	7	56	4	2	2	0	169
11:15 AM	4	90	8	10	1	13	14	73	2	2	0	0	217
11:30 AM	1	92	17	18	0	13	12	72	4	5	2	0	236
11:45 AM	2	84	6	14	5	36	13	86	5	1	3	0	255
12:00 PM	7	82	10	8	2	28	13	92	3	3	2	1	251
12:15 PM	0	88	6	8	2	24	19	82	5	1	2	2	239
12:30 PM	3	92	4	12	1	22	27	82	2	5	0	1	251
12:45 PM	2	88	17	8	3	19	24	89	3	2	4	0	259
Total	19	684	71	90	15	169	129	632	28	21	15	4	1,877

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	12	350	37	36	8	93	83	345	13	11	8	4	1000
PHF	0.43	0.951	0.544	0.75	0.667	0.83	0.769	0.938	0.65	0.55	0.5	0.5	0.97
Movement PHF		0.93			0.90			0.95			0.96		0.97

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

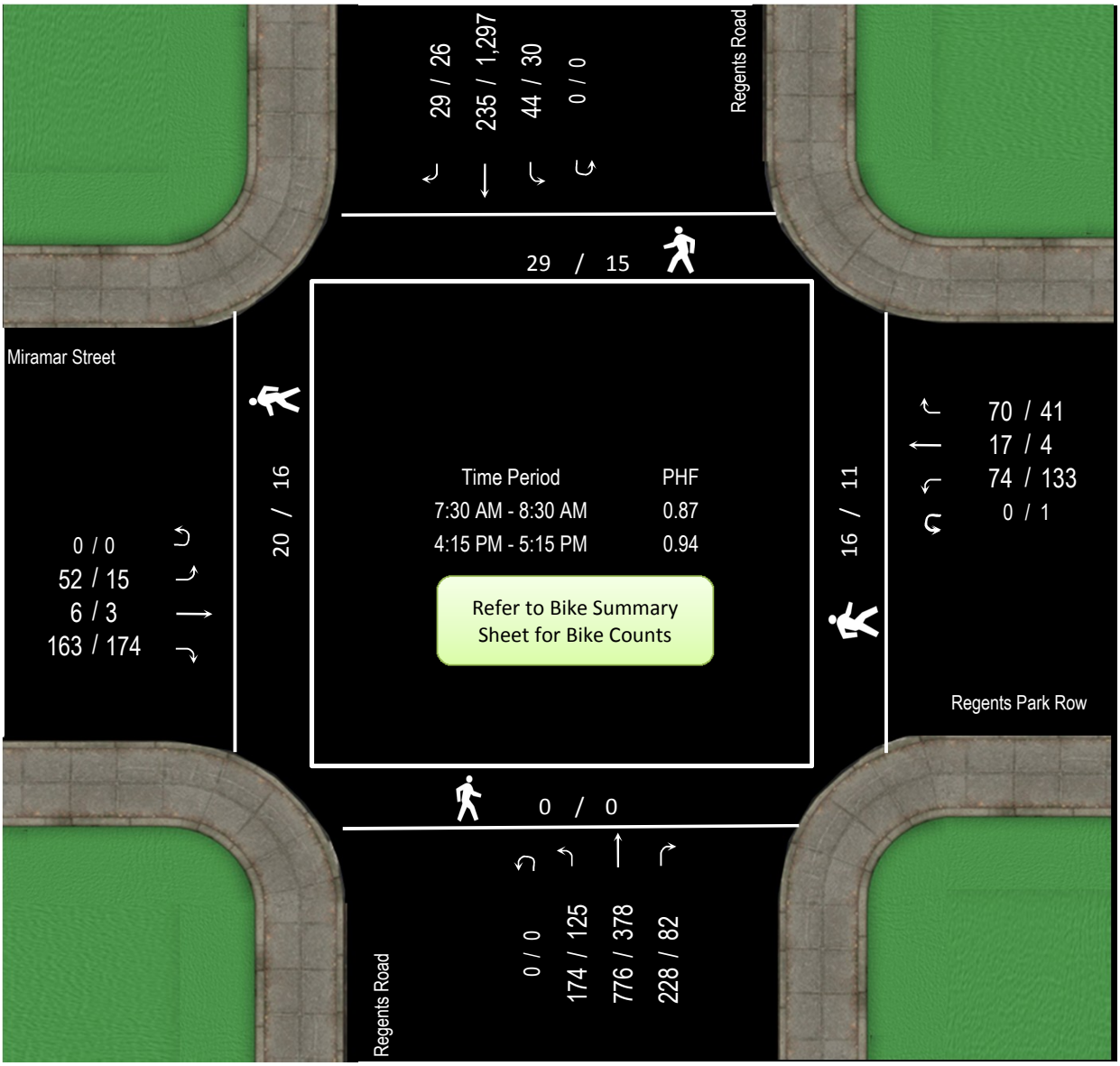
Location: Miramar Street @ Regents Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Street @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	3	29	6	15	1	16	42	169	13	15	1	4	314
7:15 AM	7	50	5	22	2	8	45	187	26	56	1	7	416
7:30 AM	6	74	9	20	3	9	56	263	44	44	1	9	538
7:45 AM	6	68	14	16	4	16	55	223	42	35	1	19	499
8:00 AM	9	45	15	20	1	19	69	84	50	44	0	11	367
8:15 AM	8	48	6	14	9	30	48	206	38	40	4	13	464
8:30 AM	2	48	3	5	2	13	54	175	27	44	0	18	391
8:45 AM	4	68	4	13	1	24	59	230	32	51	0	13	499
Total	45	430	62	125	23	135	428	1,537	272	329	8	94	3,488

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.87**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	29	235	44	70	17	74	228	776	174	163	6	52	1,868
PHF	0.81	0.79	0.73	0.88	0.47	0.62	0.83	0.74	0.87	0.93	0.38	0.68	0.87
Movement PHF		0.87			0.76			0.81			0.97		0.87

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	8	297	14	8	0	39	19	82	16	39	2	3	527
4:15 PM	4	337	9	15	1	28	22	91	29	32	1	2	571
4:30 PM	10	268	7	13	1	46	20	114	40	47	0	6	572
4:45 PM	7	322	8	9	1	23	20	72	37	45	1	3	548
5:00 PM	5	370	6	4	1	36	20	101	19	50	1	4	617
5:15 PM	2	339	9	6	2	44	10	82	35	27	0	4	560
5:30 PM	5	271	11	12	4	39	12	88	38	33	2	3	518
5:45 PM	2	295	11	3	2	37	24	82	32	28	1	3	520
Total	43	2499	75	70	12	292	147	712	246	301	8	28	4,433

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	26	1297	30	41	4	133	82	378	125	174	3	15	2308
PHF	0.65	0.876	0.833	0.683	1	0.723	0.932	0.829	0.781	0.87	0.75	0.625	0.94
Movement PHF		0.89			0.74			0.84			0.87		0.94

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Kimley»Horn

Location: Miramar Street @ Regents Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
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	0	1	0	0	1

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	1	0	0	1
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	0	1	0	0	1

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	0	0	1
PHF	#DIV/0!	0.25	#DIV/0!	#DIV/0!	0.25
Movement PHF	#DIV/0!	0.25	#DIV/0!	#DIV/0!	0.25

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Street @ Regents Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Miramar Street @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	3	0	0	0	0	0	1	0	1	0	0	5
7:15 AM	1	0	1	0	0	0	0	5	0	0	0	0	7
7:30 AM	0	1	0	0	0	0	0	4	0	0	0	0	5
7:45 AM	0	2	0	0	2	0	0	13	0	0	0	0	17
8:00 AM	0	0	0	0	0	0	0	12	0	1	0	0	13
8:15 AM	0	1	0	0	0	0	0	9	0	0	0	0	10
8:30 AM	0	1	0	0	0	0	0	9	0	0	0	0	10
8:45 AM	3	0	0	0	0	0	0	3	2	0	0	0	8
Total	4	8	1	0	2	0	0	56	2	2	0	0	75

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.74**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	4	0	0	2	0	0	43	0	1	0	0	50
PHF	#####	0.50	#####	#####	0.25	#####	#####	0.83	#####	0.25	#####	#####	0.74
Movement PHF		0.50			0.25			0.83			0.25		0.74

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	7	0	0	0	0	0	3	1	0	0	0	11
4:30 PM	0	2	0	1	1	0	0	0	0	0	0	0	4
4:45 PM	0	6	0	0	1	0	0	2	0	0	0	0	9
5:00 PM	0	8	0	0	0	0	0	1	0	0	0	0	9
5:15 PM	0	9	0	0	0	0	0	1	0	0	0	0	10
5:30 PM	0	6	0	0	1	0	1	4	1	1	0	0	14
5:45 PM	0	11	0	0	1	0	0	1	0	0	0	0	13
Total	0	50	0	1	4	0	1	12	2	1	0	0	71

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.82**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	34	0	0	2	0	1	7	1	1	0	0	46
PHF	#####	0.773	#####	#####	0.5	#####	0.25	0.438	0.25	0.25	#####	#####	0.82
Movement PHF		0.77			0.50			0.38			0.25		0.82

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

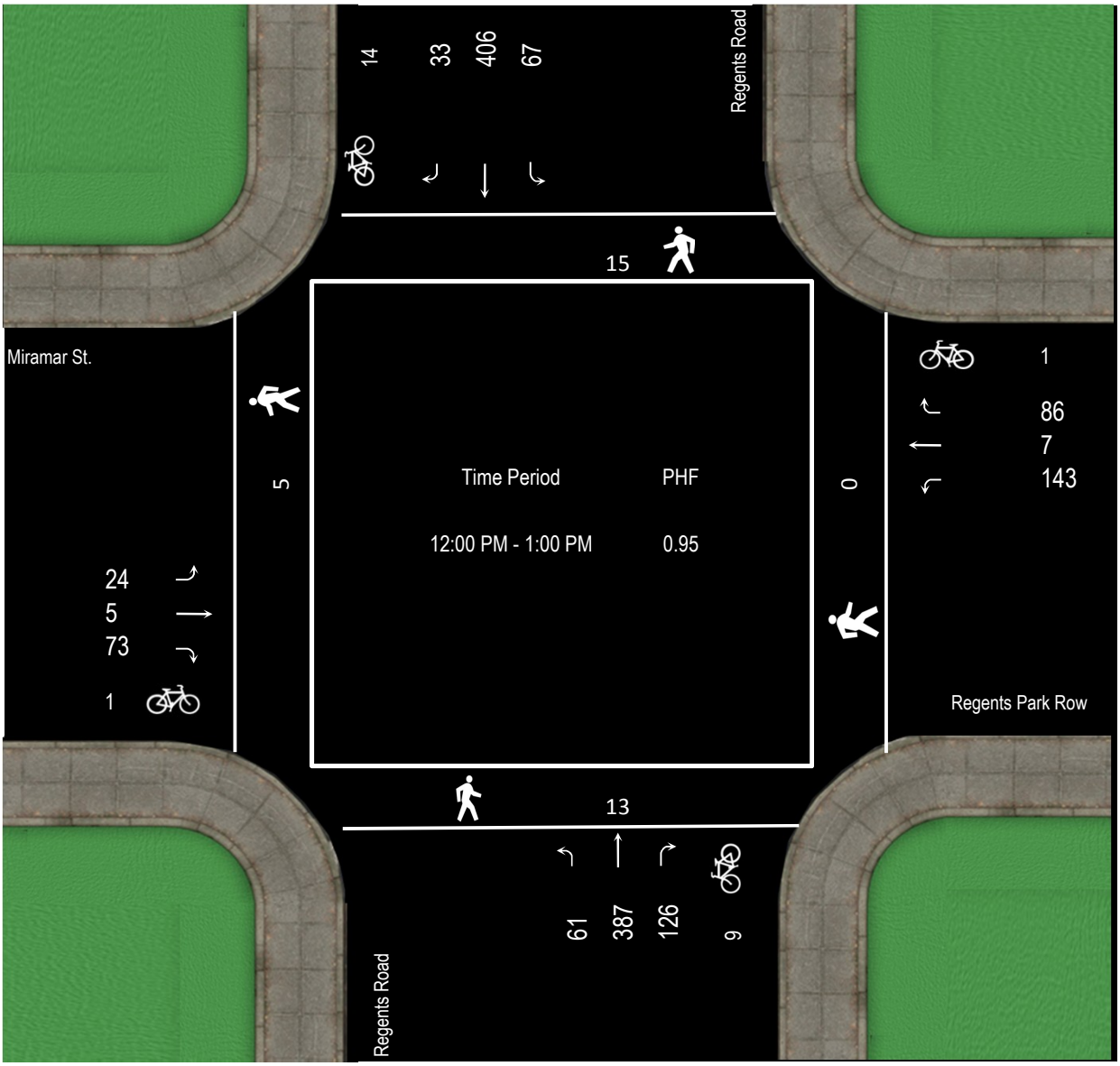
Location: Regents Park Row andMiramar St @ Regents Road

Date of Count: *Wednesday, October 22, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Regents Park Row andMiramar St. @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	4	79	14	9	0	20	24	69	15	14	1	4	253
11:15 AM	6	95	12	10	2	42	34	75	15	18	1	9	319
11:30 AM	4	78	25	10	2	23	56	85	27	20	1	6	337
11:45 AM	9	124	16	17	2	28	23	91	14	13	0	3	340
12:00 PM	7	98	19	18	3	35	42	109	16	23	1	4	375
12:15 PM	7	99	23	22	1	39	20	83	16	12	1	3	326
12:30 PM	8	117	14	25	1	34	28	106	10	16	1	7	367
12:45 PM	11	92	11	21	2	35	36	89	19	22	2	10	350
Total	56	782	134	132	13	256	263	707	132	138	8	46	2,667

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	33	406	67	86	7	143	126	387	61	73	5	24	1418
PHF	0.75	0.868	0.728	0.86	0.583	0.917	0.75	0.888	0.803	0.793	0.625	0.6	0.95
Movement PHF		0.91			0.95			0.86			0.75		0.95

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Mahaile Ave/Plaza De Palmas @ Regents Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Mahaile Ave/Plaza De Palmas @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	2	33	3	20	0	5	1	86	4	0	1	10	165
7:15 AM	1	85	0	30	1	6	1	92	8	4	3	10	241
7:30 AM	3	68	3	24	3	13	4	155	3	6	3	20	305
7:45 AM	1	34	3	38	0	2	6	216	3	7	2	14	326
8:00 AM	4	43	4	30	2	5	2	133	3	3	1	15	245
8:15 AM	2	35	6	42	2	8	5	148	1	4	2	13	268
8:30 AM	5	47	6	31	3	6	3	141	1	1	5	9	258
8:45 AM	1	55	3	40	0	6	3	151	2	5	1	9	276
Total	19	400	28	255	11	51	25	1,122	25	30	18	100	2,084

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.88**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	10	180	16	134	7	28	17	652	10	20	8	62	1,144
PHF	0.63	0.66	0.67	0.80	0.58	0.54	0.71	0.75	0.83	0.71	0.67	0.78	0.88
Movement PHF		0.70			0.81			0.75			0.78		0.88

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	7	148	9	23	4	8	5	44	2	6	0	9	265
4:15 PM	9	197	14	32	6	4	7	66	3	7	2	11	358
4:30 PM	16	228	10	24	2	7	3	81	6	2	3	4	386
4:45 PM	13	237	14	25	4	9	12	74	2	3	3	6	402
5:00 PM	12	261	22	11	2	6	1	51	3	3	2	10	384
5:15 PM	28	249	24	14	4	8	1	67	6	3	3	7	414
5:30 PM	19	273	16	14	2	7	0	64	2	1	5	3	406
5:45 PM	17	299	16	20	5	10	3	89	2	2	3	7	473
Total	121	1892	125	163	29	59	32	536	26	27	21	57	3,088

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	76	1082	78	59	13	31	5	271	13	9	13	27	1677
PHF	0.68	0.905	0.813	0.738	0.65	0.775	0.417	0.761	0.542	0.75	0.65	0.675	0.89
Movement PHF		0.93			0.74			0.77			0.82		0.89

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Mahaile Ave/Plaza De Palmas @ Regents Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	1	0	1
7:15 AM	0	0	5	0	5
7:30 AM	0	0	1	0	1
7:45 AM	0	0	3	0	3
8:00 AM	0	0	4	0	4
8:15 AM	0	0	2	0	2
8:30 AM	0	0	4	0	4
8:45 AM	0	0	3	0	3
Total	0	0	23	0	23

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.63**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	10	0	10
PHF	#DIV/0!	#DIV/0!	0.63	#DIV/0!	0.63
Movement PHF	#DIV/0!	#DIV/0!	0.63	#DIV/0!	0.63

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	4	0	4
4:15 PM	3	0	2	0	5
4:30 PM	0	0	11	0	11
4:45 PM	0	0	4	0	4
5:00 PM	0	0	4	0	4
5:15 PM	0	0	5	0	5
5:30 PM	3	0	6	0	9
5:45 PM	0	0	1	0	1
Total	6	0	37	0	43

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.53**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	3	0	16	0	19
PHF	0.25	#DIV/0!	0.666666667	#DIV/0!	0.53
Movement PHF	0.25	#DIV/0!	0.67	#DIV/0!	0.53

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

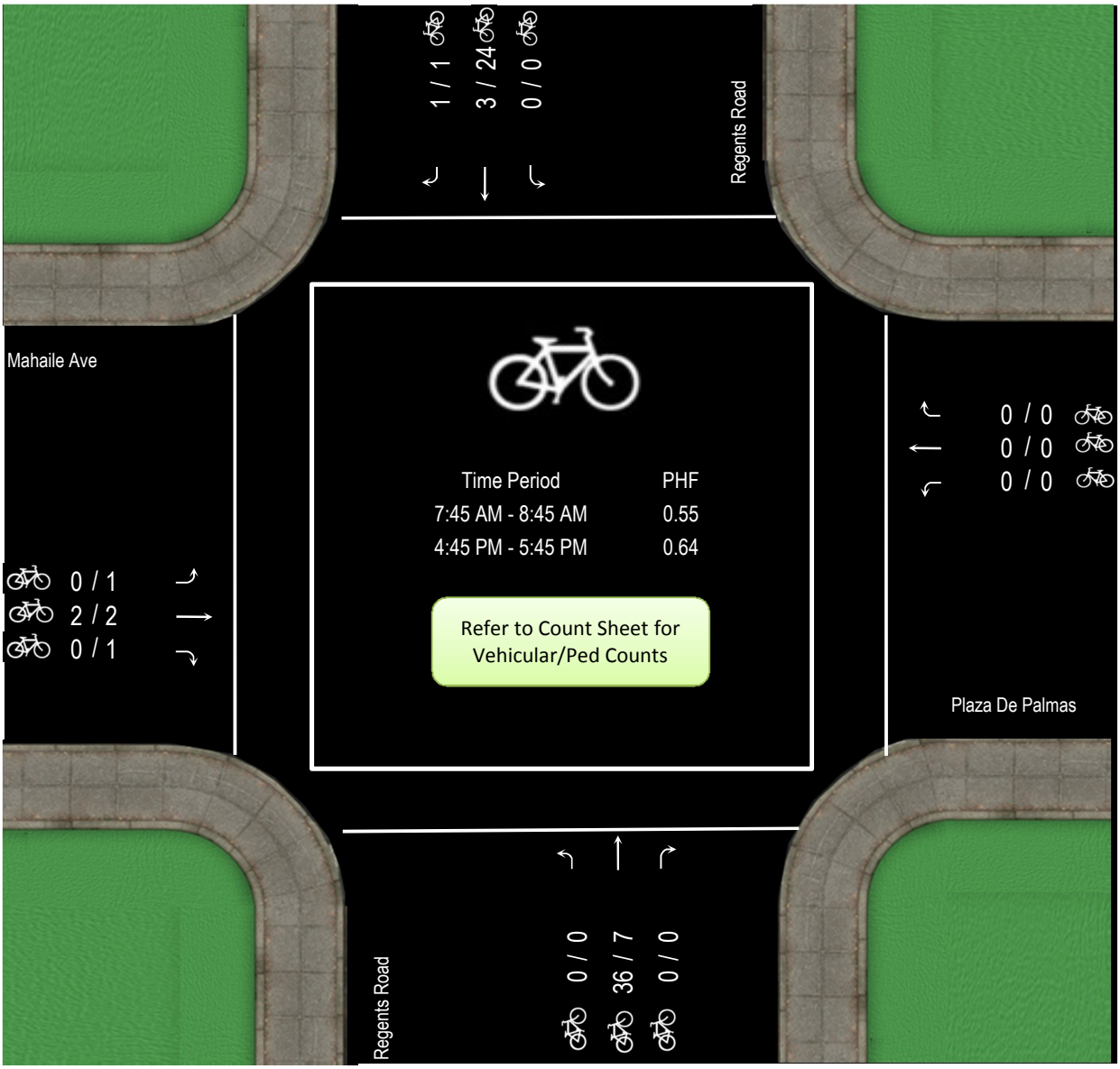
Location: Mahaile Ave/Plaza De Palmas @ Regents Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Mahaile Ave/Plaza De Palmas @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	1	1	0	0	0	0	0	1	0	0	0	0	3
7:15 AM	0	5	0	1	0	1	0	1	0	0	0	0	8
7:30 AM	0	2	0	0	0	0	0	6	0	0	0	0	8
7:45 AM	0	2	0	0	0	0	0	15	0	0	2	0	19
8:00 AM	1	0	0	0	0	0	0	4	0	0	0	0	5
8:15 AM	0	1	0	0	0	0	0	5	0	0	0	0	6
8:30 AM	0	0	0	0	0	0	0	12	0	0	0	0	12
8:45 AM	0	2	0	3	0	0	0	7	0	0	0	2	14
Total	2	13	0	4	0	1	0	51	0	0	2	2	75

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.55**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	3	0	0	0	0	0	36	0	0	2	0	42
PHF	0.25	0.38	#####	#####	#####	#####	#####	0.60	#####	#####	0.25	#####	0.55
Movement PHF		0.50			#DIV/0!			0.60			0.25		0.55

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	2	0	0	0	0	0	3	0	0	0	0	5
4:15 PM	0	3	0	0	0	0	0	4	0	0	0	1	8
4:30 PM	0	3	0	0	0	0	1	3	0	0	1	0	8
4:45 PM	0	9	0	0	0	0	0	4	0	0	1	0	14
5:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	5
5:30 PM	1	5	0	0	0	0	0	3	0	1	1	1	12
5:45 PM	0	7	0	0	0	0	0	3	0	0	1	0	11
Total	1	39	0	0	0	0	1	20	0	1	4	2	68

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.64**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	24	0	0	0	0	0	7	0	1	2	1	36
PHF	0.25	0.667	#####	#####	#####	#####	#####	0.438	#####	0.25	0.5	0.25	0.64
Movement PHF		0.69			#DIV/0!			0.44			0.33		0.64

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Plaza de Palmas and Mahaile Ave @ Regents Road

Date of Count: *Wednesday, October 22, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Plaza de Palmas and Mahaile Ave. @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	7	53	9	16	4	9	3	57	3	3	4	5	173
11:15 AM	5	80	11	20	0	6	12	50	6	2	2	7	201
11:30 AM	6	68	12	24	1	7	10	58	2	5	1	7	201
11:45 AM	6	97	11	36	1	4	10	80	3	1	2	1	252
12:00 PM	6	94	13	23	8	3	11	81	1	2	0	10	252
12:15 PM	5	83	13	30	6	7	4	99	5	1	1	8	262
12:30 PM	8	103	17	30	4	9	8	83	4	2	2	7	277
12:45 PM	5	92	9	24	3	4	10	75	5	3	2	9	241
Total	48	670	95	203	27	49	68	583	29	19	14	54	1,859

PM Intersection Peak Hour : **11:45 AM - 12:45 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	25	377	54	119	19	23	33	343	13	6	5	26	1043
PHF	0.78	0.915	0.794	0.826	0.594	0.639	0.75	0.866	0.65	0.75	0.625	0.65	0.94
Movement PHF		0.89			0.94			0.90			0.77		0.94

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Berino Court @ Regents Road

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Berino Court @ Regents Road

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound		Northbound			
	Thru	Left	Right	Left	Right	Thru		TOTAL
7:00 AM	28	19	4	2	12	19		84
7:15 AM	41	57	29	8	47	42		224
7:30 AM	59	52	18	19	39	80		267
7:45 AM	50	47	35	44	32	73		281
8:00 AM	31	7	7	2	5	48		100
8:15 AM	42	3	3	10	2	37		97
8:30 AM	36	8	1	2	7	55		109
8:45 AM	33	3	1	1	3	40		81
Total	320	196	98	88	147	394		1,243

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.78**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	181	163	89	73	123	243		872
PHF	0.77	0.71	0.64	0.41	0.65	0.76		0.78
Movement PHF	0.77		0.51			0.77		0.78

PM Period (4:00 PM - 6:00 PM)								
	Southbound			Westbound		Northbound		
	Right	Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM	0	83	4	2	5	6	51	151
4:15 PM	0	98	5	3	2	2	38	148
4:30 PM	0	102	7	0	5	2	42	158
4:45 PM	0	111	9	3	7	6	47	183
5:00 PM	0	151	11	1	3	8	51	225
5:15 PM	0	150	5	3	9	5	34	206
5:30 PM	0	130	22	4	10	3	48	217
5:45 PM	0	120	16	6	7	11	52	212
Total	0	945	79	22	48	43	363	1,500

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.96**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	551	54	14	29	27	185		860
PHF	0.912	0.614	0.583	0.725	0.614	0.889		0.96
Movement PHF	0.93		0.77			0.84		0.96

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Berino Court @ Regents Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn		TOTAL
7:00 AM	13	0	0		13
7:15 AM	33	0	0		33
7:30 AM	9	1	0		10
7:45 AM	22	0	0		22
8:00 AM	17	0	0		17
8:15 AM	31	0	0		31
8:30 AM	37	0	0		37
8:45 AM	32	0	0		32
Total	194	1	0		195

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.62**

	North Leg EB	East Leg SB	South Leg EB		TOTAL
Volume	81	1	0		82
PHF	0.61	0.25	#DIV/0!		0.62
Movement PHF	0.61	0.25	#DIV/0!		0.62

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn		TOTAL
4:00 PM	19	0	0		19
4:15 PM	18	0	0		18
4:30 PM	15	0	0		15
4:45 PM	25	0	0		25
5:00 PM	23	0	1		24
5:15 PM	24	0	0		24
5:30 PM	26	0	0		26
5:45 PM	22	0	0		22
Total	172	0	1		173

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.92**

	North Leg EB	East Leg SB	South Leg EB		TOTAL
Volume	95	0	1		96
PHF	0.91	#DIV/0!	0.25		0.92
Movement PHF	0.91	#DIV/0!	0.25		0.92

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location:	Berino Court	@	Regents Road
Date of Count:	*Wednesday, May 13, 2015*		
Analysts:	*LV/CD*		
Weather:	*Sunny*		
AVC Proj No:	*15-0345*		



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Berino Court @ Regents Road

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound		Northbound			
	Thru	Left	Right	Left	Right	Thru		TOTAL
7:00 AM	0	0	0	0	0	6		6
7:15 AM	0	0	0	0	1	0		1
7:30 AM	2	0	0	0	1	2		5
7:45 AM	1	0	0	0	1	2		4
8:00 AM	0	0	0	0	0	4		4
8:15 AM	1	0	0	0	0	4		5
8:30 AM	0	0	0	0	1	0		1
8:45 AM	0	0	0	0	0	1		1
Total	4	0	0	0	4	19		27

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.90**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	4	0	0	0	2	12		18
PHF	0.50	#####	#####	#####	0.50	0.75		0.90
Movement PHF	0.50		#DIV/0!			0.88		0.90

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound		Northbound			
	Thru	Left	Right	Left	Right	Thru		TOTAL
4:00 PM	3	0	0	0	0	0		3
4:15 PM	1	0	0	0	0	0		1
4:30 PM	1	0	0	0	0	0		1
4:45 PM	2	0	0	0	0	0		2
5:00 PM	3	1	0	0	0	0		4
5:15 PM	3	1	0	0	0	1		5
5:30 PM	5	0	0	6	0	0		11
5:45 PM	5	0	0	0	0	0		5
Total	23	2	0	6	0	1		32

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.57**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	16	2	0	6	0	1		25
PHF	0.8	0.5	#####	0.25	#####	0.25		0.57
Movement PHF	0.90		0.25			0.25		0.57

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Berino Court @ Regents Road

Date of Count: *Wednesday, October 22, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Berino Court @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	42	21	1	0	3	5	26	1	0	0	0	99
11:15 AM	0	46	20	1	0	1	1	26	0	0	0	0	95
11:30 AM	0	57	13	0	0	2	4	39	0	0	0	0	115
11:45 AM	0	60	11	1	0	5	3	29	0	0	0	0	109
12:00 PM	0	58	19	0	0	3	2	36	0	0	0	0	118
12:15 PM	0	62	18	1	0	2	0	34	0	0	0	0	117
12:30 PM	0	73	15	1	0	3	3	40	0	0	0	0	135
12:45 PM	0	68	25	0	0	3	0	37	0	0	0	0	133
Total	0	466	142	5	0	22	18	267	1	0	0	0	921

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	261	77	2	0	11	5	147	0	0	0	0	503
PHF	#####	0.894	0.77	0.5	#####	0.917	0.417	0.919	#####	#####	#####	#####	0.93
Movement PHF		0.91			0.81			0.88			#DIV/0!		0.93

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Arriba Street @ Regents Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Arriba Street @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	7	0	19	8	26	1	3	3	1	1	23	19	111
7:15 AM	21	0	15	39	29	0	1	2	1	3	13	57	181
7:30 AM	25	4	37	38	35	3	8	5	1	1	28	39	224
7:45 AM	26	2	24	21	41	0	3	5	3	3	25	19	172
8:00 AM	12	1	14	14	28	0	1	5	1	1	12	14	103
8:15 AM	21	0	13	13	25	0	2	8	1	3	17	15	118
8:30 AM	16	2	14	15	29	0	2	8	4	5	21	24	140
8:45 AM	17	3	16	15	21	4	6	7	2	2	20	16	129
Total	145	12	152	163	234	8	26	43	14	19	159	203	1,178

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.77**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	79	6	95	106	131	4	15	15	6	8	89	134	688
PHF	0.76	0.38	0.64	0.68	0.80	0.33	0.47	0.75	0.50	0.67	0.79	0.59	0.77
Movement PHF		0.68			0.79			0.64			0.79		0.77

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	57	3	30	10	39	6	2	4	2	3	29	25	210
4:15 PM	61	7	29	2	29	3	4	4	3	1	28	16	187
4:30 PM	62	9	30	14	25	5	9	6	3	3	22	10	198
4:45 PM	65	12	30	10	33	0	6	4	2	1	28	16	207
5:00 PM	99	9	27	7	22	4	5	2	4	6	27	11	223
5:15 PM	82	11	46	4	31	4	5	5	4	2	35	22	251
5:30 PM	66	8	57	12	37	2	4	5	4	2	39	15	251
5:45 PM	56	11	34	11	35	2	7	3	3	7	40	14	223
Total	548	70	283	70	251	26	42	33	25	25	248	129	1,750

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	303	39	164	34	125	12	21	15	15	17	141	62	948
PHF	0.77	0.886	0.719	0.708	0.845	0.75	0.75	0.75	0.938	0.607	0.881	0.705	0.94
Movement PHF		0.91			0.84			0.91			0.90		0.94

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Arriba Street @ Regents Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	6	0	0	0	6
7:15 AM	7	0	0	0	7
7:30 AM	65	0	0	0	65
7:45 AM	12	0	0	0	12
8:00 AM	18	0	0	0	18
8:15 AM	8	0	0	0	8
8:30 AM	14	0	0	0	14
8:45 AM	10	0	0	1	11
Total	140	0	0	1	141

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.35**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	90	0	0	0	90
PHF	0.35	#DIV/0!	#DIV/0!	#DIV/0!	0.35
Movement PHF	0.35	#DIV/0!	#DIV/0!	#DIV/0!	0.35

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	12	0	1	0	13
4:15 PM	12	0	0	0	12
4:30 PM	15	0	0	0	15
4:45 PM	11	0	1	0	12
5:00 PM	15	0	0	0	15
5:15 PM	19	0	0	0	19
5:30 PM	26	0	0	0	26
5:45 PM	18	0	0	0	18
Total	128	0	2	0	130

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.75**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	78	0	0	0	78
PHF	0.75	#DIV/0!	#DIV/0!	#DIV/0!	0.75
Movement PHF	0.75	#DIV/0!	#DIV/0!	#DIV/0!	0.75

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Arriba Street @ Regents Road

Date of Count: *Tuesday, May 12, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Arriba Street @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	1	1	1	4	7
7:15 AM	0	0	0	1	0	0	0	0	0	0	2	2	5
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	1	2
7:45 AM	1	1	0	1	1	0	0	1	0	1	0	1	7
8:00 AM	0	0	0	0	1	0	0	1	0	0	0	2	4
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	3	5
8:30 AM	1	0	0	0	3	0	0	0	0	0	0	3	7
8:45 AM	0	0	0	0	3	0	0	0	0	0	0	2	5
Total	2	1	0	3	10	0	0	2	1	2	3	18	42

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.82**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	2	1	0	1	7	0	0	2	0	1	0	9	23
PHF	0.50	0.25	#####	0.25	0.58	#####	#####	0.50	#####	0.25	#####	0.75	0.82
Movement PHF		0.38			0.67			0.50			0.83		0.82

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	1	0	0	0	0	0	0	0	1	2
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	1	1	1	0	0	0	0	0	0	0	0	1	4
5:30 PM	9	0	0	0	6	0	0	0	0	0	1	0	16
5:45 PM	3	0	0	0	2	0	0	0	0	0	3	0	8
Total	14	2	1	1	9	0	0	0	0	0	6	2	35

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.45**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	13	2	1	0	8	0	0	0	0	0	4	1	29
PHF	0.36	0.5	0.25	#####	0.333	#####	#####	#####	#####	#####	0.333	0.25	0.45
Movement PHF		0.44			0.33			#DIV/0!			0.42		0.45

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Arriba Street @ Regents Road

Date of Count: *Wednesday, October 22, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Arriba Street @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
11:00 AM	9	3	28	7	17	1	2	1	2	5	18	12	105
11:15 AM	14	2	25	8	17	3	1	3	3	5	15	12	108
11:30 AM	14	4	29	6	21	2	2	5	3	2	10	11	109
11:45 AM	16	3	25	11	23	2	1	2	0	4	19	10	116
12:00 PM	21	5	26	10	28	0	1	3	1	4	29	11	139
12:15 PM	13	4	26	5	16	0	2	3	1	2	19	14	105
12:30 PM	15	9	37	5	19	2	3	0	1	2	19	16	128
12:45 PM	19	6	38	6	17	0	3	1	2	4	15	14	125
Total	121	36	234	58	158	10	15	18	13	28	144	100	935

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	68	24	127	26	80	2	9	7	5	12	82	55	497
PHF	0.81	0.667	0.836	0.65	0.714	0.25	0.75	0.583	0.625	0.75	0.707	0.859	0.89
Movement PHF		0.87			0.71			0.88			0.85		0.89

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Governor Drive @ Regents Road

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Governor Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	1	8	3	3	16	55	79	9	6	16	52	2	250
7:15 AM	3	9	3	4	19	63	71	18	7	14	32	4	247
7:30 AM	4	13	7	1	20	75	61	21	10	9	69	2	292
7:45 AM	3	6	21	0	62	83	118	20	14	10	43	3	383
8:00 AM	5	15	5	1	49	104	73	16	10	10	39	3	330
8:15 AM	6	7	1	0	22	71	55	11	8	12	46	5	244
8:30 AM	1	6	4	1	20	63	67	14	6	14	56	6	258
8:45 AM	4	9	5	1	36	84	119	24	12	14	67	13	388
Total	27	73	49	11	244	598	643	133	73	99	404	38	2,392

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.82**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	15	43	36	6	150	325	323	75	41	43	183	12	1,252
PHF	0.75	0.72	0.43	0.38	0.60	0.78	0.68	0.89	0.73	0.77	0.66	0.75	0.82
Movement PHF		0.78			0.78			0.72			0.74		0.82

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	14	3	0	47	94	82	21	11	5	47	6	330
4:15 PM	0	9	5	2	56	91	87	17	14	12	49	6	348
4:30 PM	1	8	4	1	53	71	82	22	12	8	33	2	297
4:45 PM	1	15	3	3	61	108	97	16	11	3	32	6	356
5:00 PM	1	5	8	1	69	82	77	21	23	9	40	3	339
5:15 PM	0	8	3	2	52	102	84	30	14	11	51	2	359
5:30 PM	0	8	4	1	45	96	91	14	6	11	27	1	304
5:45 PM	0	6	1	3	59	71	72	23	16	10	36	1	298
Total	3	73	31	13	442	715	672	164	107	69	315	27	2,631

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	2	36	18	7	227	388	349	81	54	34	150	12	1358
PHF	0.50	0.6	0.563	0.583	0.822	0.898	0.899	0.675	0.587	0.773	0.735	0.5	0.95
Movement PHF		0.74			0.90			0.95			0.77		0.95

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Governor Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1
7:30 AM	0	1	0	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	3	0	0	3
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	2	4	0	1	7

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.42**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	4	0	0	5
PHF	0.25	0.33	#DIV/0!	#DIV/0!	0.42
Movement PHF	0.25	0.33	#DIV/0!	#DIV/0!	0.42

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	1	0	0	1
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	1	0	0	1
5:30 PM	0	1	0	0	1
5:45 PM	0	0	0	0	0
Total	0	3	0	0	3

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	2	0	0	2
PHF	#DIV/0!	0.5	#DIV/0!	#DIV/0!	0.50
Movement PHF	#DIV/0!	0.50	#DIV/0!	#DIV/0!	0.50

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Governor Drive @ Regents Road

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Governor Drive @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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	1	0	0	0	1	0	2
7:30 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
7:45 AM	0	0	0	0	1	0	2	0	0	0	1	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM	0	0	0	0	1	1	1	0	0	1	1	0	5
Total	0	0	0	0	3	1	4	0	0	1	9	0	18

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.69**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	2	0	3	0	0	0	6	0	11
PHF	#####	#####	#####	#####	0.50	#####	0.38	#####	#####	#####	0.75	#####	0.69
Movement PHF	#DIV/0!			0.50			0.38			0.75			0.69

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	1	1	0	0	0	0	1	0	3
4:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	2	0	0	0	0	0	1	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	2	0	2	0	0	0	1	0	5
5:15 PM	0	0	0	0	1	0	1	0	0	0	2	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	8	1	3	0	0	0	7	0	19

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.60**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	5	0	3	0	0	0	4	0	12
PHF	#####	#####	#####	#####	0.625	#####	0.375	#####	#####	#####	0.5	#####	0.60
Movement PHF	#DIV/0!			0.63			0.38			0.50			0.60

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

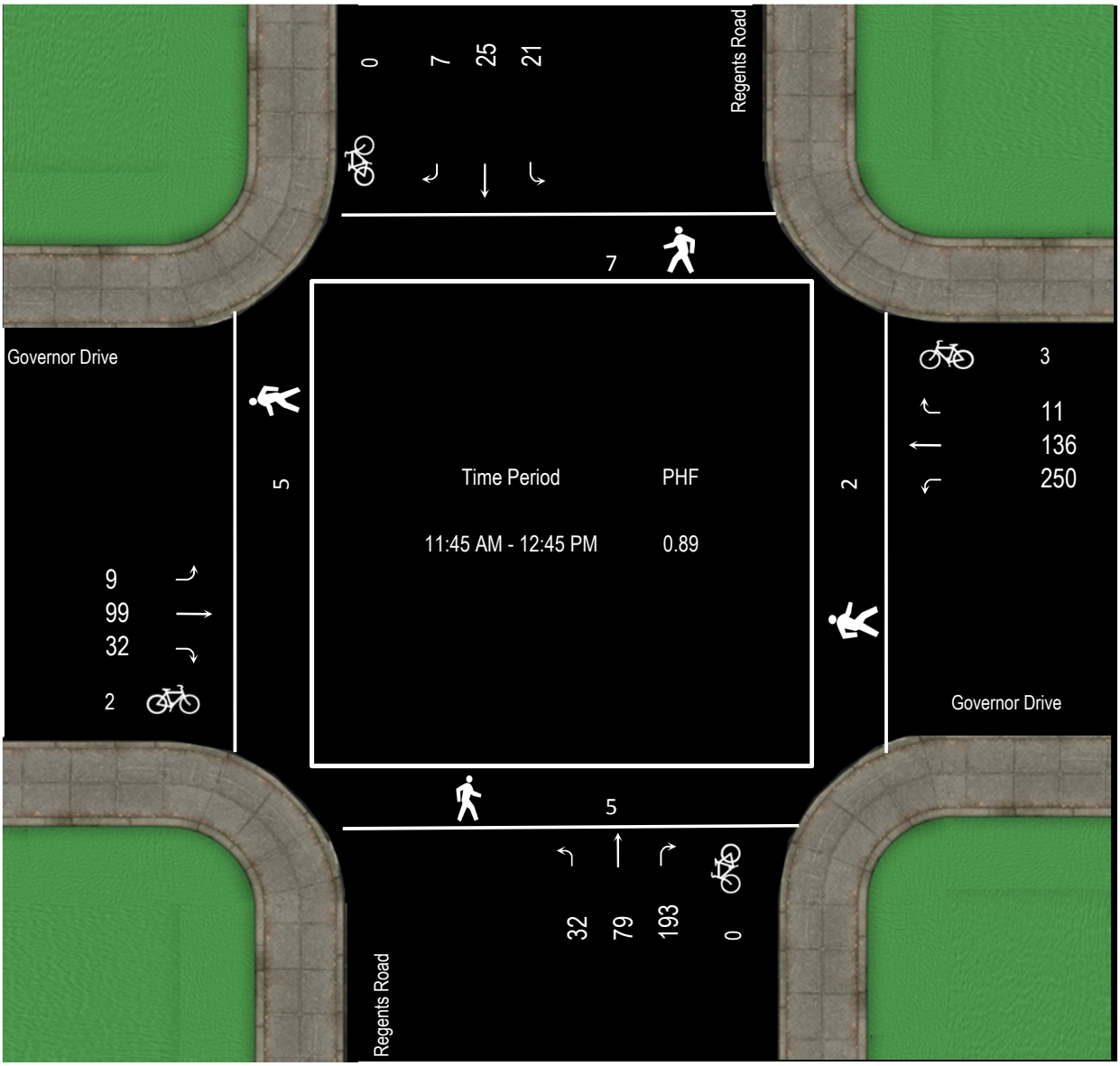
Location: Governor Drive @ Regents Road

Date of Count: *Wednesday, October 22, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Governor Drive @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	6	4	2	19	53	33	17	6	6	12	3	161
11:15 AM	0	9	4	4	29	47	55	18	8	7	21	3	205
11:30 AM	0	6	4	1	27	57	53	18	12	6	23	5	212
11:45 AM	1	8	5	0	44	64	55	27	9	11	24	3	251
12:00 PM	5	3	6	3	31	65	50	15	12	2	29	2	223
12:15 PM	1	10	5	2	30	43	43	17	8	12	24	3	198
12:30 PM	0	4	5	6	31	78	45	20	3	7	22	1	222
12:45 PM	3	5	6	1	36	53	45	18	15	4	32	2	220
Total	10	51	39	19	247	460	379	150	73	55	187	22	1,692

PM Intersection Peak Hour : **11:45 AM - 12:45 PM**

Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	7	25	21	11	136	250	193	79	32	32	99	9	894
PHF	0.35	0.625	0.875	0.458	0.773	0.801	0.877	0.731	0.667	0.667	0.853	0.75	0.89
Movement PHF		0.83			0.86			0.84			0.90		0.89

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 WB Ramps @ Regents Road

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 WB Ramps @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	81	55	0	11	0	31	0	124	105	0	0	0	407
7:15 AM	71	63	0	28	0	61	0	130	132	0	0	0	485
7:30 AM	90	87	0	37	0	53	0	148	139	0	0	0	554
7:45 AM	101	68	0	37	1	48	0	183	120	0	0	0	558
8:00 AM	112	100	0	54	0	146	0	170	104	0	0	0	686
8:15 AM	114	83	0	38	0	52	0	161	145	0	0	0	593
8:30 AM	111	83	0	32	0	42	0	129	109	0	0	0	506
8:45 AM	93	91	0	51	1	74	0	138	115	0	0	0	563
Total	773	630	0	288	2	507	0	1,183	969	0	0	0	4,352

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.87**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	417	338	0	166	1	299	0	662	508	0	0	0	2,391
PHF	0.91	0.85	#####	0.77	0.25	0.51	#####	0.90	0.88	#####	#####	#####	0.87
Movement PHF		0.89			0.58			0.96			#DIV/0!		0.87

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	87	97	0	90	0	91	0	118	81	0	0	0	564
4:15 PM	97	104	0	56	1	136	0	109	47	0	0	0	550
4:30 PM	68	89	0	51	0	120	0	92	75	0	0	0	495
4:45 PM	63	88	0	56	0	148	0	125	82	0	0	0	562
5:00 PM	55	76	0	45	0	138	0	124	64	0	0	0	502
5:15 PM	53	113	0	57	0	106	0	135	61	0	0	0	525
5:30 PM	60	109	0	63	0	143	0	92	83	0	0	0	550
5:45 PM	34	93	0	40	0	151	0	80	74	0	0	0	472
Total	517	769	0	458	1	1,033	0	875	567	0	0	0	4,220

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	315	378	0	253	1	495	0	444	285	0	0	0	2171
PHF	0.81	0.909	#####	0.703	0.25	0.836	#####	0.888	0.869	#####	#####	#####	0.96
Movement PHF		0.86			0.92			0.88			#DIV/0!		0.96

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: SR-52 WB Ramps @ Regents Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	1	0	0	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	1	0	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	0	1
8:45 AM	0	0	0	0	0
Total	2	0	1	0	3

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	0	0	0	1
PHF	0.25	#DIV/0!	#DIV/0!	#DIV/0!	0.25
Movement PHF	0.25	#DIV/0!	#DIV/0!	#DIV/0!	0.25

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	3	0	3
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	0	0	3	0	3

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	3	0	3
PHF	#DIV/0!	#DIV/0!	0.25	#DIV/0!	0.25
Movement PHF	#DIV/0!	#DIV/0!	0.25	#DIV/0!	0.25

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

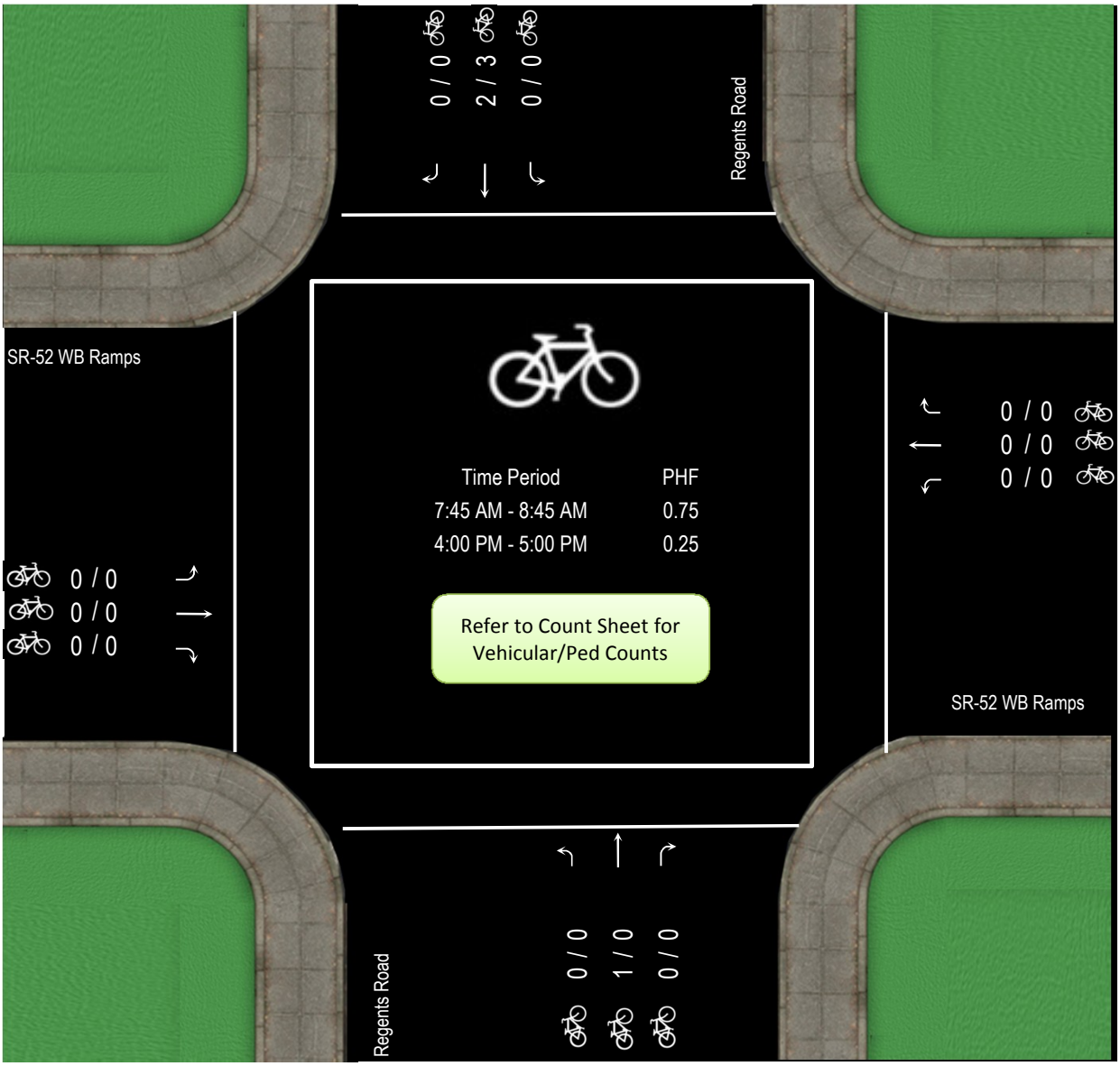
Location: SR-52 WB Ramps @ Regents Road

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 WB Ramps @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
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	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	2	0	0	0	0	4

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	0	0	0	0	0	1	0	0	0	0	3
PHF	#####	0.50	#####	#####	#####	#####	#####	0.25	#####	#####	#####	#####	0.75
Movement PHF		0.50			#DIV/0!			0.25			#DIV/0!		0.75

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
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	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
5:15 PM	0	1	0	0	0	0	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	0	4	0	0	0	0	0	0	0	0	0	0	4

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.25**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	3	0	0	0	0	0	0	0	0	0	0	3
PHF	#####	0.25	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	0.25
Movement PHF		0.25			#DIV/0!			#DIV/0!			#DIV/0!		0.25

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

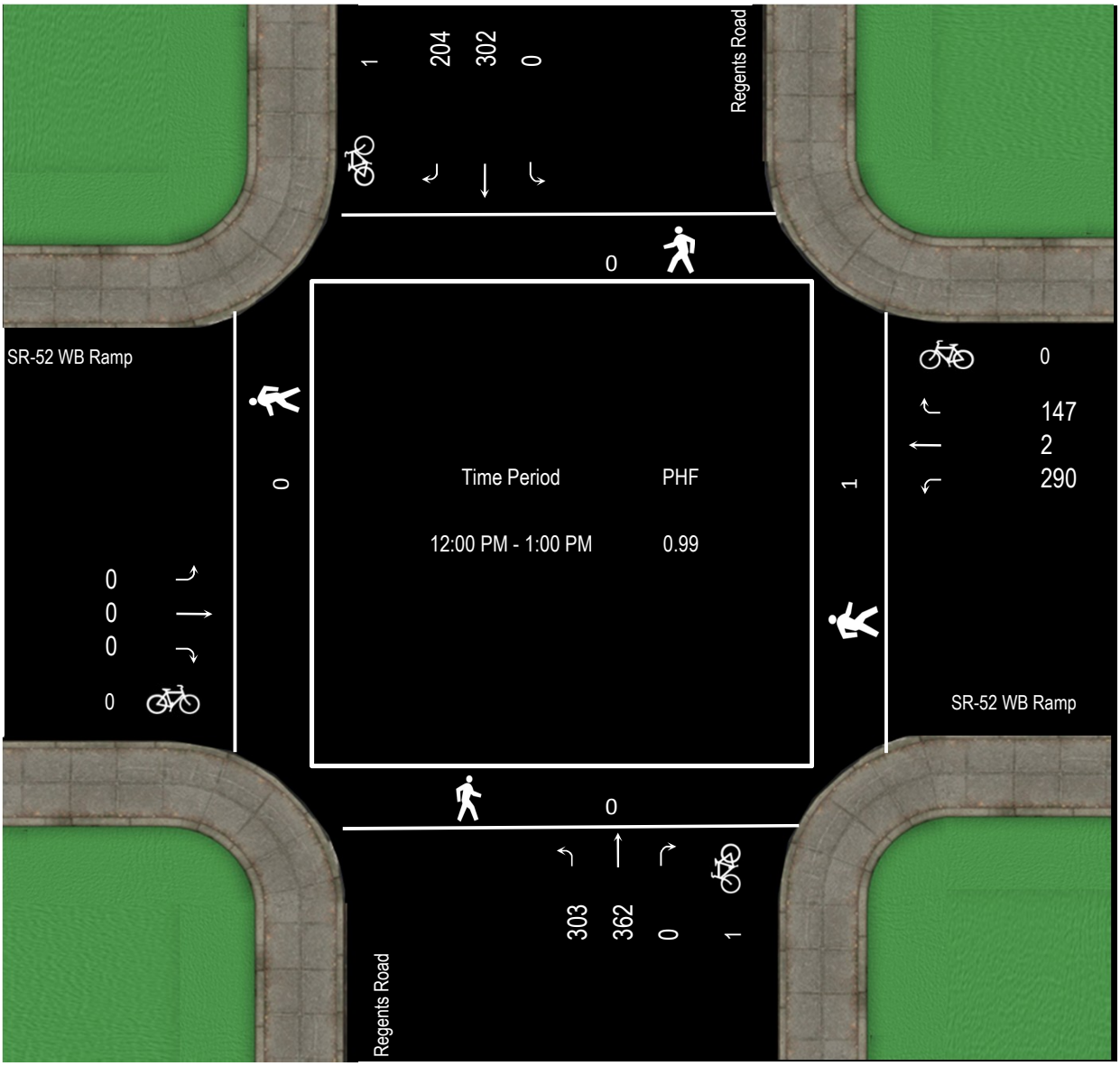
Location: SR-52 WB Ramp @ Regents Road

Date of Count: *Wednesday, October 22, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 WB Ramp @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	51	64	0	22	0	57	0	54	86	0	0	0	334
11:15 AM	59	49	0	29	0	79	0	100	73	0	0	0	389
11:30 AM	48	67	0	35	0	51	0	88	74	0	0	0	363
11:45 AM	53	77	0	29	0	68	0	97	82	0	0	0	406
12:00 PM	60	74	0	47	0	71	0	90	60	0	0	0	402
12:15 PM	38	83	0	30	0	84	0	88	76	0	0	0	399
12:30 PM	56	90	0	26	2	72	0	89	66	0	0	0	401
12:45 PM	50	55	0	44	0	63	0	95	101	0	0	0	408
Total	415	559	0	262	2	545	0	701	618	0	0	0	3,102

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.99**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	204	302	0	147	2	290	0	362	303	0	0	0	1610
PHF	0.85	0.839	#####	0.782	0.25	0.863	#####	0.953	0.75	#####	#####	#####	0.99
Movement PHF		0.87			0.93			0.85			#DIV/0!		0.99

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 EB Ramps @ Regents Road

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 EB Ramps @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	48	38	0	0	0	90	199	0	22	0	30	427
7:15 AM	0	94	30	0	0	0	118	221	0	24	0	41	528
7:30 AM	0	87	53	0	0	0	138	239	0	23	0	48	588
7:45 AM	0	58	58	0	0	0	139	248	0	46	0	55	604
8:00 AM	0	120	126	0	0	0	108	208	0	46	0	66	674
8:15 AM	0	73	62	0	0	0	113	216	0	44	0	90	598
8:30 AM	0	60	66	0	0	0	99	191	0	44	1	48	509
8:45 AM	0	101	64	0	0	0	137	197	0	52	0	56	607
Total	0	641	497	0	0	0	942	1,719	0	301	1	434	4,535

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	338	299	0	0	0	498	911	0	159	0	259	2,464
PHF	#####	0.70	0.59	#####	#####	#####	0.90	0.92	#####	0.86	#####	0.72	0.91
Movement PHF		0.65			#DIV/0!			0.91			0.78		0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	146	45	0	0	0	70	115	0	139	1	87	603
4:15 PM	0	185	55	0	0	0	62	74	0	159	1	82	618
4:30 PM	0	178	31	0	0	0	61	98	0	156	4	69	597
4:45 PM	0	202	34	0	0	0	51	136	0	166	3	71	663
5:00 PM	0	180	34	0	0	0	64	106	0	158	2	82	626
5:15 PM	0	193	26	0	0	0	58	101	0	189	0	95	662
5:30 PM	0	217	35	0	0	0	46	94	0	164	1	81	638
5:45 PM	0	220	24	0	0	0	56	79	0	153	0	75	607
Total	0	1521	284	0	0	0	468	803	0	1,284	12	642	5,014

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	792	129	0	0	0	219	437	0	677	6	329	2589
PHF	#####	0.912	0.921	#####	#####	#####	0.855	0.803	#####	0.896	0.5	0.866	0.98
Movement PHF		0.91			#DIV/0!			0.88			0.89		0.98

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: SR-52 EB Ramps @ Regents Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

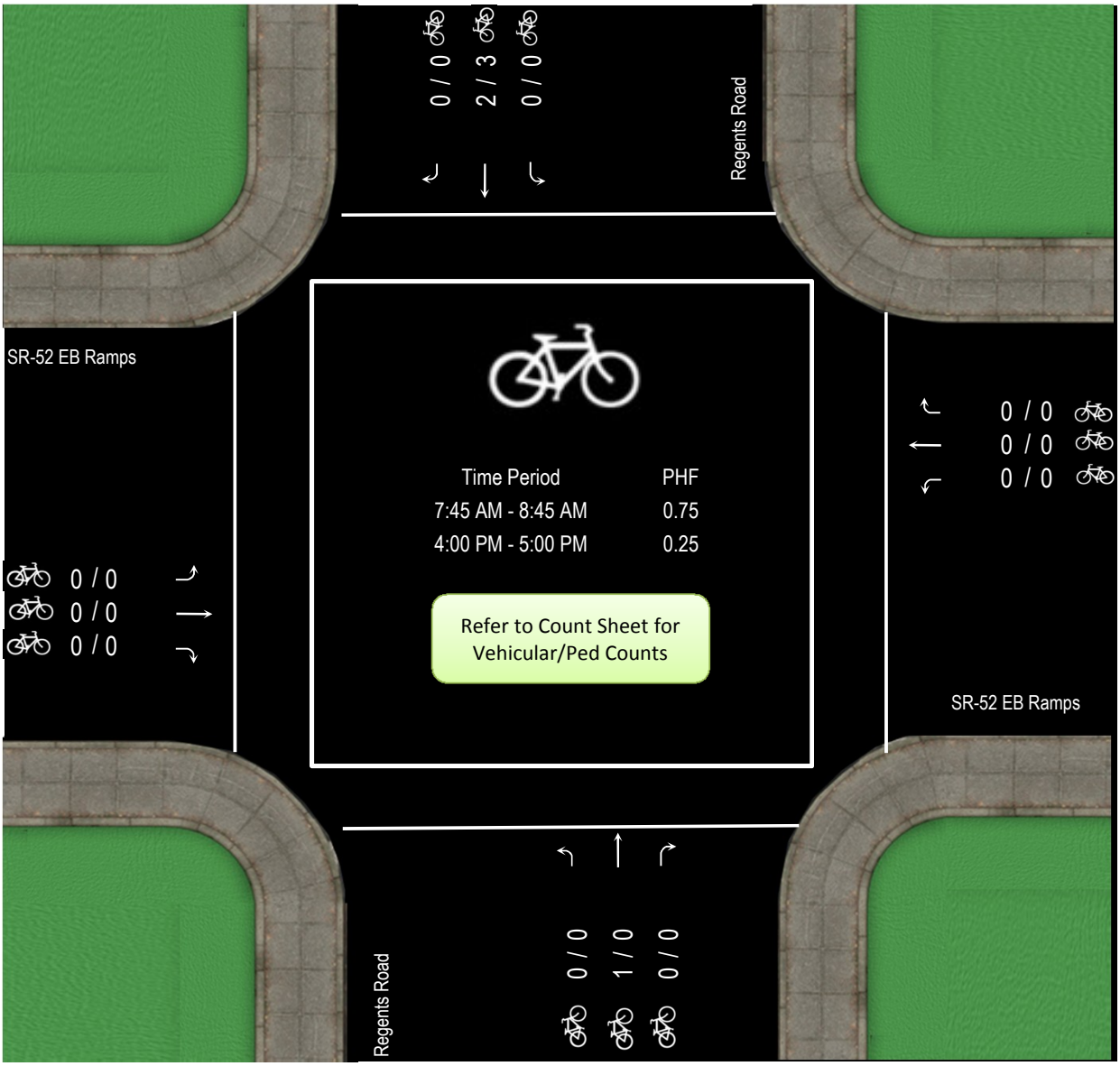
Location: SR-52 EB Ramps @ Regents Road

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 EB Ramps @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
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	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	2	0	0	0	0	4

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	0	0	0	0	0	1	0	0	0	0	3
PHF	#####	0.50	#####	#####	#####	#####	#####	0.25	#####	#####	#####	#####	0.75
Movement PHF		0.50			#DIV/0!			0.25			#DIV/0!		0.75

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3
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	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
5:15 PM	0	1	0	0	0	0	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	0	4	0	0	0	0	0	0	0	0	0	0	4

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.25**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	3	0	0	0	0	0	0	0	0	0	0	3
PHF	#####	0.25	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	0.25
Movement PHF		0.25			#DIV/0!			#DIV/0!			#DIV/0!		0.25

Kimley»Horn

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

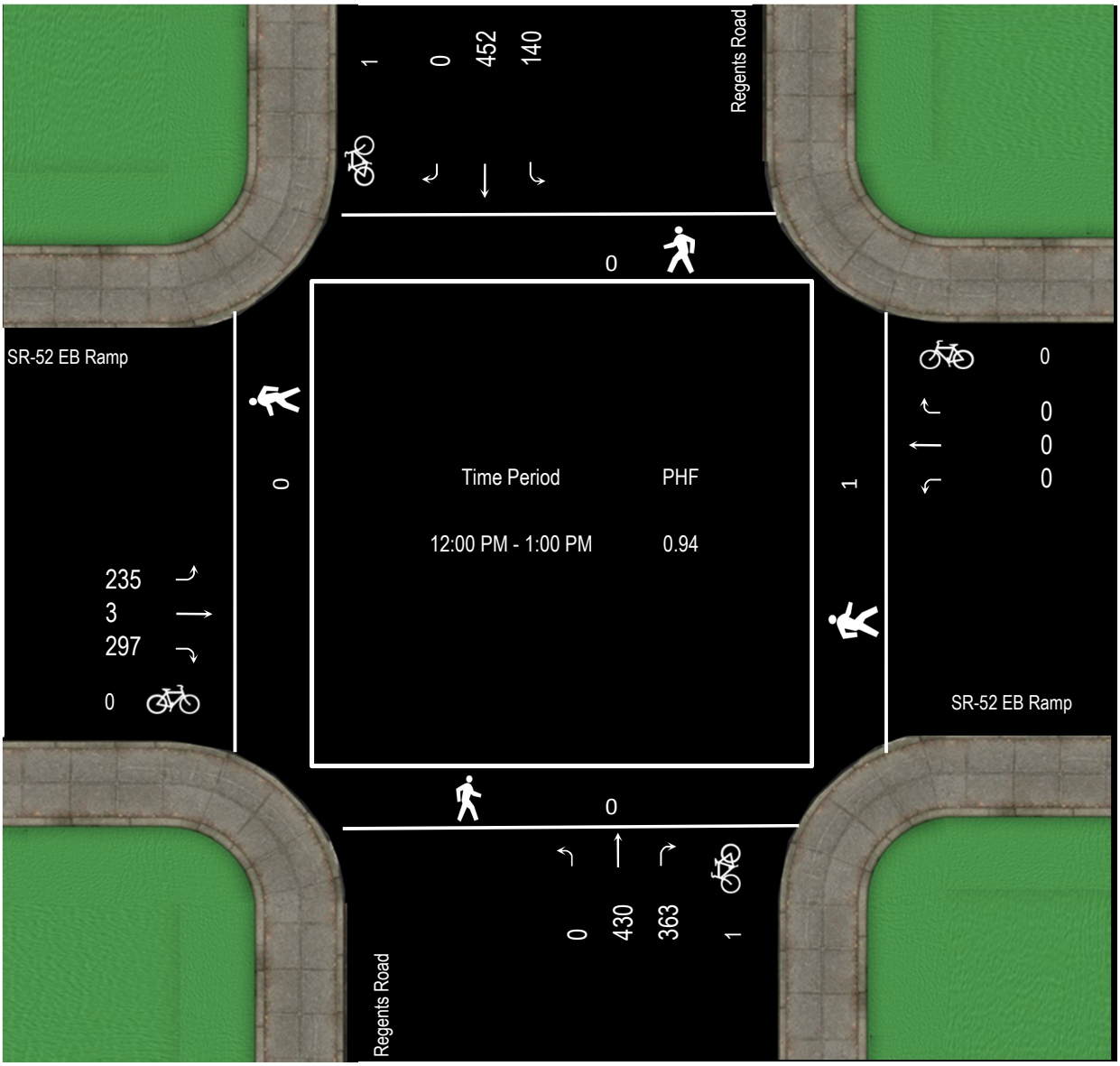
Location: SR-52 EB Ramp @ Regents Road

Date of Count: *Wednesday, October 22, 2014*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0429*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: SR-52 EB Ramp @ Regents Road

Midday Period (11:00 AM - 1:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
11:00 AM	0	84	37	0	0	0	77	93	0	61	0	47	399
11:15 AM	0	105	23	0	0	0	72	101	0	76	1	72	450
11:30 AM	0	87	31	0	0	0	65	94	0	72	1	68	418
11:45 AM	0	108	37	0	0	0	54	111	0	80	0	68	458
12:00 PM	0	115	30	0	0	0	64	87	0	66	1	63	426
12:15 PM	0	133	34	0	0	0	98	111	0	77	2	53	508
12:30 PM	0	119	43	0	0	0	102	101	0	79	0	54	498
12:45 PM	0	85	33	0	0	0	99	131	0	75	0	65	488
Total	0	836	268	0	0	0	631	829	0	586	5	490	3,645

PM Intersection Peak Hour : **12:00 PM - 1:00 PM**

Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	452	140	0	0	0	363	430	0	297	3	235	1920
PHF	#####	0.85	0.814	#####	#####	#####	0.89	0.821	#####	0.94	0.375	0.904	0.94
Movement PHF		0.89			#DIV/0!			0.86			0.96		0.94

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Luna Avenue @ Regents Road

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Luna Avenue @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	33	40	0	22	2	4	2	157	13	21	1	111	406
7:15 AM	56	61	1	26	3	1	2	200	12	20	1	120	503
7:30 AM	58	50	1	33	4	2	4	216	29	18	0	132	547
7:45 AM	51	55	1	13	1	0	0	210	37	15	2	165	550
8:00 AM	86	79	5	19	4	2	0	186	27	29	1	114	552
8:15 AM	40	67	2	12	3	3	0	199	29	32	4	120	511
8:30 AM	44	56	0	10	0	3	0	148	23	31	3	140	458
8:45 AM	80	74	5	15	0	1	2	190	29	33	3	137	569
Total	448	482	15	150	17	16	10	1,506	199	199	15	1,039	4,096

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.98**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	235	251	9	77	12	7	4	811	122	94	7	531	2,160
PHF	0.68	0.79	0.45	0.58	0.75	0.58	0.25	0.94	0.82	0.73	0.44	0.80	0.98
Movement PHF		0.73			0.62			0.94			0.87		0.98

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	74	202	4	3	3	2	1	80	52	22	2	105	550
4:15 PM	129	208	7	3	2	1	1	49	41	33	6	82	562
4:30 PM	109	208	15	5	4	1	2	69	52	40	3	91	599
4:45 PM	124	229	11	5	5	2	1	88	33	45	2	98	643
5:00 PM	119	209	5	3	5	2	0	63	28	35	5	107	581
5:15 PM	137	224	12	6	0	1	1	61	31	36	3	88	600
5:30 PM	122	231	18	6	2	2	1	73	32	34	2	61	584
5:45 PM	142	210	15	5	3	2	1	65	48	36	3	65	595
Total	956	1721	87	36	24	13	8	548	317	281	26	697	4,714

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	489	870	43	19	14	6	4	281	144	156	13	384	2423
PHF	0.89	0.95	0.717	0.792	0.7	0.75	0.5	0.798	0.692	0.867	0.65	0.897	0.94
Movement PHF		0.94			0.81			0.87			0.94		0.94

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Luna Avenue @ Regents Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	1	0	0	0	1
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	2	0	0	0	2
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
Total	4	0	0	0	4

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.38**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	3	0	0	0	3
PHF	0.38	#DIV/0!	#DIV/0!	#DIV/0!	0.38
Movement PHF	0.38	#DIV/0!	#DIV/0!	#DIV/0!	0.38

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Luna Avenue @ Regents Road

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Luna Avenue @ Regents Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	1	0	0	0	0	0	0	1	0	0	1	0	3
7:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	1	2
8:30 AM	1	0	0	0	0	0	1	0	0	0	0	1	3
8:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	2
Total	3	1	0	0	1	2	1	2	0	1	2	2	15

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.67**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	2	0	0	0	1	0	0	2	0	1	2	0	8
PHF	0.50	#####	#####	#####	0.25	#####	#####	0.50	#####	0.25	0.50	#####	0.67
Movement PHF		0.50			0.25			0.50			0.38		0.67

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	1	2	0	0	0	0	0	0	0	0	1	0	4
4:15 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	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
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	3
5:30 PM	1	0	0	0	0	0	1	0	0	0	0	1	3
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
Total	3	3	0	0	1	2	1	0	0	1	2	2	15

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.67**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	1	0	0	1	2	1	0	0	0	0	2	8
PHF	0.25	0.25	#####	#####	0.25	0.25	0.25	#####	#####	#####	#####	0.5	0.67
Movement PHF		0.50			0.38			0.25			0.50		0.67

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

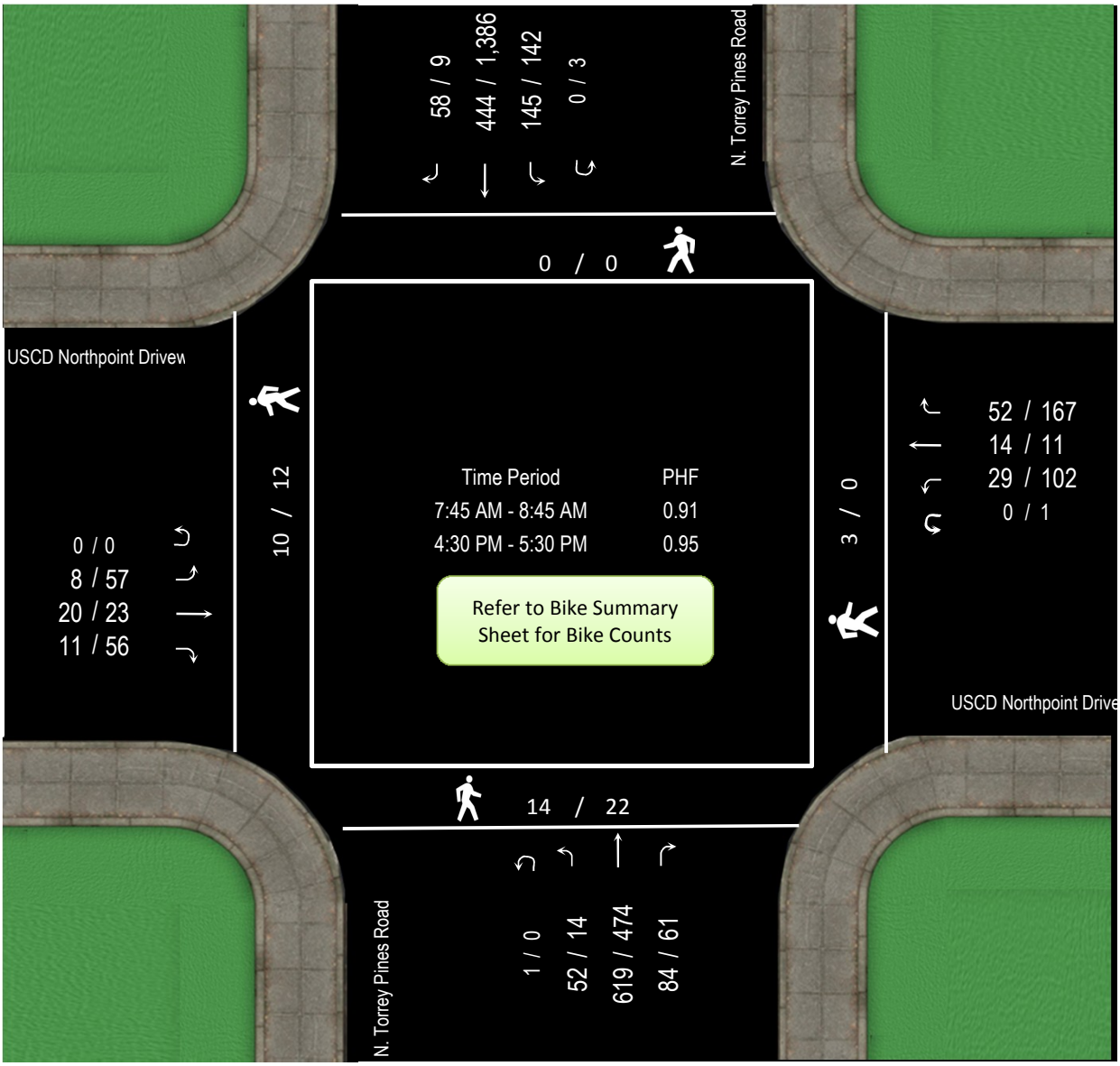
Location: USCD Northpoint Driveway @ N. Torrey Pines Road

Date of Count: *Wednesday, April 29, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: USCD Northpoint Driveway @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	10	73	21	7	6	3	6	98	11	1	5	0	241
7:15 AM	15	86	58	7	7	4	17	110	13	1	4	2	324
7:30 AM	15	91	33	14	5	7	28	149	13	3	2	1	361
7:45 AM	24	110	44	12	2	4	25	171	17	4	4	3	420
8:00 AM	16	111	34	9	4	5	17	155	16	1	5	3	376
8:15 AM	12	112	27	14	3	11	18	123	10	5	5	0	340
8:30 AM	6	111	40	17	5	9	24	170	9	1	6	2	400
8:45 AM	12	124	57	7	4	8	14	139	9	3	3	2	382
Total	110	818	314	87	36	51	149	1,115	98	19	34	13	2,844

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	58	444	145	52	14	29	84	619	52	11	20	8	1,536
PHF	0.60	0.99	0.82	0.76	0.70	0.66	0.84	0.90	0.76	0.55	0.83	0.67	0.91
Movement PHF		0.91			0.77			0.89			0.89		0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	8	280	25	38	4	23	8	126	1	17	5	25	560
4:15 PM	3	261	28	27	3	14	12	160	2	16	7	9	542
4:30 PM	5	335	32	47	3	20	15	128	3	29	10	31	658
4:45 PM	3	293	44	38	3	18	27	137	8	8	3	10	592
5:00 PM	0	367	39	47	3	42	11	96	1	14	6	8	634
5:15 PM	1	391	27	35	2	22	8	113	2	5	4	8	618
5:30 PM	1	400	19	37	2	16	9	107	4	6	2	10	613
5:45 PM	2	305	36	27	2	21	11	129	0	8	4	3	548
Total	23	2632	250	296	22	176	101	996	21	103	41	104	4,765

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	9	1386	142	167	11	102	61	474	14	56	23	57	2502
PHF	0.45	0.886	0.807	0.888	0.917	0.607	0.565	0.865	0.438	0.483	0.575	0.46	0.95
Movement PHF		0.92			0.76			0.80			0.49		0.95

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: USCD Northpoint Driveway @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	1	0	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	0	0
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	0	0	0	0	0
Total	1	0	1	0	2

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	1	0	1
PHF	0.25	#DIV/0!	#DIV/0!	#DIV/0!	0.25
Movement PHF	0.25	#DIV/0!	#DIV/0!	#DIV/0!	0.25

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	1	0	0	0	1
5:00 PM	2	1	0	0	3
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	3	1	0	0	4

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.33**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	3	1	0	0	4
PHF	0.38	0.25	#DIV/0!	#DIV/0!	0.33
Movement PHF	0.38	0.25	#DIV/0!	#DIV/0!	0.33

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

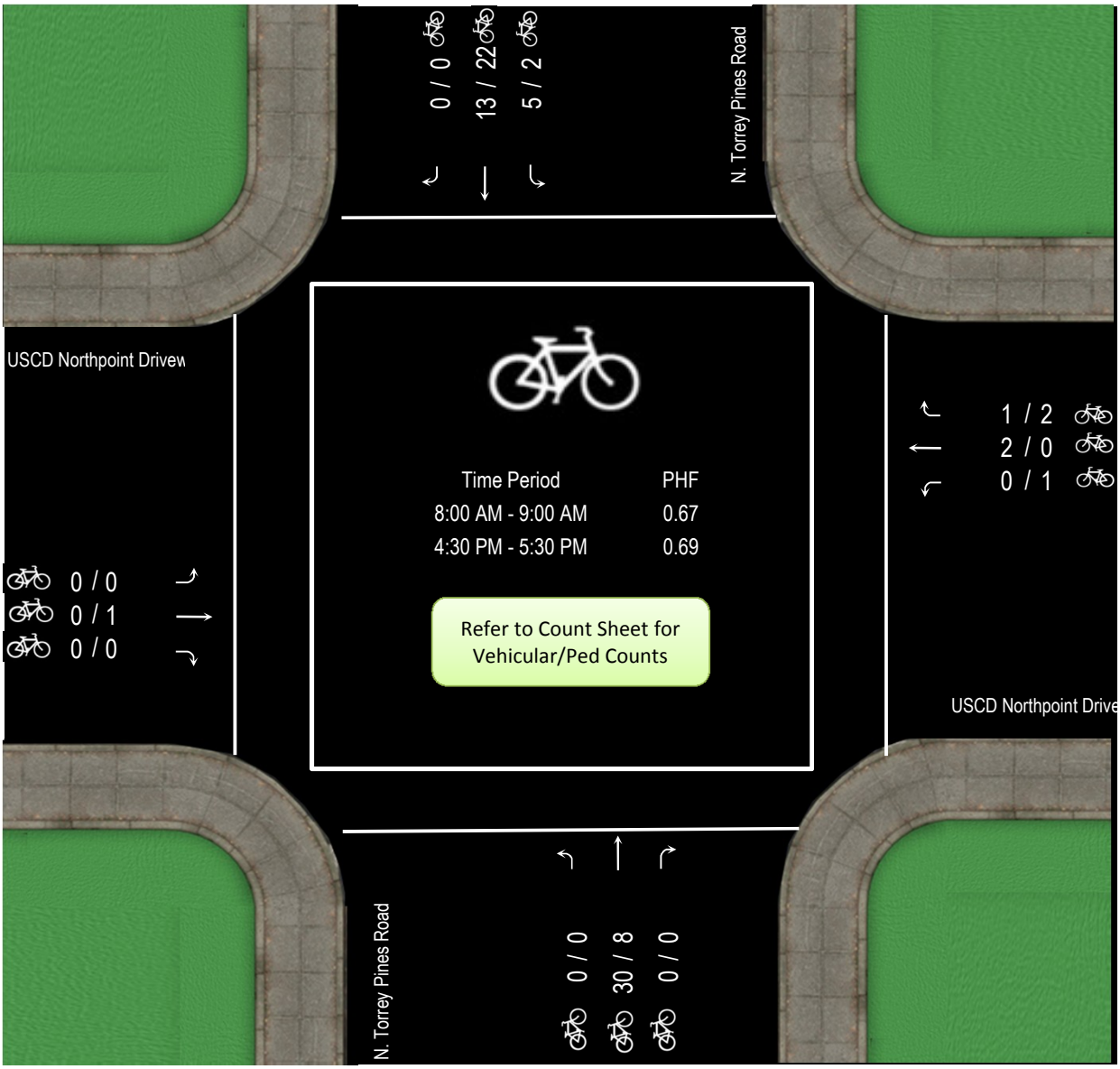
Location: USCD Northpoint Driveway @ N. Torrey Pines Road

Date of Count: *Wednesday, April 29, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: USCD Northpoint Driveway @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	1	0	1	0	0	4	0	0	0	0	6
7:15 AM	0	1	2	1	1	1	0	4	0	0	0	0	10
7:30 AM	0	2	0	0	0	0	0	4	0	0	0	0	6
7:45 AM	0	2	0	0	0	0	0	4	0	0	0	0	6
8:00 AM	0	2	1	0	0	0	0	5	0	0	0	0	8
8:15 AM	0	1	3	0	0	0	0	7	0	0	0	0	11
8:30 AM	0	3	0	1	2	0	0	7	0	0	0	0	13
8:45 AM	0	7	1	0	0	0	0	11	0	0	0	0	19
Total	0	18	8	2	4	1	0	46	0	0	0	0	79

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.67**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	13	5	1	2	0	0	30	0	0	0	0	51
PHF	#####	0.46	0.42	0.25	0.25	#####	#####	0.68	#####	#####	#####	#####	0.67
Movement PHF		0.56			0.25			0.68			#DIV/0!		0.67

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	2	0	0	1	1	0	1	0	0	1	0	6
4:15 PM	0	1	0	0	0	0	0	2	0	0	0	2	5
4:30 PM	0	5	0	0	0	0	0	2	0	0	0	0	7
4:45 PM	0	6	0	0	0	1	0	1	0	0	1	0	9
5:00 PM	0	4	1	1	0	0	0	1	0	0	0	0	7
5:15 PM	0	7	1	1	0	0	0	4	0	0	0	0	13
5:30 PM	1	4	0	0	0	0	0	0	0	0	2	0	7
5:45 PM	0	6	0	0	1	0	0	1	0	0	1	0	9
Total	1	35	2	2	2	2	0	12	0	0	5	2	63

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.69**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	22	2	2	0	1	0	8	0	0	1	0	36
PHF	#####	0.786	0.5	0.5	#####	0.25	#####	0.5	#####	#####	0.25	#####	0.69
Movement PHF		0.75			0.75			0.50			0.25		0.69

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

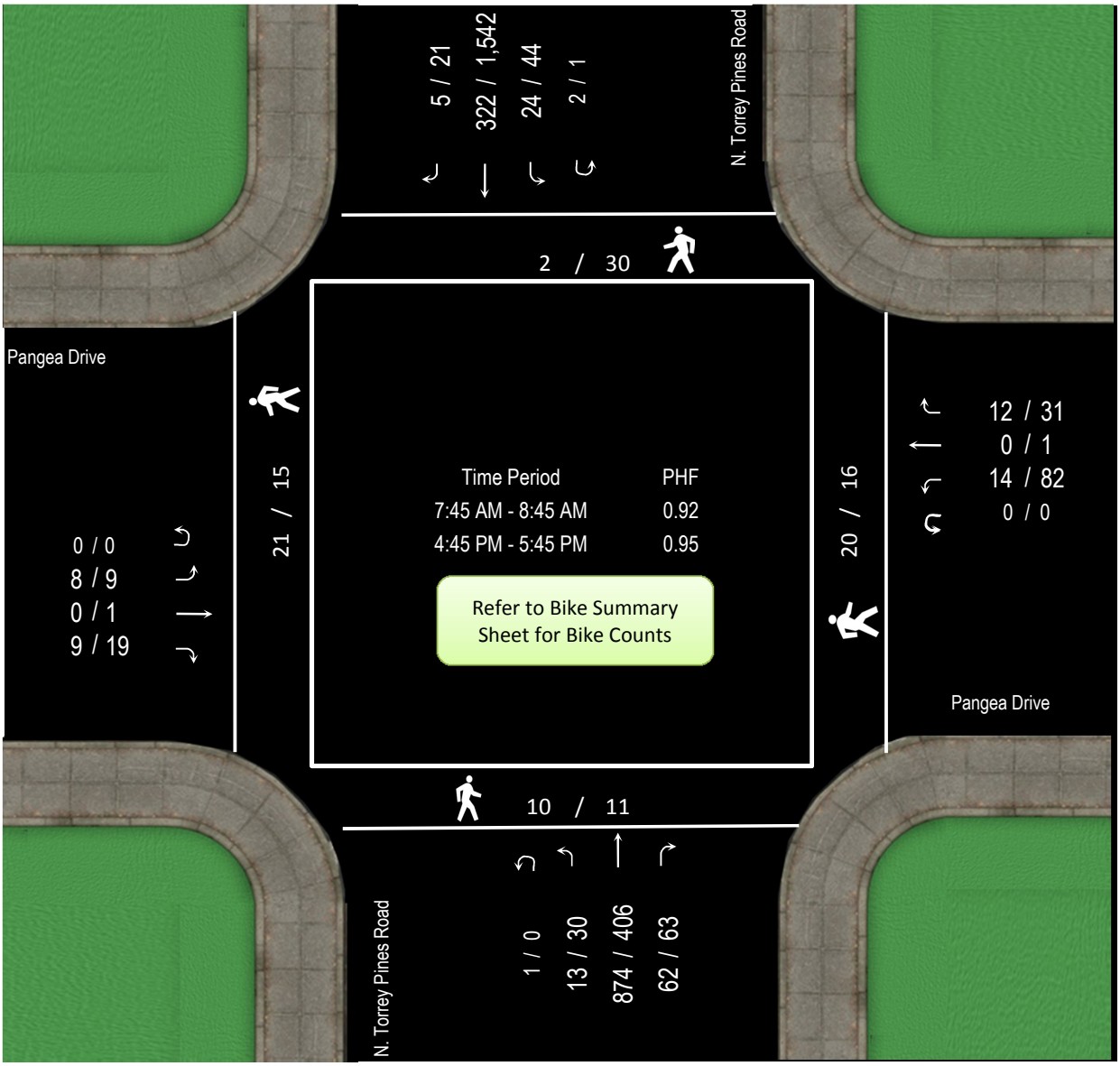
Location: Pangea Drive @ N. Torrey Pines Road

Date of Count: *Wednesday, April 29, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Pangea Drive @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	1	44	3	7	0	2	9	156	1	1	0	1	225
7:15 AM	3	56	4	2	0	0	14	180	5	2	0	5	271
7:30 AM	2	60	9	6	0	4	19	219	4	10	0	6	339
7:45 AM	1	73	7	1	0	4	11	226	0	2	0	2	327
8:00 AM	1	79	6	5	0	3	17	231	3	3	0	2	350
8:15 AM	1	86	3	4	0	4	11	181	5	3	0	3	301
8:30 AM	2	84	8	2	0	3	23	236	5	1	0	1	365
8:45 AM	3	71	12	4	0	11	11	180	2	4	0	6	304
Total	14	553	52	31	0	31	115	1,609	25	26	0	26	2,482

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.92**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	5	322	24	12	0	14	62	874	13	9	0	8	1,343
PHF	0.63	0.94	0.75	0.60	#####	0.88	0.67	0.93	0.65	0.75	#####	0.67	0.92
Movement PHF		0.93			0.81			0.90			0.71		0.92

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	5	331	9	16	1	32	7	125	4	2	0	0	532
4:15 PM	8	349	11	12	2	30	9	140	1	6	1	7	576
4:30 PM	2	338	9	12	0	25	19	95	1	3	0	0	504
4:45 PM	6	362	20	5	0	28	11	122	7	1	0	1	563
5:00 PM	2	419	9	5	1	24	17	93	8	10	0	1	589
5:15 PM	8	380	12	7	0	10	19	99	6	3	0	4	548
5:30 PM	5	381	3	14	0	20	16	92	9	5	1	3	549
5:45 PM	9	314	5	8	1	14	19	95	14	5	2	5	491
Total	45	2874	78	79	5	183	117	861	50	35	4	21	4,352

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	21	1542	44	31	1	82	63	406	30	19	1	9	2249
PHF	0.66	0.92	0.55	0.554	0.25	0.732	0.829	0.832	0.833	0.475	0.25	0.563	0.95
Movement PHF		0.93			0.84			0.89			0.66		0.95

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Pangea Drive @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	1	0	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	1	0	0	0	1
8:45 AM	1	0	0	0	1
Total	3	0	1	0	4

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.75**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	2	0	1	0	3
PHF	0.50	#DIV/0!	0.25	#DIV/0!	0.75
Movement PHF	0.50	#DIV/0!	0.25	#DIV/0!	0.75

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	1	0	0	0	1
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	1	0	0	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
Total	2	0	0	0	2

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	0	0	0	1
PHF	0.25	#DIV/0!	#DIV/0!	#DIV/0!	0.25
Movement PHF	0.25	#DIV/0!	#DIV/0!	#DIV/0!	0.25

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

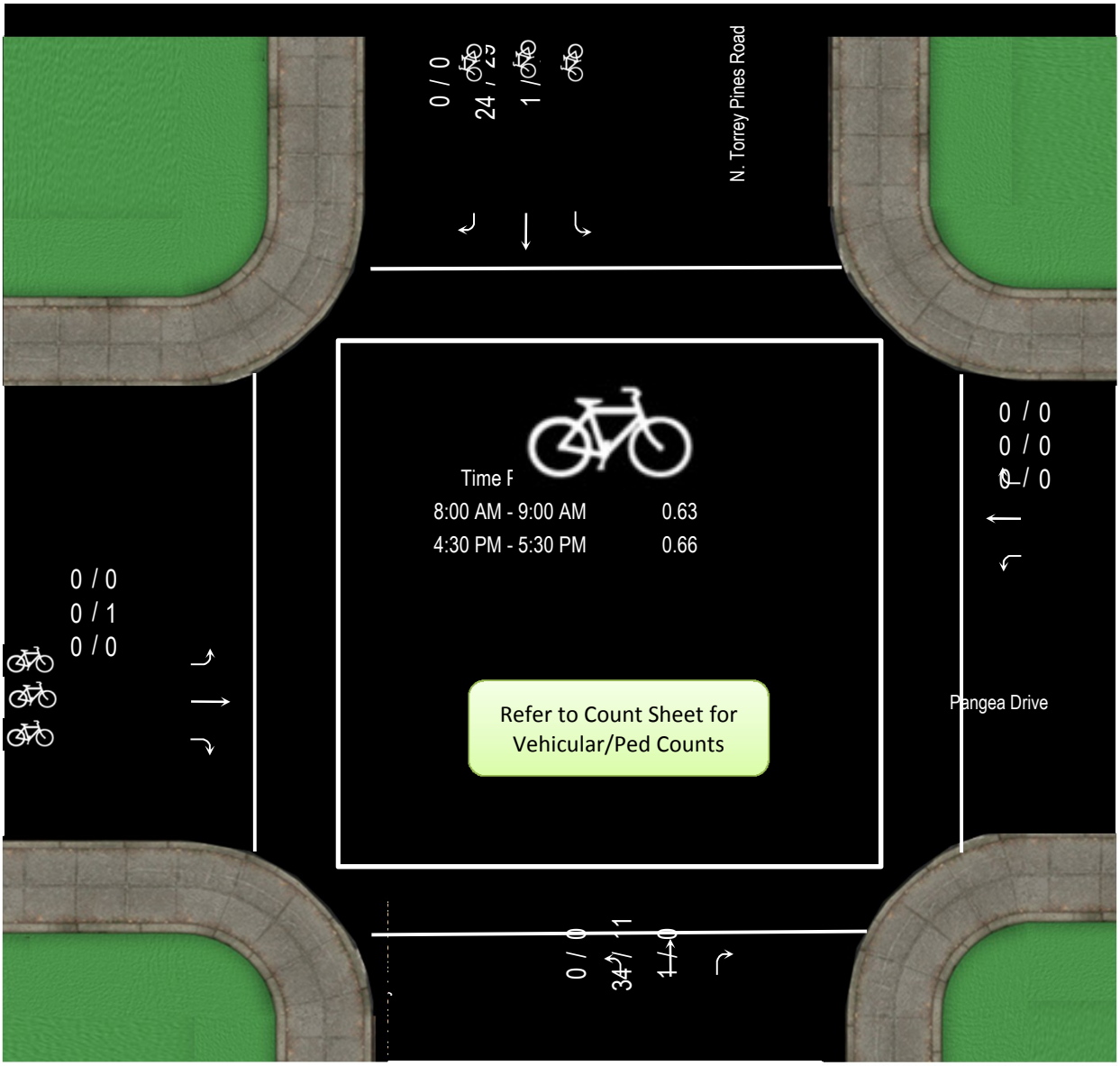
Location: Pangea Drive @ N. Torrey Pines Road

Date of Count: *Wednesday, April 29, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Pangea Drive @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	1	0	0	0	0	3	0	0	0	0	4
7:15 AM	0	2	0	0	0	0	0	5	0	0	0	0	7
7:30 AM	0	1	0	0	0	0	0	3	0	0	0	1	5
7:45 AM	0	2	0	0	0	0	0	3	0	0	0	0	5
8:00 AM	0	5	0	0	0	0	0	7	0	0	0	0	12
8:15 AM	0	5	0	0	0	0	1	6	0	0	0	0	12
8:30 AM	0	3	0	0	0	0	0	9	0	0	0	0	12
8:45 AM	0	11	1	0	0	0	0	12	0	0	0	0	24
Total	0	29	2	0	0	0	1	48	0	0	0	1	81

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.63**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	24	1	0	0	0	1	34	0	0	0	0	60
PHF	#####	0.55	0.25	#####	#####	#####	0.25	0.71	#####	#####	#####	#####	0.63
Movement PHF		0.52			#DIV/0!			0.73			#DIV/0!		0.63

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	5	0	0	0	0	0	3	0	0	0	0	8
4:15 PM	0	1	0	0	0	0	0	5	0	0	0	0	6
4:30 PM	0	4	0	0	0	0	0	1	0	0	0	0	5
4:45 PM	0	7	0	0	0	0	0	1	0	0	0	0	8
5:00 PM	0	9	1	0	0	0	0	6	0	0	0	0	16
5:15 PM	0	9	0	0	0	0	0	3	0	0	1	0	13
5:30 PM	1	2	0	0	0	0	0	1	0	1	0	0	5
5:45 PM	0	5	0	0	0	0	0	1	0	0	0	0	6
Total	1	42	1	0	0	0	0	21	0	1	1	0	67

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.66**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	29	1	0	0	0	0	11	0	0	1	0	42
PHF	#####	0.806	0.25	#####	#####	#####	#####	0.458	#####	#####	0.25	#####	0.66
Movement PHF		0.75			#DIV/0!			0.46			0.25		0.66

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Shores Drive @ N. Torrey Pines Road

Date of Count: *Wednesday, April 29, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Shores Drive @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	19	13	2	12	3	1	11	66	30	10	3	21	191
7:15 AM	23	19	3	14	3	2	12	229	39	15	4	29	392
7:30 AM	20	37	10	16	3	5	17	250	40	21	7	52	478
7:45 AM	31	36	8	15	8	7	21	315	31	21	4	58	555
8:00 AM	37	54	3	17	4	1	10	277	35	20	3	59	520
8:15 AM	41	70	10	8	6	1	10	287	30	30	4	39	536
8:30 AM	32	40	10	24	5	9	9	304	43	21	4	66	567
8:45 AM	25	47	10	21	4	5	21	272	47	20	7	70	549
Total	228	316	56	127	36	31	111	2,000	295	158	36	394	3,788

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	141	200	31	64	23	18	50	1,183	139	92	15	222	2,178
PHF	0.86	0.71	0.78	0.67	0.72	0.50	0.60	0.94	0.81	0.77	0.94	0.84	0.96
Movement PHF		0.77			0.69			0.93			0.90		0.96

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	46	284	39	14	10	16	13	112	28	38	2	50	652
4:15 PM	66	344	35	12	5	7	27	79	15	47	5	47	689
4:30 PM	47	318	31	12	13	23	17	102	31	36	5	32	667
4:45 PM	44	367	31	9	13	11	24	169	37	29	14	29	777
5:00 PM	80	363	40	11	13	29	10	82	26	23	19	52	748
5:15 PM	89	367	42	12	8	21	10	114	41	20	2	25	751
5:30 PM	57	317	25	11	6	10	17	105	34	25	6	28	641
5:45 PM	72	285	32	12	3	14	11	131	44	27	6	43	680
Total	501	2645	275	93	71	131	129	894	256	245	59	306	5,605

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	260	1415	144	44	47	84	61	467	135	108	40	138	2943
PHF	0.73	0.964	0.857	0.917	0.904	0.724	0.635	0.691	0.823	0.75	0.526	0.663	0.95
Movement PHF		0.91			0.83			0.72			0.76		0.95

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: La Jolla Shores Drive @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	1	0	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	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
Total	0	0	3	0	3

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	1	0	1
PHF	#DIV/0!	#DIV/0!	0.25	#DIV/0!	0.25
Movement PHF	#DIV/0!	#DIV/0!	0.25	#DIV/0!	0.25

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	1	0	1
4:15 PM	1	0	0	0	1
4:30 PM	0	0	1	0	1
4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0
5:15 PM	3	0	3	0	6
5:30 PM	2	0	0	0	2
5:45 PM	2	0	0	0	2
Total	8	0	6	0	14

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.33**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	3	0	5	0	8
PHF	0.25	#DIV/0!	0.416666667	#DIV/0!	0.33
Movement PHF	0.25	#DIV/0!	0.42	#DIV/0!	0.33

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

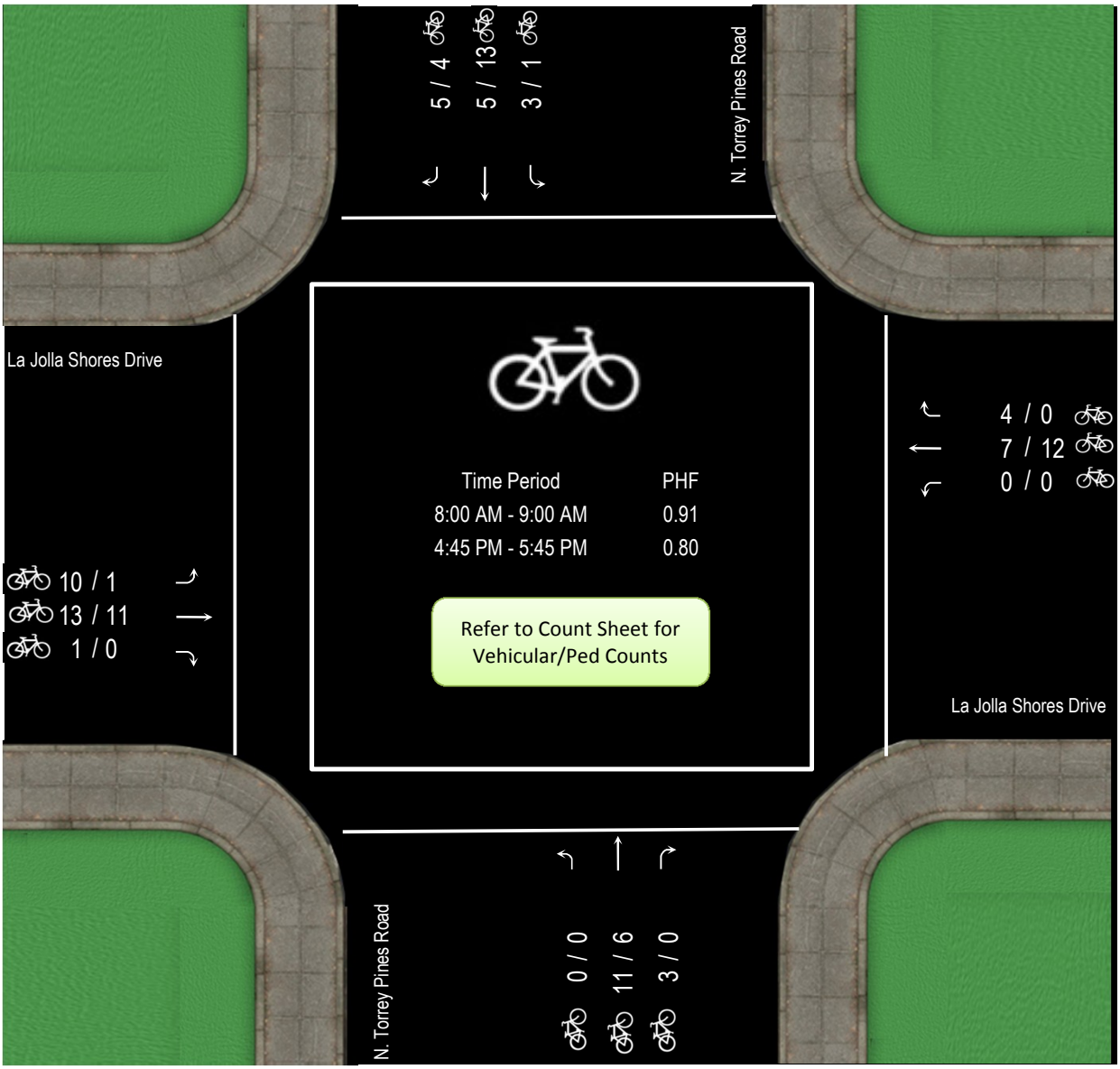
Location: La Jolla Shores Drive @ N. Torrey Pines Road

Date of Count: *Wednesday, April 29, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: La Jolla Shores Drive @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	1	0	1	1	2	0	1	0	0	0	1	1	8
7:15 AM	0	0	0	0	2	0	0	1	0	0	1	2	6
7:30 AM	0	1	1	0	3	0	1	0	0	0	2	3	11
7:45 AM	1	2	0	3	0	0	0	0	0	0	3	3	12
8:00 AM	1	2	1	0	0	0	0	2	0	0	7	3	16
8:15 AM	1	0	0	0	1	0	0	6	0	0	3	5	16
8:30 AM	1	0	1	2	2	0	2	2	0	1	1	1	13
8:45 AM	2	3	1	2	4	0	1	1	0	0	2	1	17
Total	7	8	5	8	14	0	5	12	0	1	20	19	99

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	5	5	3	4	7	0	3	11	0	1	13	10	62
PHF	0.63	0.42	0.75	0.50	0.44	#####	0.38	0.46	#####	0.25	0.46	0.50	0.91
Movement PHF		0.54			0.46			0.58			0.60		0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	1	2	0	1	0	0	1	0	0	1	0	6
4:15 PM	0	2	1	0	2	0	0	1	0	0	1	0	7
4:30 PM	0	3	0	0	2	0	1	0	1	0	0	0	7
4:45 PM	3	4	0	0	2	0	0	0	0	0	1	1	11
5:00 PM	0	3	1	0	0	0	0	2	0	0	4	0	10
5:15 PM	0	4	0	0	4	0	0	2	0	0	2	0	12
5:30 PM	1	2	0	0	6	0	0	2	0	0	4	0	15
5:45 PM	0	5	0	0	1	0	0	0	0	0	1	0	7
Total	4	24	4	0	18	0	1	8	1	0	14	1	75

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.80**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	4	13	1	0	12	0	0	6	0	0	11	1	48
PHF	0.33	0.813	0.25	#####	0.5	#####	#####	0.75	#####	#####	0.688	0.25	0.80
Movement PHF		0.64			0.50			0.75			0.75		0.80

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Expedition Way/Revelle C.Dr @ N. Torrey Pines Road

Date of Count: *Wednesday, April 29, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Expedition Way/Revelle C.Dr @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	1	23	1	0	0	1	3	106	5	11	5	2	158
7:15 AM	0	35	1	2	1	1	24	278	34	10	5	0	391
7:30 AM	2	57	4	3	5	0	22	304	43	11	2	0	453
7:45 AM	1	62	1	0	4	3	48	367	54	15	2	0	557
8:00 AM	2	70	4	1	2	6	22	322	73	13	7	0	522
8:15 AM	2	93	6	0	3	4	27	327	55	15	6	0	538
8:30 AM	1	61	8	2	7	5	40	353	67	16	5	1	566
8:45 AM	3	68	2	4	0	3	50	336	61	16	6	1	550
Total	12	469	27	12	22	23	236	2,393	392	107	38	4	3,735

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	6	286	19	3	16	18	137	1,369	249	59	20	1	2,183
PHF	0.75	0.77	0.59	0.38	0.57	0.75	0.71	0.93	0.85	0.92	0.71	0.25	0.96
Movement PHF		0.77			0.66			0.94			0.91		0.96

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	3	334	2	6	3	24	17	146	20	43	3	2	603
4:15 PM	2	387	8	2	0	13	13	116	23	35	2	2	603
4:30 PM	2	375	1	3	0	31	21	146	25	61	4	2	671
4:45 PM	0	402	6	3	1	30	28	221	30	39	5	7	772
5:00 PM	0	410	5	4	4	27	9	109	27	62	4	5	666
5:15 PM	5	398	7	3	4	22	14	161	18	36	2	3	673
5:30 PM	4	344	3	2	3	14	12	148	28	26	4	5	593
5:45 PM	3	321	2	2	10	17	13	184	42	29	0	0	623
Total	19	2971	34	25	25	178	127	1,231	213	331	24	26	5,204

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	7	1585	19	13	9	110	72	637	100	198	15	17	2782
PHF	0.35	0.966	0.679	0.813	0.563	0.887	0.643	0.721	0.833	0.798	0.75	0.607	0.90
Movement PHF		0.97			0.94			0.72			0.81		0.90

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Expedition Way/Revelle C.Dr @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
Total	0	0	2	0	2

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	1	0	1
PHF	#DIV/0!	#DIV/0!	0.25	#DIV/0!	0.25
Movement PHF	#DIV/0!	#DIV/0!	0.25	#DIV/0!	0.25

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	1	0	1
4:15 PM	1	0	3	0	4
4:30 PM	0	0	2	0	2
4:45 PM	0	0	1	0	1
5:00 PM	0	0	2	0	2
5:15 PM	1	0	0	0	1
5:30 PM	1	0	8	0	9
5:45 PM	0	0	4	0	4
Total	3	0	21	0	24

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.75**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	0	5	0	6
PHF	0.25	#DIV/0!	0.625	#DIV/0!	0.75
Movement PHF	0.25	#DIV/0!	0.63	#DIV/0!	0.75

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Expedition Way/Revelle C.Dr @ N. Torrey Pines Road

Date of Count: *Wednesday, April 29, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Expedition Way/Revelle C.Dr @ N. Torrey Pines Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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	1	0	0	1	0	2
7:30 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
7:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
8:00 AM	0	2	0	0	0	0	0	2	0	0	0	0	4
8:15 AM	0	0	0	0	0	0	0	6	0	0	0	0	6
8:30 AM	0	0	0	0	2	0	0	4	1	0	1	0	8
8:45 AM	0	3	0	0	0	0	0	2	0	0	0	0	5
Total	0	8	0	0	3	0	0	16	1	0	2	0	30

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.72**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	5	0	0	2	0	0	14	1	0	1	0	23
PHF	#####	0.42	#####	#####	0.25	#####	#####	0.58	0.25	#####	0.25	#####	0.72
Movement PHF		0.42			0.25			0.63			0.25		0.72

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	1	0	0	0	0	0	1	1	0	0	0	3
4:15 PM	0	2	0	0	1	0	0	1	0	1	1	0	6
4:30 PM	0	3	0	0	0	1	0	2	0	1	2	0	9
4:45 PM	0	4	0	0	0	0	0	0	0	1	0	0	5
5:00 PM	0	3	0	0	1	0	0	2	0	2	0	0	8
5:15 PM	0	4	0	0	0	0	0	2	0	0	0	0	6
5:30 PM	0	2	0	0	0	0	1	2	0	1	0	0	6
5:45 PM	0	5	0	0	0	1	0	0	0	2	0	0	8
Total	0	24	0	0	2	2	1	10	1	8	3	0	51

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.78**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	12	0	0	2	1	0	5	0	5	3	0	28
PHF	#####	0.75	#####	#####	0.5	0.25	#####	0.625	#####	0.625	0.375	#####	0.78
Movement PHF		0.75			0.75			0.63			0.67		0.78

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Villa La Jolla Drive @ Gilman Drive

Date of Count: *Thursday, April 30, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Villa La Jolla Drive @ Gilman Drive

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound		Northbound			
	Thru	Left	Right	Left	Right	Thru		TOTAL
7:00 AM	37	12	24	12	29	184		298
7:15 AM	54	9	19	9	31	174		296
7:30 AM	54	17	29	14	20	174		308
7:45 AM	61	15	33	10	25	204		348
8:00 AM	24	5	10	3	9	79		130
8:15 AM	101	50	38	16	27	169		401
8:30 AM	106	54	25	15	22	164		386
8:45 AM	52	27	19	12	34	129		273
Total	489	189	197	91	197	1,277		2,440

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.79**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	292	124	106	44	83	616		1,265
PHF	0.69	0.57	0.70	0.69	0.77	0.75		0.79
Movement PHF	0.65		0.69			0.76		0.79

PM Period (4:00 PM - 6:00 PM)								
	Southbound			Westbound		Northbound		
	Right	Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM	0	297	51	19	60	18	104	549
4:15 PM	0	278	33	32	61	24	61	489
4:30 PM	0	314	46	25	55	24	76	540
4:45 PM	0	324	43	25	43	32	81	548
5:00 PM	0	294	69	43	51	32	83	572
5:15 PM	0	365	66	40	56	31	87	645
5:30 PM	0	303	51	22	49	40	87	552
5:45 PM	0	246	55	42	39	16	67	465
Total	0	2421	414	248	414	217	646	4,360

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.90**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	1286	229	130	199	135	338		2317
PHF	0.881	0.83	0.756	0.888	0.844	0.971		0.90
Movement PHF	0.88		0.86			0.93		0.90

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Villa La Jolla Drive @ Gilman Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn		TOTAL
7:00 AM	6	0	6		12
7:15 AM	1	0	11		12
7:30 AM	0	0	7		7
7:45 AM	0	0	0		0
8:00 AM	5	0	0		5
8:15 AM	12	4	6		22
8:30 AM	9	1	2		12
8:45 AM	13	0	3		16
Total	46	5	35		86

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.44**

	North Leg EB	East Leg SB	South Leg EB		TOTAL
Volume	26	5	8		39
PHF	0.54	0.31	0.33		0.44
Movement PHF	0.54	0.31	0.33		0.44

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn		TOTAL
4:00 PM	1	0	0		1
4:15 PM	1	0	0		1
4:30 PM	0	0	0		0
4:45 PM	0	0	0		0
5:00 PM	0	0	1		1
5:15 PM	2	0	0		2
5:30 PM	0	0	0		0
5:45 PM	0	0	0		0
Total	4	0	1		5

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.38**

	North Leg EB	East Leg SB	South Leg EB		TOTAL
Volume	2	0	1		3
PHF	0.25	#DIV/0!	0.25		0.38
Movement PHF	0.25	#DIV/0!	0.25		0.38

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Villa La Jolla Drive @ Gilman Drive

Date of Count: *Thursday, April 30, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Villa La Jolla Drive @ Gilman Drive

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound		Northbound			
	Thru	Left	Right	Left	Right	Thru		TOTAL
7:00 AM	0	1	1	0	0	2		4
7:15 AM	1	0	1	0	0	6		8
7:30 AM	1	0	3	0	0	7		11
7:45 AM	0	0	3	0	0	9		12
8:00 AM	0	0	1	0	0	9		10
8:15 AM	0	0	3	0	0	7		10
8:30 AM	2	0	2	0	0	8		12
8:45 AM	1	0	1	1	0	9		12
Total	5	1	15	1	0	57		79

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.92**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	2	0	9	0	0	33		44
PHF	0.25	#####	0.75	#####	#####	0.92		0.92
Movement PHF	0.25		0.75			0.92		0.92

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound		Northbound			
	Thru	Left	Right	Left	Right	Thru		TOTAL
4:00 PM	0	0	0	1	0	3		4
4:15 PM	0	2	0	0	0	3		5
4:30 PM	0	1	0	0	0	3		4
4:45 PM	0	0	1	0	2	3		6
5:00 PM	0	0	1	1	0	2		4
5:15 PM	0	1	0	0	0	3		4
5:30 PM	0	1	1	0	0	2		4
5:45 PM	1	1	0	1	0	1		4
Total	1	6	3	3	2	20		35

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **0.79**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	0	3	1	1	2	12		19
PHF	#####	0.375	0.25	0.25	0.25	1		0.79
Movement PHF	0.38		0.50			0.70		0.79

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Gilman Drive @ I-5 SB Ramps

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Gilman Drive @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	5	0	145	44	0	0	0	63	13	0	270
7:15 AM	1	1	5	0	165	69	0	0	0	70	16	0	327
7:30 AM	7	0	4	0	162	86	0	0	0	103	12	0	374
7:45 AM	5	0	2	0	172	87	0	0	0	124	21	0	411
8:00 AM	6	0	1	0	180	74	0	0	0	84	13	0	358
8:15 AM	8	0	0	0	148	65	0	0	0	112	20	0	353
8:30 AM	6	0	4	0	146	65	0	0	0	125	26	0	372
8:45 AM	5	0	2	0	142	58	0	0	0	105	19	0	331
Total	38	1	23	0	1,260	548	0	0	0	786	140	0	2,796

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	26	0	7	0	662	312	0	0	0	423	66	0	1,496
PHF	0.81	#####	0.44	#####	0.92	0.90	#####	#####	#####	0.85	0.79	#####	0.91
Movement PHF		0.75			0.94			#DIV/0!			0.84		0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	3	0	5	0	103	71	0	0	0	337	7	0	526
4:15 PM	4	0	2	0	75	84	0	0	0	291	51	0	507
4:30 PM	3	1	6	0	100	118	0	0	0	316	59	0	603
4:45 PM	6	1	4	0	108	141	0	0	0	254	53	0	567
5:00 PM	1	0	6	0	82	139	0	0	0	266	56	0	550
5:15 PM	2	3	2	0	115	114	0	0	0	267	68	0	571
5:30 PM	0	0	1	0	99	143	0	0	0	216	37	0	496
5:45 PM	1	0	0	0	102	115	0	0	0	313	43	0	574
Total	20	5	26	0	784	925	0	0	0	2,260	374	0	4,394

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	12	5	18	0	405	512	0	0	0	1103	236	0	2291
PHF	0.50	0.417	0.75	#####	0.88	0.908	#####	#####	#####	0.873	0.868	#####	0.95
Movement PHF		0.80			0.92			#DIV/0!			0.89		0.95

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Gilman Drive @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Gilman Drive @ I-5 SB Ramps

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Gilman Drive @ I-5 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:30 AM	0	0	0	0	4	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	6	0	0	0	0	0	2	0	8
8:00 AM	0	0	0	0	6	0	0	0	0	0	1	0	7
8:15 AM	0	0	0	0	12	0	0	0	0	0	3	0	15
8:30 AM	0	0	0	0	11	0	0	0	0	0	1	0	12
8:45 AM	0	0	0	0	6	0	0	0	0	0	2	0	8
Total	0	0	0	0	48	0	0	0	0	0	10	0	58

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.70**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	35	0	0	0	0	0	7	0	42
PHF	#####	#####	#####	#####	0.73	#####	#####	#####	#####	#####	0.58	#####	0.70
Movement PHF	#DIV/0!			0.73			#DIV/0!			0.58			0.70

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
4:15 PM	0	0	0	0	2	0	0	0	0	0	4	0	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	8	0	8
5:00 PM	0	0	0	0	2	0	0	0	0	0	7	0	9
5:15 PM	0	0	0	0	5	0	0	0	0	0	4	0	9
5:30 PM	0	0	0	0	3	0	0	0	0	0	6	0	9
5:45 PM	0	0	0	0	3	0	0	0	0	0	7	0	10
Total	0	0	0	0	16	0	0	0	0	0	43	0	59

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	13	0	0	0	0	0	24	0	37
PHF	#####	#####	#####	#####	0.65	#####	#####	#####	#####	#####	0.857	#####	0.93
Movement PHF	#DIV/0!			0.65			#DIV/0!			0.86			0.93

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Gilman Drive @ I-5 NB Ramps

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Gilman Drive @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	8	52	0	31	0	137	0	13	5	246
7:15 AM	0	0	0	18	74	0	43	0	160	0	9	12	316
7:30 AM	0	0	0	21	89	0	30	0	159	0	5	11	315
7:45 AM	0	0	0	24	102	0	24	0	157	0	7	16	330
8:00 AM	0	0	0	12	82	0	24	0	172	0	3	11	304
8:15 AM	0	0	0	15	76	0	25	0	137	0	5	15	273
8:30 AM	0	0	0	15	74	0	35	0	137	0	10	20	291
8:45 AM	0	0	0	15	71	0	29	0	129	0	7	14	265
Total	0	0	0	128	620	0	241	0	1,188	0	59	104	2,340

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	75	347	0	121	0	648	0	24	50	1,265
PHF	#####	#####	#####	0.78	0.85	#####	0.70	#####	0.94	#####	0.67	0.78	0.96
Movement PHF	#DIV/0!			0.84			0.95			0.80			0.96

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	7	76	0	56	1	98	0	3	9	250
4:15 PM	0	0	0	3	66	0	55	1	82	0	17	25	249
4:30 PM	0	0	0	1	78	0	58	0	114	0	23	16	290
4:45 PM	0	0	0	3	95	0	57	0	119	0	18	4	296
5:00 PM	0	0	0	4	116	0	61	1	80	0	27	10	299
5:15 PM	0	0	0	2	93	0	71	0	99	0	23	10	298
5:30 PM	0	0	0	1	123	0	69	0	109	0	23	5	330
5:45 PM	0	0	0	2	99	0	70	0	110	0	25	10	316
Total	0	0	0	23	746	0	497	3	811	0	159	89	2,328

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	9	431	0	271	1	398	0	98	35	1243
PHF	#####	#####	#####	0.563	0.876	#####	0.954	0.25	0.905	#####	0.907	0.875	0.94
Movement PHF	#DIV/0!			0.89			0.93			0.90			0.94

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Gilman Drive @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	11	11
4:30 PM	0	0	0	26	26
4:45 PM	0	0	0	35	35
5:00 PM	0	0	0	25	25
5:15 PM	0	0	0	37	37
5:30 PM	0	0	0	10	10
5:45 PM	0	0	0	8	8
Total	0	0	0	152	152

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.54**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	80	80
PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.540540541	0.54
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.54	0.54

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Gilman Drive @ I-5 NB Ramps

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Gilman Drive @ I-5 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:30 AM	0	0	0	0	4	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	6	0	0	0	0	0	2	0	8
8:00 AM	0	0	0	0	6	0	0	0	0	0	1	0	7
8:15 AM	0	0	0	0	12	0	0	0	0	0	3	0	15
8:30 AM	0	0	0	0	11	0	0	0	0	0	1	0	12
8:45 AM	0	0	0	0	6	0	0	0	0	0	2	0	8
Total	0	0	0	0	48	0	0	0	0	0	10	0	58

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.70**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	35	0	0	0	0	0	7	0	42
PHF	#####	#####	#####	#####	0.73	#####	#####	#####	#####	#####	0.58	#####	0.70
Movement PHF	#DIV/0!			0.73			#DIV/0!			0.58			0.70

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
4:15 PM	0	0	0	0	2	0	0	0	0	0	4	0	6
4:30 PM	0	0	0	0	0	0	0	0	0	0	5	0	5
4:45 PM	0	0	0	0	0	0	0	0	0	0	8	0	8
5:00 PM	0	0	0	0	2	0	0	0	0	0	7	0	9
5:15 PM	0	0	0	0	5	0	0	0	0	0	4	0	9
5:30 PM	0	0	0	0	3	0	0	0	0	0	6	0	9
5:45 PM	0	0	0	0	3	0	0	0	0	0	7	0	10
Total	0	0	0	0	16	0	0	0	0	0	43	0	59

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	13	0	0	0	0	0	24	0	37
PHF	#####	#####	#####	#####	0.65	#####	#####	#####	#####	#####	0.857	#####	0.93
Movement PHF	#DIV/0!			0.65			#DIV/0!			0.86			0.93

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

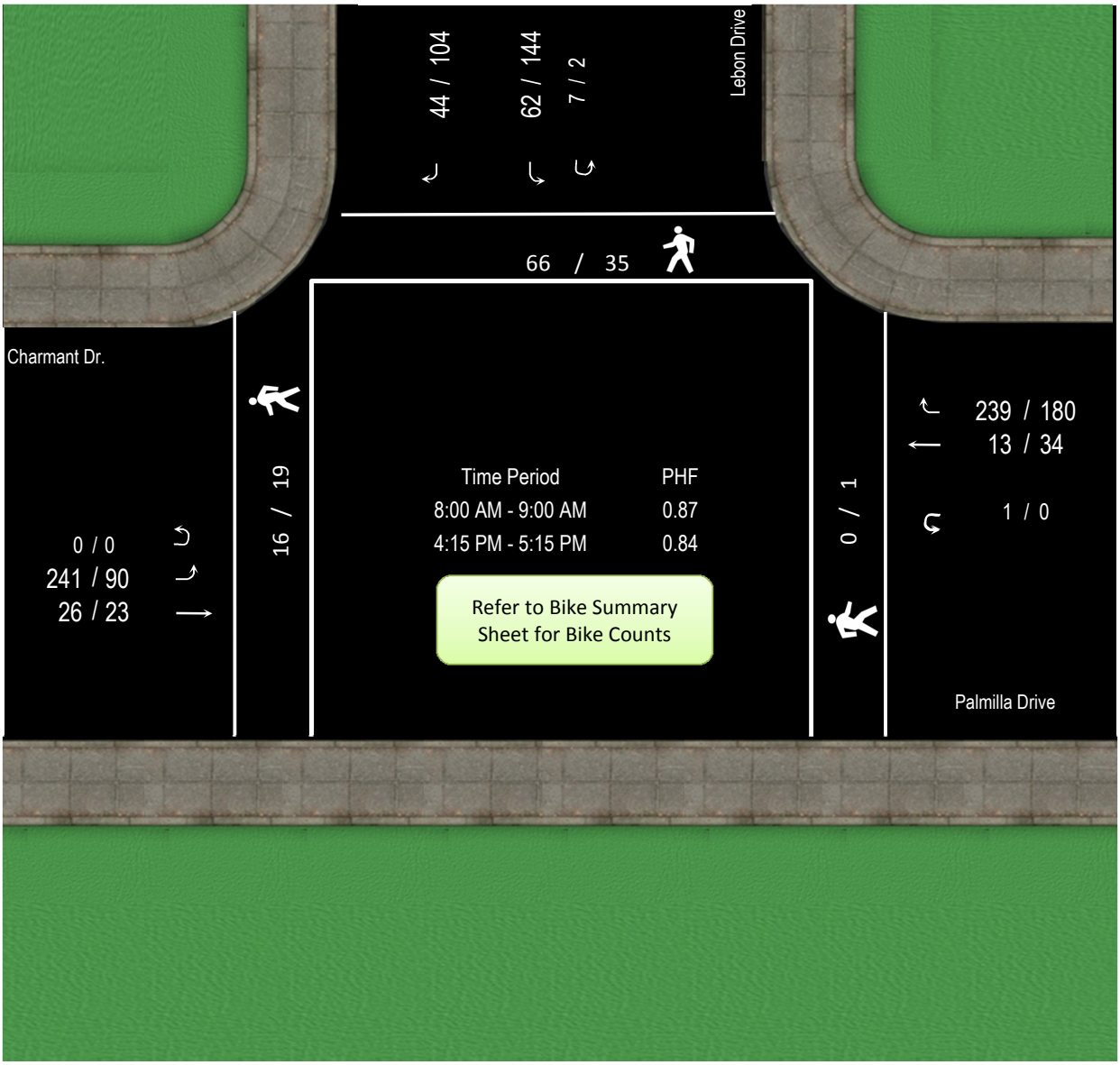
Location: Palmilla Drive/Charmant Dr. @ Lebon Drive

Date of Count: *Wednesday, April 29, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Palmilla Drive/Charmant Dr. @ Lebon Drive

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	14	18	28	2		15	36	113
7:15 AM	20	20	60	6		16	42	164
7:30 AM	14	11	52	6		9	58	150
7:45 AM	12	11	53	6		4	57	143
8:00 AM	11	12	50	5		11	55	144
8:15 AM	8	15	47	3		5	59	137
8:30 AM	15	15	66	4		8	57	165
8:45 AM	10	20	76	1		2	70	179
Total	104	122	432	33		70	434	1,195

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.87**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	44	62	239	13		26	241	625
PHF	0.73	0.78	0.79	0.65		0.59	0.86	0.87
Movement PHF	0.88		0.82			0.93		0.87

PM Period (4:00 PM - 6:00 PM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	7	6	7	1		0	7	28
4:15 PM	26	28	45	10		5	22	136
4:30 PM	25	32	41	6		6	22	132
4:45 PM	29	42	56	7		8	29	171
5:00 PM	24	42	38	11		4	17	136
5:15 PM	26	38	25	3		3	25	120
5:30 PM	29	40	44	5		5	22	145
5:45 PM	29	35	40	8		4	28	144
Total	195	263	296	51		35	172	1,012

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.84**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	104	144	180	34		23	90	575
PHF	0.90	0.857	0.804	0.773		0.719	0.776	0.84
Movement PHF	0.87		0.85			0.76		0.84

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Palmilla Drive/Charmant Dr. @ Lebon Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
7:00 AM	1	0		0	1
7:15 AM	0	0		0	0
7:30 AM	0	0		0	0
7:45 AM	0	0		0	0
8:00 AM	0	0		0	0
8:15 AM	4	1		0	5
8:30 AM	3	0		0	3
8:45 AM	0	0		0	0
Total	8	1		0	9

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.40**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	7	1		0	8
PHF	0.44	0.25		#DIV/0!	0.40
Movement PHF	0.44	0.25		#DIV/0!	0.40

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn		Eastbound U-Turn	TOTAL
4:00 PM	0	0		0	0
4:15 PM	1	0		0	1
4:30 PM	1	0		0	1
4:45 PM	0	0		0	0
5:00 PM	0	0		0	0
5:15 PM	0	0		0	0
5:30 PM	0	0		0	0
5:45 PM	0	0		0	0
Total	2	0		0	2

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.50**

	North Leg U-Turn	East Leg U-Turn		West Leg U-Turn	TOTAL
Volume	2	0		0	2
PHF	0.50	#DIV/0!		#DIV/0!	0.50
Movement PHF	0.50	#DIV/0!		#DIV/0!	0.50

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Palmilla Drive/Charmant Dr. @ Lebon Drive

Date of Count: *Wednesday, April 29, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Palmilla Drive/Charmant Dr. @ Lebon Drive

AM Period (7:00 AM - 9:00 AM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
7:00 AM	0	0	0	0		0	0	0
7:15 AM	1	0	1	0		1	1	4
7:30 AM	2	1	2	0		2	3	10
7:45 AM	1	0	1	0		2	3	7
8:00 AM	0	0	1	0		2	2	5
8:15 AM	0	0	0	0		0	3	3
8:30 AM	0	0	3	0		0	2	5
8:45 AM	0	0	2	0		0	1	3
Total	4	1	10	0		7	15	37

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.65**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	4	1	5	0		7	9	26
PHF	0.50	0.25	0.63	#####		0.88	0.75	0.65
Movement PHF	0.42		0.63			0.80		0.65

PM Period (4:00 PM - 6:00 PM)							
	Southbound		Westbound			Eastbound	
	Right	Left	Right	Thru		Thru	Left	TOTAL
4:00 PM	0	1	0	0		0	0	1
4:15 PM	0	1	0	0		1	0	2
4:30 PM	1	0	0	0		0	0	1
4:45 PM	0	2	0	0		0	0	2
5:00 PM	0	1	0	1		0	0	2
5:15 PM	1	0	1	0		0	1	3
5:30 PM	0	0	0	0		0	0	0
5:45 PM	0	1	0	0		1	0	2
Total	2	6	1	1		2	1	13

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.67**

	Southbound		Westbound			Eastbound		TOTAL
	Right	Left	Right	Thru		Thru	Left	
Volume	2	3	1	1		0	1	8
PHF	0.50	0.375	0.25	0.25		#####	0.25	0.67
Movement PHF	0.63		0.50			0.25		0.67

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Arriba Street @ Palmilla Drive

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Arriba Street @ Palmilla Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	13	12	8	0	29	34	9	0	0	0	0	105
7:15 AM	0	12	26	21	0	26	39	21	0	0	0	0	145
7:30 AM	0	18	22	32	0	32	51	12	0	0	0	0	167
7:45 AM	0	8	7	20	0	38	30	17	0	0	0	0	120
8:00 AM	0	9	13	18	0	25	25	16	0	0	0	0	106
8:15 AM	0	10	7	14	0	17	40	13	0	0	0	0	101
8:30 AM	0	9	9	16	0	16	42	16	0	0	0	0	108
8:45 AM	0	11	7	17	0	28	17	18	0	0	0	0	98
Total	0	90	103	146	0	211	278	122	0	0	0	0	950

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.81**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	47	68	91	0	121	145	66	0	0	0	0	538
PHF	#####	0.65	0.65	0.71	#####	0.80	0.71	0.79	#####	#####	#####	#####	0.81
Movement PHF		0.72			0.83			0.84			#DIV/0!		0.81

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	13	16	20	0	40	24	20	0	0	0	0	133
4:15 PM	0	17	16	18	0	68	18	26	0	0	0	0	163
4:30 PM	0	24	8	20	0	64	27	17	0	0	0	0	160
4:45 PM	0	21	16	20	0	73	33	25	0	0	0	0	188
5:00 PM	0	23	10	25	0	63	26	32	0	0	0	0	179
5:15 PM	0	30	15	35	0	91	38	30	0	0	0	0	239
5:30 PM	0	22	15	27	0	78	29	18	0	0	0	0	189
5:45 PM	0	23	15	28	0	68	22	43	0	0	0	0	199
Total	0	173	111	193	0	545	217	211	0	0	0	0	1,450

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.84**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	98	55	115	0	300	115	123	0	0	0	0	806
PHF	#####	0.817	0.917	0.821	#####	0.824	0.757	0.715	#####	#####	#####	#####	0.84
Movement PHF		0.85			0.82			0.88			#DIV/0!		0.84

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Arriba Street @ Palmilla Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	0	0	0	0	0

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Arriba Street @ Palmilla Drive

Date of Count: *Tuesday, May 05, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Arriba Street @ Palmilla Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	1	0	0	1	2	0	0	0	0	0	4
7:15 AM	0	1	0	0	0	3	0	1	0	0	0	0	5
7:30 AM	0	1	0	0	0	2	2	0	0	0	0	0	5
7:45 AM	0	2	1	1	0	4	2	0	0	0	0	0	10
8:00 AM	0	0	1	0	0	0	4	0	0	0	0	0	5
8:15 AM	0	0	0	0	0	4	1	1	0	0	0	0	6
8:30 AM	0	0	0	2	0	1	1	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	2	2	0	0	0	0	0	4
Total	0	4	3	3	0	17	14	2	0	0	0	0	43

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.65**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	3	2	1	0	10	9	1	0	0	0	0	26
PHF	#####	0.38	0.50	0.25	#####	0.63	0.56	0.25	#####	#####	#####	#####	0.65
Movement PHF		0.42			0.55			0.63			#DIV/0!		0.65

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	2	0	0	1	1	2	0	0	0	0	6
4:15 PM	0	0	0	0	0	2	1	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	2	2	1	0	0	0	0	5
4:45 PM	0	1	0	0	0	1	2	2	0	0	0	0	6
5:00 PM	0	4	0	0	0	1	0	0	0	0	0	0	5
5:15 PM	0	1	0	0	0	2	1	0	0	0	0	0	4
5:30 PM	0	4	0	0	0	9	2	0	0	0	0	0	15
5:45 PM	0	3	0	0	0	5	6	2	0	0	0	0	16
Total	0	13	2	0	0	23	15	7	0	0	0	0	60

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.63**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	12	0	0	0	17	9	2	0	0	0	0	40
PHF	#####	0.75	#####	#####	#####	0.472	0.375	0.25	#####	#####	#####	#####	0.63
Movement PHF		0.75			0.47			0.34			#DIV/0!		0.63

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Eastgate Mall @ Towne Center Drive

Date of Count: *Thursday, May 14, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Eastgate Mall @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	4	5	1	12	74	11	33	85	25	12	37	19	318
7:15 AM	2	5	3	15	103	9	33	105	38	15	43	28	399
7:30 AM	1	8	6	25	111	10	26	95	50	22	59	28	441
7:45 AM	1	14	4	20	119	9	45	135	48	22	63	38	518
8:00 AM	2	9	2	20	119	5	43	101	53	33	53	29	469
8:15 AM	5	7	2	22	109	11	35	83	40	17	72	27	430
8:30 AM	1	7	3	22	118	13	50	103	46	32	46	29	470
8:45 AM	5	13	6	33	124	12	47	97	47	15	53	34	486
Total	21	68	27	169	877	80	312	804	347	168	426	232	3,531

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	9	37	11	84	465	38	173	422	187	104	234	123	1,887
PHF	0.45	0.66	0.69	0.95	0.98	0.73	0.87	0.78	0.88	0.79	0.81	0.81	0.91
Movement PHF		0.75			0.96			0.86			0.94		0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	24	95	33	3	49	50	23	12	18	62	80	1	450
4:15 PM	19	94	28	2	49	37	7	13	40	68	125	6	488
4:30 PM	13	116	52	1	51	54	13	16	24	67	87	6	500
4:45 PM	26	86	21	1	64	27	13	17	18	82	112	10	477
5:00 PM	41	146	51	0	60	36	20	12	30	67	107	3	573
5:15 PM	32	109	43	1	59	33	21	15	18	71	94	2	498
5:30 PM	14	76	32	1	53	31	12	4	23	89	105	2	442
5:45 PM	22	73	34	0	69	31	15	10	28	60	79	2	423
Total	191	795	294	9	454	299	124	99	199	566	789	32	3,851

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	112	457	167	3	234	150	67	60	90	287	400	21	2048
PHF	0.68	0.783	0.803	0.75	0.914	0.694	0.798	0.882	0.75	0.875	0.893	0.525	0.89
Movement PHF		0.77			0.91			0.88			0.87		0.89

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Eastgate Mall @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	6	0	6
7:15 AM	0	0	2	0	2
7:30 AM	0	0	8	0	8
7:45 AM	0	1	7	0	8
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	0	1	4	0	5
8:45 AM	0	0	5	1	6
Total	0	2	33	1	36

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.44**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	2	12	0	14
PHF	#DIV/0!	0.50	0.43	#DIV/0!	0.44
Movement PHF	#DIV/0!	0.50	0.43	#DIV/0!	0.44

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	1	3	0	4
4:15 PM	0	0	5	0	5
4:30 PM	0	1	3	2	6
4:45 PM	0	0	4	0	4
5:00 PM	0	1	4	1	6
5:15 PM	0	1	2	1	4
5:30 PM	0	0	2	1	3
5:45 PM	0	0	4	1	5
Total	0	4	27	6	37

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.83**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	3	13	4	20
PHF	#DIV/0!	0.75	0.8125	0.5	0.83
Movement PHF	#DIV/0!	0.75	0.81	0.50	0.83

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

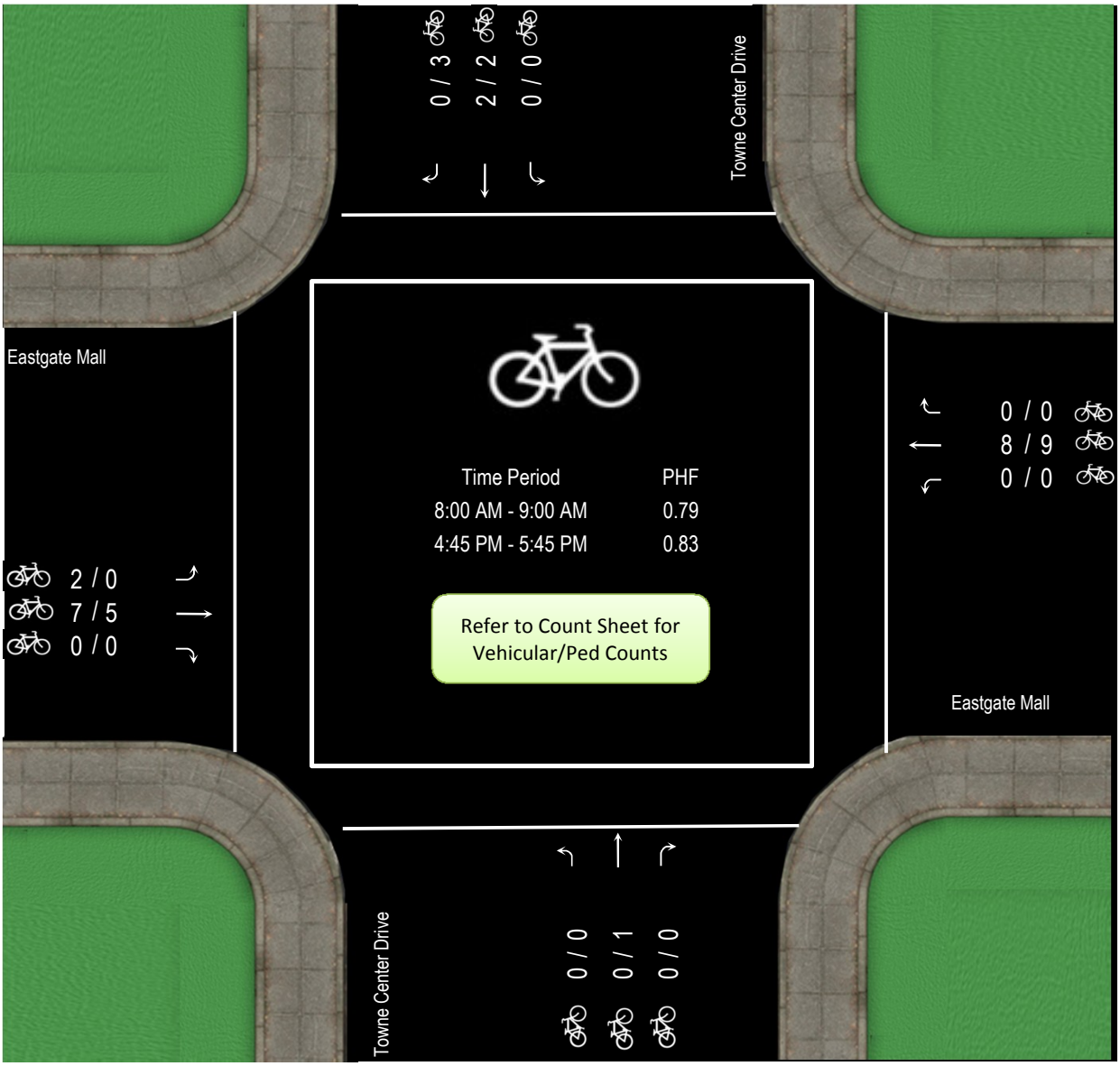
Location: Eastgate Mall @ Towne Center Drive

Date of Count: *Thursday, May 14, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Eastgate Mall @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	1	0	0	2	0	1	0	0	0	1	0	5
7:15 AM	0	1	0	0	2	0	0	0	0	0	1	0	4
7:30 AM	1	0	0	0	0	0	0	2	0	0	2	1	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	1	3
8:00 AM	0	0	0	0	2	0	0	0	0	0	0	1	3
8:15 AM	0	0	0	0	4	0	0	0	0	0	2	0	6
8:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	5	1	6
Total	1	4	0	0	12	0	1	2	0	0	13	4	37

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.79**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	0	0	8	0	0	0	0	0	7	2	19
PHF	#####	0.25	#####	#####	0.50	#####	#####	#####	#####	#####	0.35	0.50	0.79
Movement PHF		0.25			0.50			#DIV/0!			0.38		0.79

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	1	0	0	0	3	0	0	0	0	0	2	0	6
4:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:30 PM	1	1	0	0	0	0	0	0	0	0	1	0	3
4:45 PM	0	1	0	0	2	0	0	0	0	0	1	0	4
5:00 PM	1	1	0	0	1	0	0	0	0	0	3	0	6
5:15 PM	1	0	0	0	4	0	0	0	0	0	1	0	6
5:30 PM	1	0	0	0	2	0	0	1	0	0	0	0	4
5:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	5	3	0	0	13	0	0	2	0	0	10	0	33

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.83**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	3	2	0	0	9	0	0	1	0	0	5	0	20
PHF	0.75	0.5	#####	#####	0.563	#####	#####	0.25	#####	#####	0.417	#####	0.83
Movement PHF		0.63			0.56			0.25			0.42		0.83

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

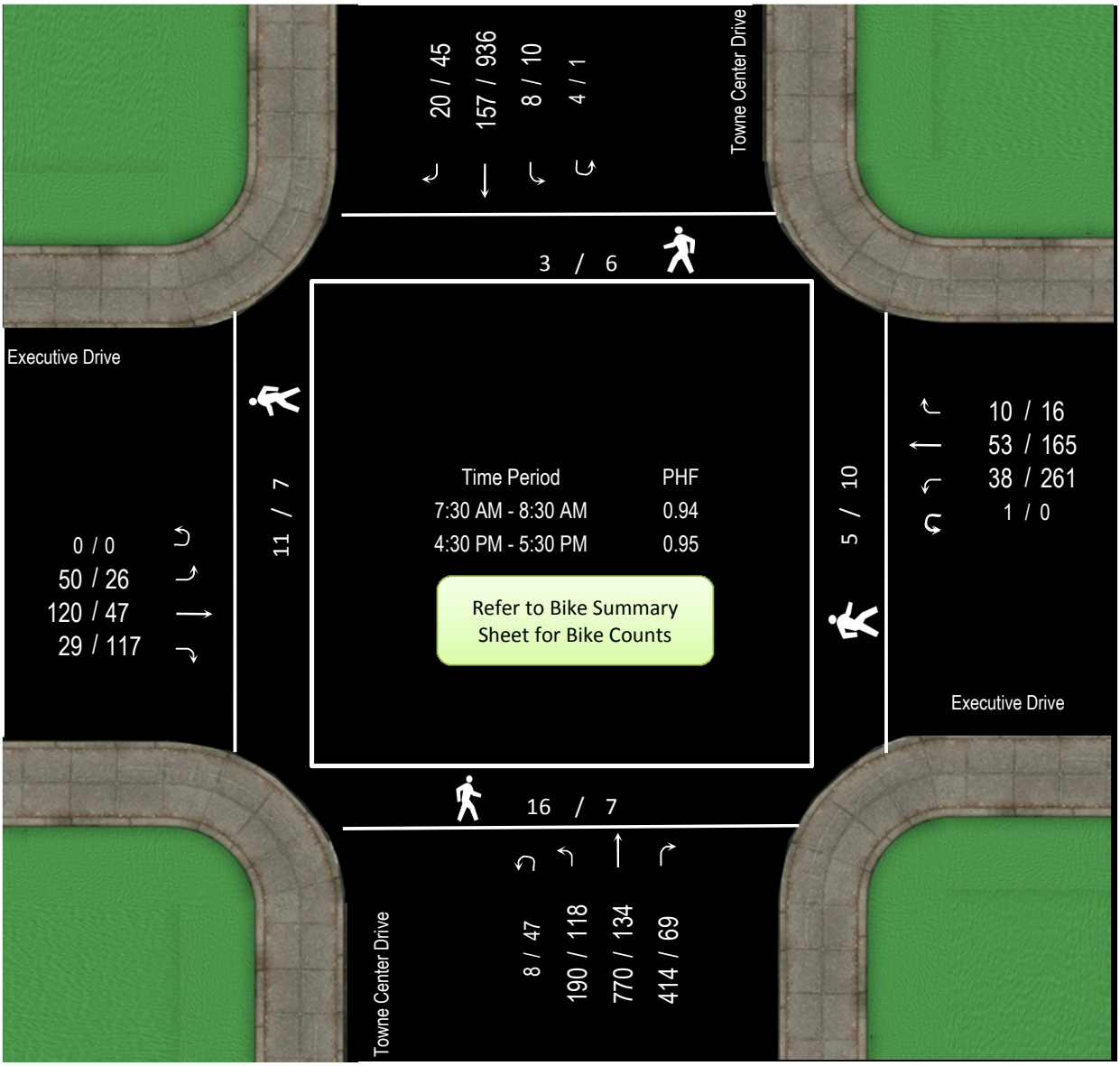
Location: Executive Drive @ Towne Center Drive

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Drive @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	6	16	1	3	9	3	96	141	29	6	17	6	333
7:15 AM	4	24	2	1	11	13	99	183	27	8	16	9	397
7:30 AM	4	48	2	2	9	6	121	201	41	10	26	17	487
7:45 AM	2	23	2	3	15	17	104	171	49	5	29	13	433
8:00 AM	9	52	3	2	11	8	91	215	43	8	39	12	493
8:15 AM	5	34	1	3	18	7	98	183	57	6	26	8	446
8:30 AM	8	36	4	4	15	9	99	181	38	11	22	16	443
8:45 AM	9	32	3	3	17	17	95	180	48	8	24	20	456
Total	47	265	18	21	105	80	803	1,455	332	62	199	101	3,488

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	20	157	8	10	53	38	414	770	190	29	120	50	1,859
PHF	0.56	0.75	0.67	0.83	0.74	0.56	0.86	0.90	0.83	0.73	0.77	0.74	0.94
Movement PHF		0.72			0.72			0.95			0.84		0.94

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	12	221	2	3	49	53	12	39	25	29	12	6	463
4:15 PM	12	160	10	7	35	70	10	49	27	25	9	2	416
4:30 PM	12	262	5	7	49	61	18	28	28	35	3	6	514
4:45 PM	5	204	2	2	30	63	15	48	19	24	9	6	427
5:00 PM	17	236	2	3	47	67	19	30	40	28	15	9	513
5:15 PM	11	234	1	4	39	70	17	28	31	30	20	5	490
5:30 PM	14	193	4	4	25	53	23	51	28	35	8	6	444
5:45 PM	9	99	3	3	12	33	6	12	9	15	6	6	213
Total	92	1609	29	33	286	470	120	285	207	221	82	46	3,480

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	45	936	10	16	165	261	69	134	118	117	47	26	1944
PHF	0.66	0.893	0.5	0.571	0.842	0.932	0.908	0.698	0.738	0.836	0.588	0.722	0.95
Movement PHF		0.89			0.94			0.90			0.86		0.95

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Executive Drive @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	2	0	2
7:15 AM	0	0	1	0	1
7:30 AM	2	0	0	0	2
7:45 AM	1	1	3	0	5
8:00 AM	1	0	4	0	5
8:15 AM	0	1	0	0	1
8:30 AM	1	1	0	0	2
8:45 AM	0	0	3	1	4
Total	5	3	13	1	22

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.65**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	4	1	8	0	13
PHF	0.50	0.50	0.44	#DIV/0!	0.65
Movement PHF	0.50	0.50	0.44	#DIV/0!	0.65

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	9	0	9
4:15 PM	0	0	12	0	12
4:30 PM	0	0	8	0	8
4:45 PM	1	0	15	0	16
5:00 PM	0	0	12	0	12
5:15 PM	0	0	11	1	12
5:30 PM	0	0	5	0	5
5:45 PM	0	0	0	0	0
Total	1	0	72	1	74

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.75**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	1	0	47	0	48
PHF	0.25	#DIV/0!	0.766666667	0.25	0.75
Movement PHF	0.25	#DIV/0!	0.77	0.25	0.75

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

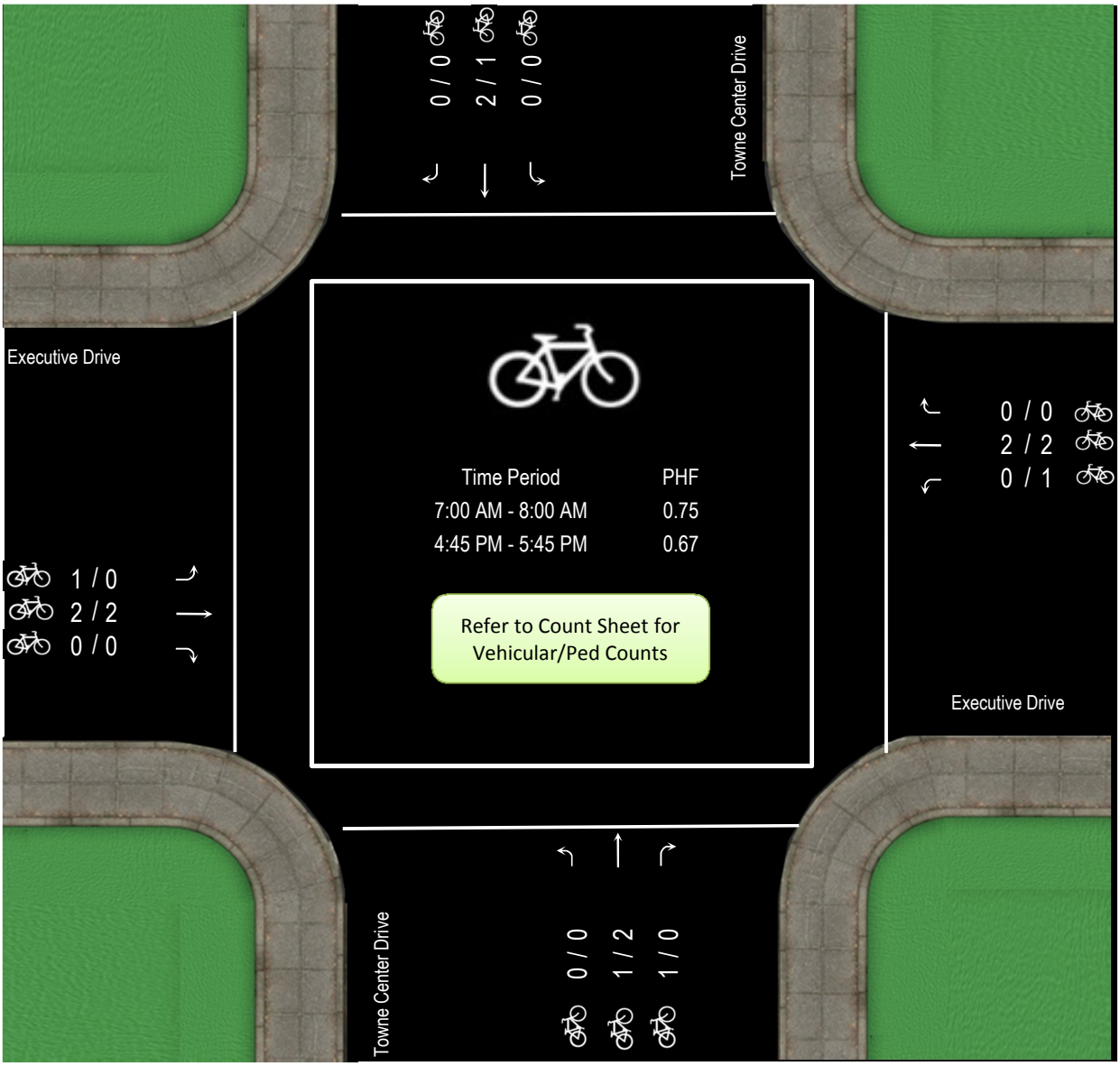
Location: Executive Drive @ Towne Center Drive

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Drive @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	1	0	1	0	0	0	0	1	3
7:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	1	0	2	0	3
8:30 AM	0	0	0	0	0	0	1	2	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
Total	0	2	0	0	2	0	2	3	1	0	6	1	17

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	2	0	0	2	0	1	1	0	0	2	1	9
PHF	#####	0.25	#####	#####	0.50	#####	0.25	0.25	#####	#####	0.25	0.25	0.75
Movement PHF		0.25			0.50			0.50			0.38		0.75

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	1	0	0	1	0	0	1	0	3
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	1	0	3	0	1	2	0	11

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.67**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	1	0	0	2	1	0	2	0	0	2	0	8
PHF	#####	0.25	#####	#####	0.5	0.25	#####	0.5	#####	#####	0.5	#####	0.67
Movement PHF		0.25			0.38			0.50			0.50		0.67

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Golden Haven Drive @ Towne Center Drive

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Golden Haven Drive @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound		Northbound			
	Thru	Left	Right	Left	Right	Thru		TOTAL
7:00 AM	12	20	31	19	11	48		141
7:15 AM	17	20	59	31	28	71		226
7:30 AM	18	19	87	18	26	73		241
7:45 AM	15	32	78	6	36	114		281
8:00 AM	28	48	87	14	37	77		291
8:15 AM	23	40	87	18	25	80		273
8:30 AM	25	41	99	15	32	90		302
8:45 AM	33	52	99	22	46	94		346
Total	171	272	627	143	241	647		2,101

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.88**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	109	181	372	69	140	341		1,212
PHF	0.83	0.87	0.94	0.78	0.76	0.91		0.88
Movement PHF	0.85		0.91			0.86		0.88

PM Period (4:00 PM - 6:00 PM)								
	Southbound			Westbound		Northbound		
	Right	Thru	Left	Right	Left	Right	Thru	TOTAL
4:00 PM	0	100	43	76	33	18	46	316
4:15 PM	0	93	49	79	28	17	47	313
4:30 PM	0	119	47	85	39	15	41	346
4:45 PM	0	118	44	67	26	12	60	327
5:00 PM	0	142	45	82	45	18	44	376
5:15 PM	0	167	46	85	29	19	63	409
5:30 PM	0	157	43	81	31	17	57	386
5:45 PM	0	148	42	78	28	16	45	357
Total	0	1044	359	633	259	132	403	2,830

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.93**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	614	176	326	133	70	209		1528
PHF	0.919	0.957	0.959	0.739	0.921	0.829		0.93
Movement PHF	0.93		0.90			0.85		0.93

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Kimley»Horn

Location: Golden Haven Drive @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn		TOTAL
7:00 AM	0	0	0		0
7:15 AM	0	0	0		0
7:30 AM	0	0	0		0
7:45 AM	0	1	0		1
8:00 AM	0	1	0		1
8:15 AM	0	1	0		1
8:30 AM	0	0	0		0
8:45 AM	0	0	0		0
Total	0	3	0		3

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB		TOTAL
Volume	0	2	0		2
PHF	#DIV/0!	0.50	#DIV/0!		0.50
Movement PHF	#DIV/0!	0.50	#DIV/0!		0.50

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn		TOTAL
4:00 PM	0	2	0		2
4:15 PM	0	0	0		0
4:30 PM	0	0	0		0
4:45 PM	0	0	0		0
5:00 PM	0	0	0		0
5:15 PM	0	0	0		0
5:30 PM	0	1	0		1
5:45 PM	0	0	0		0
Total	0	3	0		3

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB		TOTAL
Volume	0	1	0		1
PHF	#DIV/0!	0.25	#DIV/0!		0.25
Movement PHF	#DIV/0!	0.25	#DIV/0!		0.25

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Golden Haven Drive @ Towne Center Drive

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Golden Haven Drive @ Towne Center Drive

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound		Northbound			
	Thru	Left	Right	Left	Right	Thru		TOTAL
7:00 AM	0	0	0	0	0	0		0
7:15 AM	0	0	0	0	0	0		0
7:30 AM	0	0	0	0	0	0		0
7:45 AM	0	0	0	0	0	0		0
8:00 AM	0	0	0	0	0	0		0
8:15 AM	0	0	0	0	0	1		1
8:30 AM	0	0	1	0	0	0		1
8:45 AM	0	0	0	0	0	0		0
Total	0	0	1	0	0	1		2

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.50**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	0	0	1	0	0	1		2
PHF	#####	#####	0.25	#####	#####	0.25		0.50
Movement PHF	#DIV/0!		0.25			0.25		0.50

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound		Northbound			
	Thru	Left	Right	Left	Right	Thru		TOTAL
4:00 PM	0	0	0	0	1	0		1
4:15 PM	0	0	0	0	0	0		0
4:30 PM	0	1	0	0	0	0		1
4:45 PM	0	0	0	0	0	0		0
5:00 PM	0	1	1	0	0	0		2
5:15 PM	2	0	0	0	0	0		2
5:30 PM	1	0	0	0	1	0		2
5:45 PM	1	1	1	0	0	0		3
Total	4	3	2	0	2	0		11

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.75**

	Southbound		Westbound		Northbound			TOTAL
	Thru	Left	Right	Left	Right	Thru		
Volume	4	2	2	0	1	0		9
PHF	0.5	0.5	0.5	#####	0.25	#####		0.75
Movement PHF	0.75		0.50			0.25		0.75

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

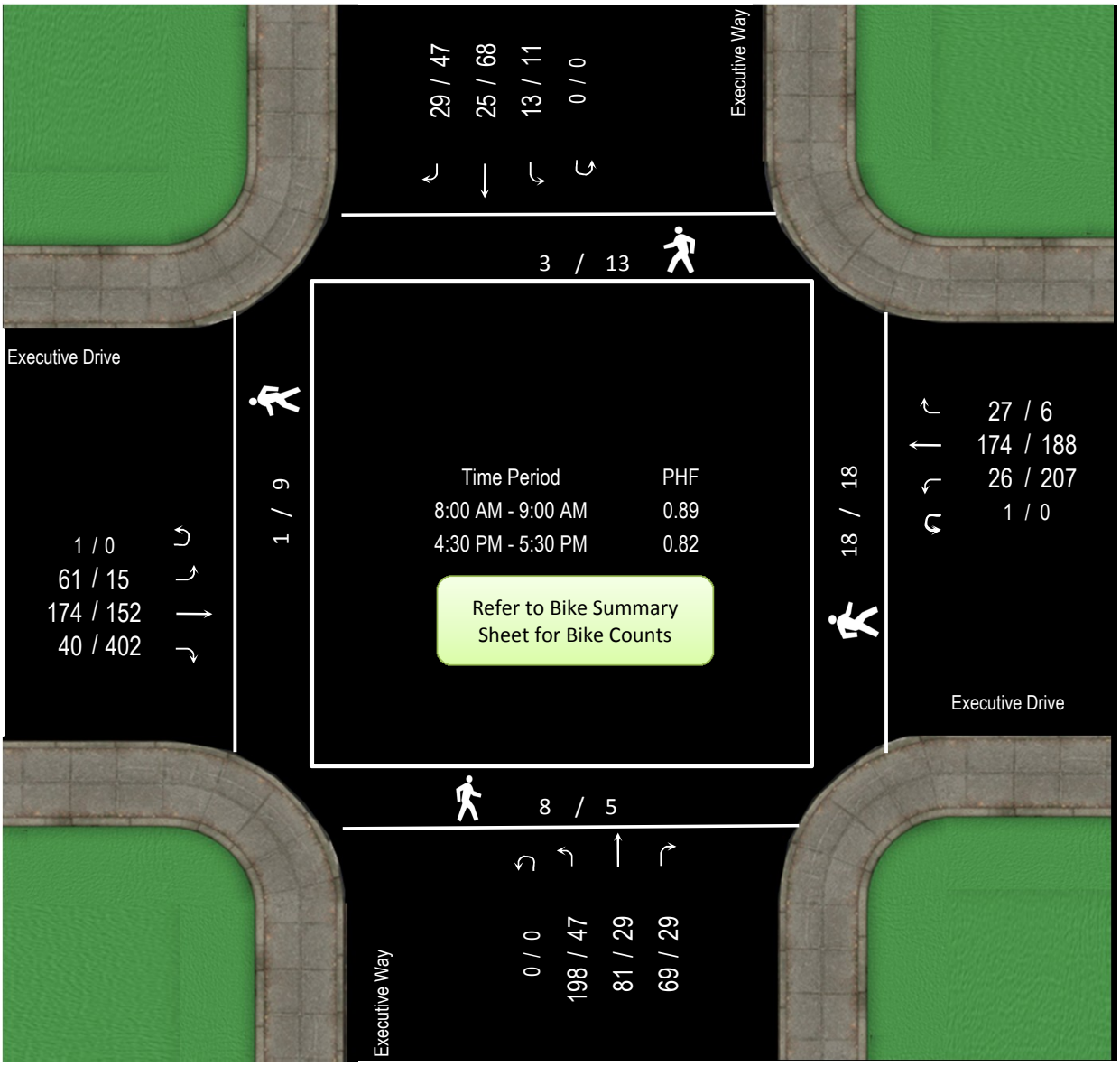
Location: Executive Drive @ Executive Way

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Drive @ Executive Way

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	1	3	28	5	7	11	25	3	30	4	117
7:15 AM	2	3	1	2	34	7	7	13	44	2	31	10	156
7:30 AM	4	2	2	1	33	1	11	15	59	8	41	10	187
7:45 AM	0	6	1	3	40	3	22	8	49	9	46	10	197
8:00 AM	15	6	3	7	38	4	14	17	44	7	41	14	210
8:15 AM	5	4	1	8	46	9	13	26	57	7	50	10	236
8:30 AM	5	8	6	4	45	6	17	16	41	11	43	11	213
8:45 AM	4	7	3	8	45	7	25	22	56	15	40	26	258
Total	35	36	18	36	309	42	116	128	375	62	322	95	1,574

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.89**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	29	25	13	27	174	26	69	81	198	40	174	61	917
PHF	0.48	0.78	0.54	0.84	0.95	0.72	0.69	0.78	0.87	0.67	0.87	0.59	0.89
Movement PHF		0.70			0.90			0.84			0.85		0.89

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	13	23	5	2	37	45	8	3	9	78	29	8	260
4:15 PM	11	13	1	1	40	39	3	7	13	65	32	2	227
4:30 PM	10	18	1	3	43	52	5	7	12	103	34	2	290
4:45 PM	15	13	2	1	36	39	7	8	6	81	26	3	237
5:00 PM	13	24	6	1	45	69	6	8	11	136	43	4	366
5:15 PM	9	13	2	1	64	47	11	6	18	82	49	6	308
5:30 PM	8	11	2	0	54	29	5	7	11	69	37	3	236
5:45 PM	4	8	0	0	45	35	8	6	6	59	35	3	209
Total	83	123	19	9	364	355	53	52	86	673	285	31	2,133

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.82**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	47	68	11	6	188	207	29	29	47	402	152	15	1201
PHF	0.78	0.708	0.458	0.5	0.734	0.75	0.659	0.906	0.653	0.739	0.776	0.625	0.82
Movement PHF		0.73			0.87			0.75			0.78		0.82

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Executive Drive @ Executive Way

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	0	1	0	1	2
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	1	2
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	0	2	1	2	5

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	0	1	2
PHF	#DIV/0!	0.25	#DIV/0!	0.25	0.25
Movement PHF	#DIV/0!	0.25	#DIV/0!	0.25	0.25

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	1	0	1
Total	0	0	1	1	2

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Drive @ Executive Way

Date of Count: *Wednesday, May 13, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Executive Drive @ Executive Way

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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	1	0	1	0	3
7:30 AM	0	0	0	0	1	0	0	1	1	0	0	0	3
7:45 AM	0	0	0	0	1	0	1	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
8:30 AM	0	0	0	0	1	0	0	0	0	0	2	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	0	0	0	0	5	0	1	1	2	0	7	0	16

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.67**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	3	0	1	1	2	0	1	0	8
PHF	#####	#####	#####	#####	0.75	#####	0.25	0.25	0.50	#####	0.25	#####	0.67
Movement PHF	#DIV/0!			0.75			0.50			0.25			0.67

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	1	2	0	3
4:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
5:00 PM	0	0	0	0	1	1	0	0	0	0	1	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
5:30 PM	0	0	0	0	1	1	0	0	0	0	2	0	4
5:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2
Total	0	0	0	0	4	2	0	1	0	1	11	0	19

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	3	2	0	0	0	0	7	0	12
PHF	#####	#####	#####	#####	0.75	0.5	#####	#####	#####	#####	0.875	#####	0.75
Movement PHF	#DIV/0!			0.63			#DIV/0!			0.88			0.75

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Eastgate Mall @ Judicial Drive

Date of Count: *Thursday, May 14, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Eastgate Mall @ Judicial Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	2	4	1	9	84	23	12	13	11	3	35	33	230
7:15 AM	1	0	1	9	107	38	11	15	19	9	35	35	280
7:30 AM	5	1	2	10	118	32	12	19	23	8	42	41	313
7:45 AM	1	3	0	12	114	52	20	24	34	13	68	32	373
8:00 AM	6	3	1	8	109	35	18	24	29	13	47	38	331
8:15 AM	2	2	0	6	98	30	19	23	42	6	64	39	331
8:30 AM	4	0	1	10	101	21	10	23	49	9	47	44	319
8:45 AM	1	2	2	9	128	44	18	15	40	13	61	32	365
Total	22	15	8	73	859	275	120	156	247	74	399	294	2,542

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	13	8	2	36	422	138	67	94	154	41	226	153	1,354
PHF	0.54	0.67	0.50	0.75	0.93	0.66	0.84	0.98	0.79	0.79	0.83	0.87	0.91
Movement PHF		0.58			0.84			0.94			0.93		0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	30	20	13	2	51	25	47	2	22	24	110	3	349
4:15 PM	23	13	13	1	39	11	29	2	26	20	137	3	317
4:30 PM	31	20	18	1	44	19	40	1	32	22	128	3	359
4:45 PM	25	10	9	0	51	14	36	2	16	19	122	5	309
5:00 PM	32	19	17	3	42	16	38	1	23	37	137	5	370
5:15 PM	24	19	16	0	44	19	33	1	26	31	125	3	341
5:30 PM	20	15	11	3	35	16	31	1	30	26	118	5	311
5:45 PM	17	3	10	1	49	12	24	2	34	23	105	0	280
Total	202	119	107	11	355	132	278	12	209	202	982	27	2,636

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	112	68	60	4	181	68	147	5	97	109	512	16	1379
PHF	0.88	0.85	0.833	0.333	0.887	0.895	0.919	0.625	0.758	0.736	0.934	0.8	0.93
Movement PHF		0.87			0.97			0.85			0.89		0.93

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Eastgate Mall @ Judicial Drive

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	3	0	3
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	0	0	3	0	3

AM Intersection Peak Hour : **7:45 AM - 8:45 AM** Intersection PHF : **#DIV/0!**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	0	0
PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	3	0	3
4:30 PM	0	0	1	0	1
4:45 PM	0	0	7	0	7
5:00 PM	0	0	3	0	3
5:15 PM	0	0	2	0	2
5:30 PM	0	0	1	0	1
5:45 PM	0	0	0	0	0
Total	0	0	17	0	17

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.46**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	13	0	13
PHF	#DIV/0!	#DIV/0!	0.464285714	#DIV/0!	0.46
Movement PHF	#DIV/0!	#DIV/0!	0.46	#DIV/0!	0.46

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Eastgate Mall @ Judicial Drive

Date of Count: *Thursday, May 14, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Eastgate Mall @ Judicial Drive

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	0	2	0	0	0	0	1	1	0	4
7:15 AM	0	0	0	0	2	1	0	0	0	0	0	1	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	2
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	2
8:00 AM	0	0	0	0	2	0	1	0	0	0	0	0	3
8:15 AM	0	0	0	0	2	0	0	0	2	1	0	1	6
8:30 AM	1	0	0	0	0	0	0	0	1	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	1	0	3	2	0	6
Total	1	0	0	0	8	1	1	1	3	6	3	5	29

AM Intersection Peak Hour : **8:00 AM - 9:00 AM** Intersection PHF : **0.71**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	0	0	0	4	0	1	1	3	4	2	1	17
PHF	0.25	#####	#####	#####	0.50	#####	0.25	0.25	0.38	0.33	0.25	0.25	0.71
Movement PHF		0.25			0.50			0.63			0.35		0.71

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	2	1	1	0	5
4:15 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	1	0	0	0	1	0	1	0	3
5:00 PM	0	0	0	0	0	1	0	0	1	1	2	0	5
5:15 PM	1	0	0	0	1	0	0	0	2	1	0	0	5
5:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	2
5:45 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
Total	2	0	0	0	5	2	0	0	6	3	6	1	25

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.75**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	1	0	0	0	4	1	0	0	4	2	3	0	15
PHF	0.25	#####	#####	#####	0.5	0.25	#####	#####	0.5	0.5	0.375	#####	0.75
Movement PHF		0.25			0.63			0.50			0.42		0.75

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Governor Drive @ I-805 SB Ramps

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Governor Drive @ I-805 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	55	2	14	0	89	7	0	0	0	67	45	0	279
7:15 AM	71	2	20	0	114	3	0	0	0	87	67	0	364
7:30 AM	88	0	18	0	106	6	0	0	0	132	84	0	434
7:45 AM	77	0	16	0	125	6	0	0	0	141	88	0	453
8:00 AM	71	0	18	0	101	4	0	0	0	105	101	0	400
8:15 AM	68	0	22	0	108	5	0	0	0	76	78	0	357
8:30 AM	69	0	19	0	104	4	0	0	0	114	79	0	389
8:45 AM	91	1	20	0	130	6	0	0	0	116	86	0	450
Total	590	5	147	0	877	41	0	0	0	838	628	0	3,126

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	307	2	72	0	446	19	0	0	0	465	340	0	1,651
PHF	0.87	0.25	0.90	#####	0.89	0.79	#####	#####	#####	0.82	0.84	#####	0.91
Movement PHF		0.90			0.89			#DIV/0!			0.88		0.91

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	42	1	6	0	75	13	0	0	0	229	65	0	431
4:15 PM	31	0	7	0	93	16	0	0	0	269	56	0	472
4:30 PM	50	2	2	0	66	12	0	0	0	264	74	0	470
4:45 PM	39	1	5	0	88	6	0	0	0	196	83	0	418
5:00 PM	47	5	3	0	85	16	0	0	0	249	82	0	487
5:15 PM	51	5	5	0	137	7	0	0	0	265	75	0	545
5:30 PM	62	4	2	0	116	8	0	0	0	184	53	0	429
5:45 PM	80	1	5	0	130	12	0	0	0	130	57	0	415
Total	402	19	35	0	790	90	0	0	0	1,786	545	0	3,667

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.88**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	187	13	15	0	376	41	0	0	0	974	314	0	1920
PHF	0.92	0.65	0.75	#####	0.686	0.641	#####	#####	#####	0.919	0.946	#####	0.88
Movement PHF		0.88			0.72			#DIV/0!			0.95		0.88

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Governor Drive @ I-805 SB Ramps

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	1	1
8:00 AM	0	1	0	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	1	1
Total	0	1	0	2	3

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	0	1	2
PHF	#DIV/0!	0.25	#DIV/0!	0.25	0.50
Movement PHF	#DIV/0!	0.25	#DIV/0!	0.25	0.50

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
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	1	0	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
Total	0	1	0	1	2

PM Intersection Peak Hour : **4:30 PM - 5:30 PM** Intersection PHF : **0.50**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	1	0	1	2
PHF	#DIV/0!	0.25	#DIV/0!	0.25	0.50
Movement PHF	#DIV/0!	0.25	#DIV/0!	0.25	0.50

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

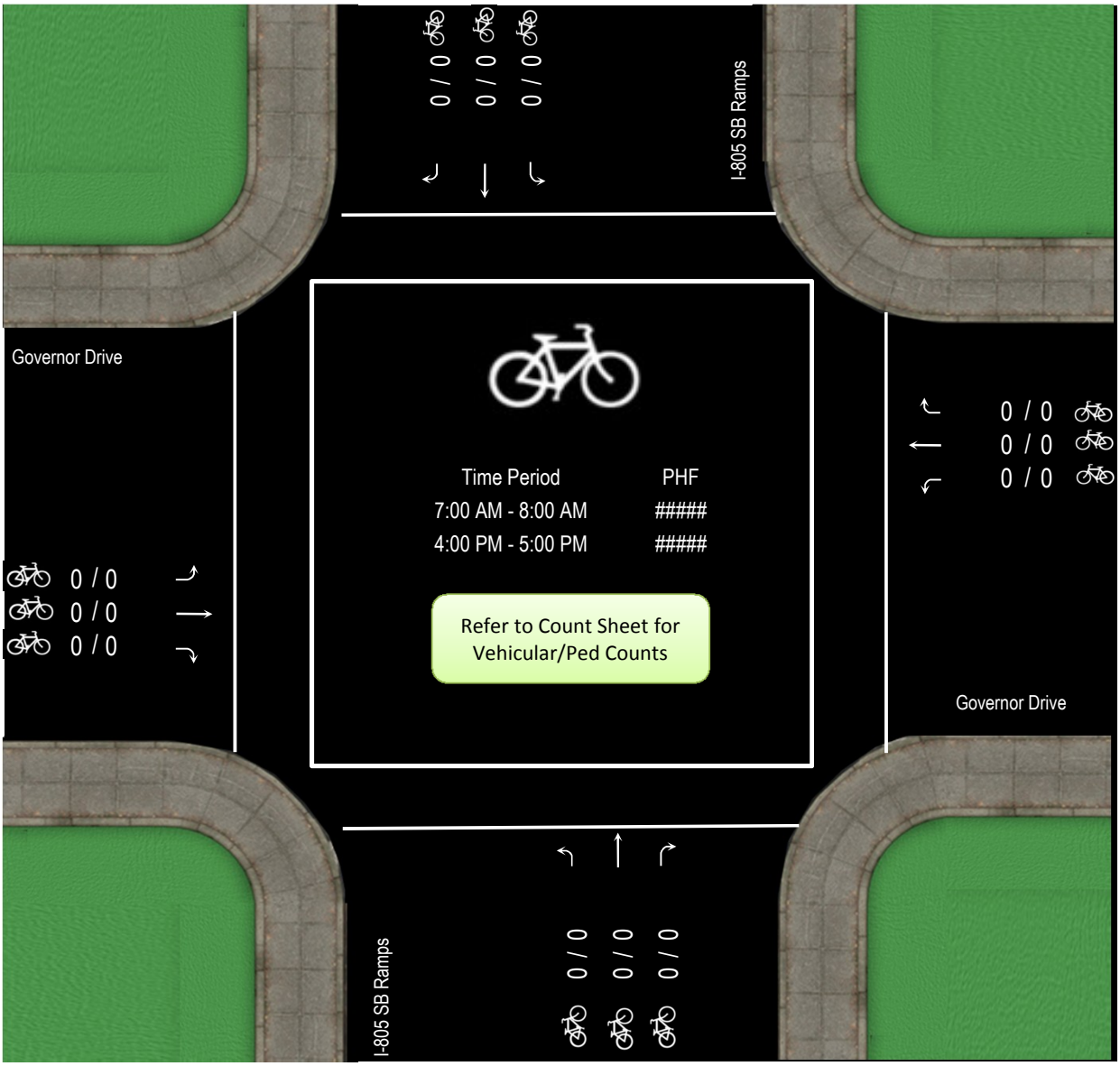
Location: Governor Drive @ I-805 SB Ramps

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Governor Drive @ I-805 SB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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	0	0	0	0	0	0	0	0	0	0	0	0	0

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **#DIV/0!**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#DIV/0!
Movement PHF	#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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	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
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0

PM Intersection Peak Hour : **4:00 PM - 5:00 PM** Intersection PHF : **#DIV/0!**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#DIV/0!
Movement PHF	#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Governor Drive @ I-805 NB Ramps

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Governor Drive @ I-805 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
7:00 AM	0	0	0	2	3	0	5	5	99	0	2	61	177
7:15 AM	0	0	0	3	2	0	3	4	102	0	3	68	185
7:30 AM	0	0	0	5	9	0	5	2	126	0	8	86	241
7:45 AM	0	0	0	1	5	0	1	3	121	0	4	101	236
8:00 AM	0	0	0	2	5	0	3	2	116	0	3	102	233
8:15 AM	0	0	0	1	3	0	5	4	115	0	1	97	226
8:30 AM	0	0	0	4	2	0	5	3	100	0	3	101	218
8:45 AM	0	0	0	1	5	0	7	4	118	0	4	96	235
Total	0	0	0	19	34	0	34	27	897	0	28	712	1,751

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.97**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	9	22	0	14	11	478	0	16	386	936
PHF	#####	#####	#####	0.45	0.61	#####	0.70	0.69	0.95	#####	0.50	0.95	0.97
Movement PHF	#DIV/0!			0.55			0.95			0.96			0.97

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
4:00 PM	0	0	0	0	14	0	2	3	76	0	2	69	166
4:15 PM	0	0	0	3	6	0	3	1	105	0	0	62	180
4:30 PM	0	0	0	2	4	0	1	3	84	0	1	68	163
4:45 PM	0	0	0	0	2	0	1	1	90	0	1	95	190
5:00 PM	0	0	0	1	6	0	1	0	120	0	0	82	210
5:15 PM	0	0	0	1	4	0	0	0	104	0	0	112	221
5:30 PM	0	0	0	0	3	0	0	1	121	0	0	67	192
5:45 PM	0	0	0	1	2	0	1	2	122	0	0	73	201
Total	0	0	0	8	41	0	9	11	822	0	4	628	1,523

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.93**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	3	15	0	2	3	467	0	0	334	824
PHF	#####	#####	#####	0.75	0.625	#####	0.5	0.375	0.957	#####	#####	0.746	0.93
Movement PHF	#DIV/0!			0.64			0.94			0.75			0.93

U-Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-1536

Location: Governor Drive @ I-805 NB Ramps

AM Period (7:00 AM - 9:00 AM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1
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	0	0
8:45 AM	0	0	0	0	0
Total	0	0	0	2	2

AM Intersection Peak Hour : **7:30 AM - 8:30 AM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	1	1
PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.25	0.25
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.25	0.25

PM Period (4:00 PM - 6:00 PM)					
	Southbound U-Turn	Westbound U-Turn	Northbound U-Turn	Eastbound U-Turn	TOTAL
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	2	2
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
Total	0	0	0	3	3

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.25**

	North Leg EB	East Leg SB	South Leg EB	West Leg SB	TOTAL
Volume	0	0	0	1	1
PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.25	0.25
Movement PHF	#DIV/0!	#DIV/0!	#DIV/0!	0.25	0.25

Bike Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

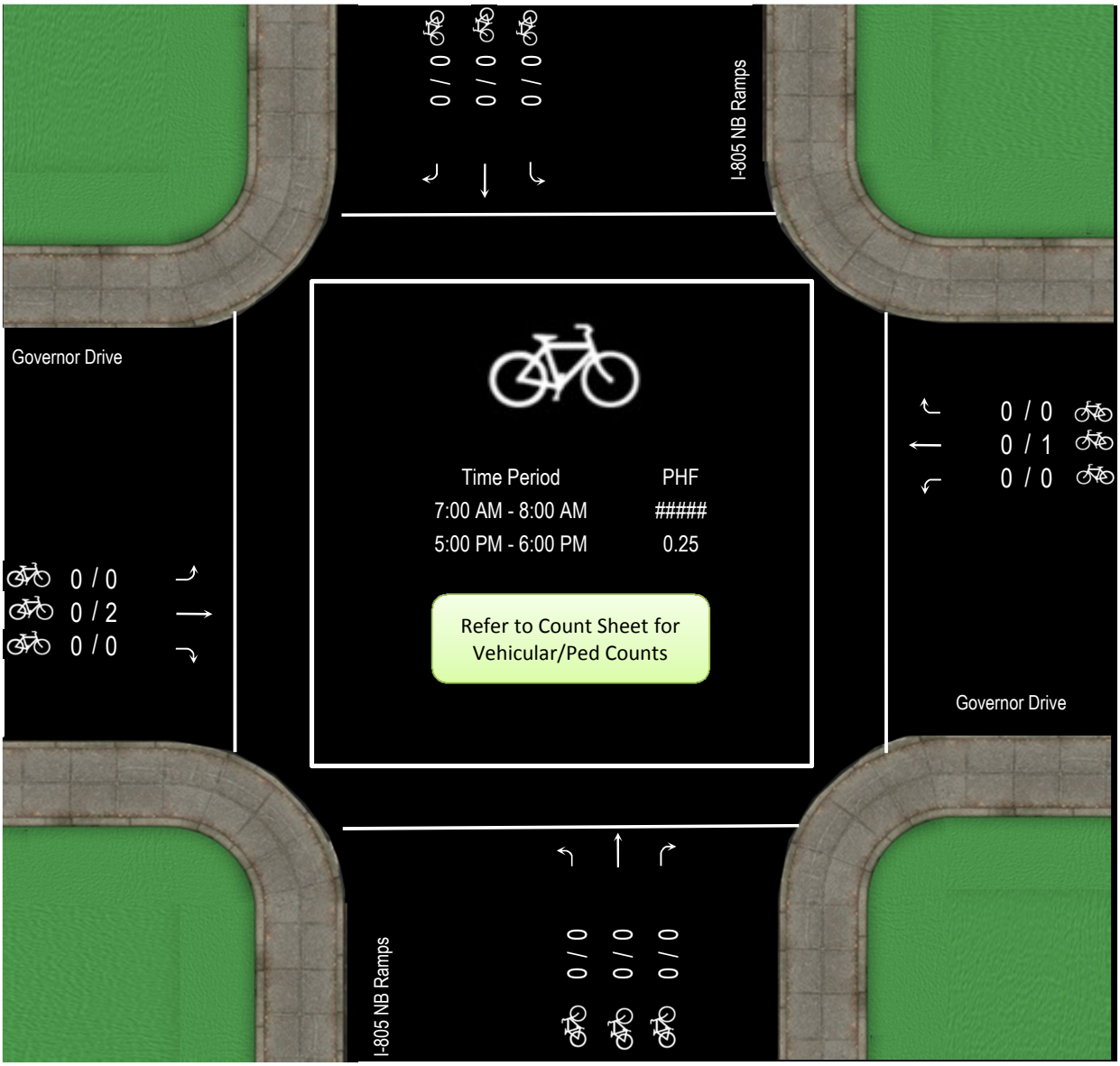
Location: Governor Drive @ I-805 NB Ramps

Date of Count: *Tuesday, April 28, 2015*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *15-0345*



Kimley»Horn

Bike Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Governor Drive @ I-805 NB Ramps

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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	0	0	0	0	0	0	0	0	0	0	0	0	0

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **#DIV/0!**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#DIV/0!
Movement PHF	#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!			#DIV/0!

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	TOTAL
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	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
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	0	0	2	0	3
Total	0	0	0	0	1	0	0	0	0	0	2	0	3

PM Intersection Peak Hour : **5:00 PM - 6:00 PM** Intersection PHF : **0.25**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
Volume	0	0	0	0	1	0	0	0	0	0	2	0	3
PHF	#####	#####	#####	#####	0.25	#####	#####	#####	#####	#####	0.25	#####	0.25
Movement PHF	#DIV/0!			0.25			#DIV/0!			0.25			0.25

Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 41. Eastgate Mall West of Genesee Ave

Orientation: *East-West*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

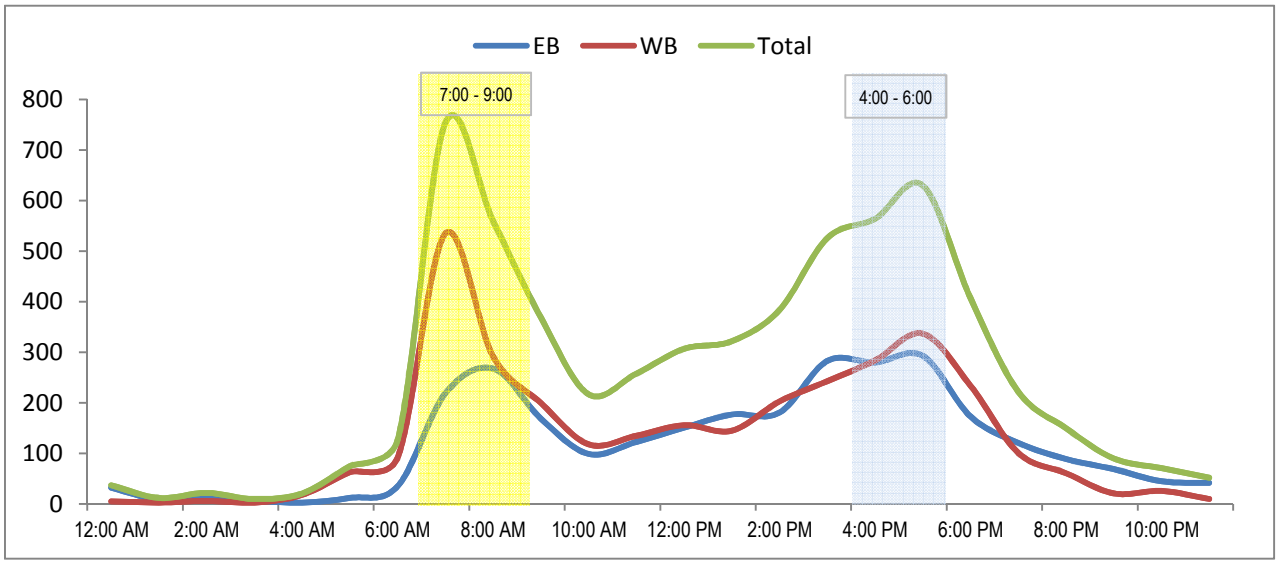
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*6,187*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	32	5	37
1:00 AM - 2:00 AM	9	3	12
2:00 AM - 3:00 AM	16	6	22
3:00 AM - 4:00 AM	7	3	10
4:00 AM - 5:00 AM	3	18	21
5:00 AM - 6:00 AM	12	63	75
6:00 AM - 7:00 AM	35	92	127
7:00 AM - 8:00 AM	219	535	754
8:00 AM - 9:00 AM	268	292	560
9:00 AM - 10:00 AM	169	200	369
10:00 AM - 11:00 AM	99	118	217
11:00 AM - 12:00 PM	123	135	258
Total	**992**	**1,470**	**2,462**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	151	156	307
1:00 PM - 2:00 PM	177	145	322
2:00 PM - 3:00 PM	181	203	384
3:00 PM - 4:00 PM	283	243	526
4:00 PM - 5:00 PM	280	284	564
5:00 PM - 6:00 PM	293	337	630
6:00 PM - 7:00 PM	173	234	407
7:00 PM - 8:00 PM	121	101	222
8:00 PM - 9:00 PM	89	61	150
9:00 PM - 10:00 PM	69	21	90
10:00 PM - 11:00 PM	45	26	71
11:00 PM - 12:00 AM	42	10	52
Total	**1,904**	**1,821**	**3,725**

24-Hour	*EB*	*Volume*	*2,896*	*24-Hour*	*WB*	*Volume*	*3,291*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 42. Eastgate Mall East of Genesee Avenue

Orientation: *East-West*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

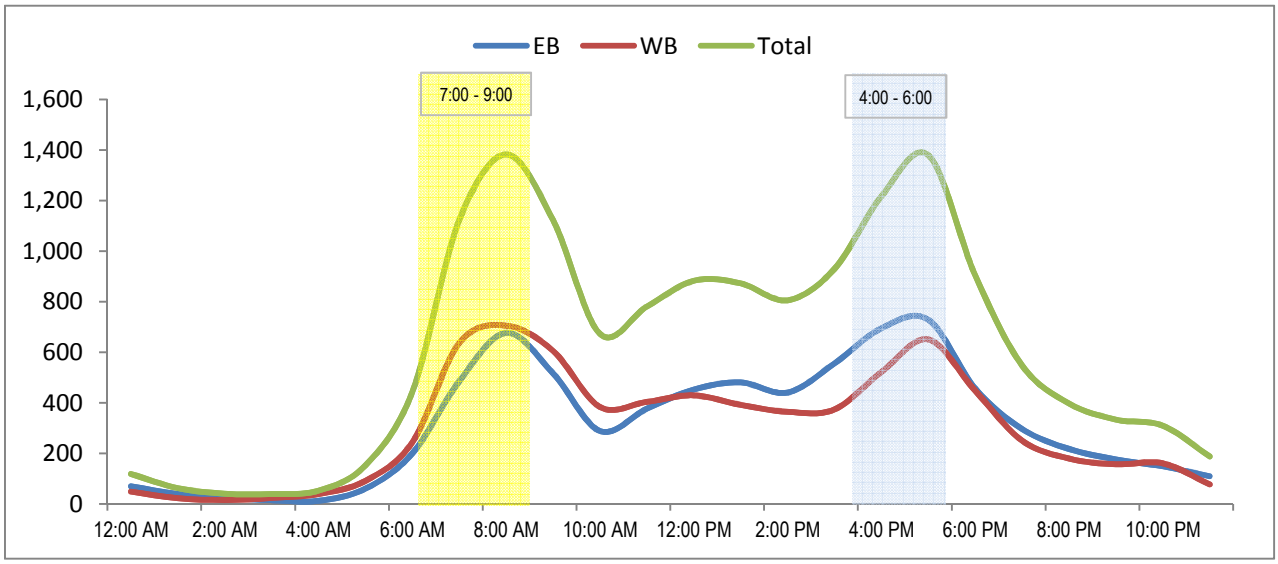
AVC Proj. No: *15-0345*

24 Hour Segment Volume			14,767

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	70	49	119
1:00 AM - 2:00 AM	40	23	63
2:00 AM - 3:00 AM	25	16	41
3:00 AM - 4:00 AM	15	24	39
4:00 AM - 5:00 AM	13	40	53
5:00 AM - 6:00 AM	61	92	153
6:00 AM - 7:00 AM	200	244	444
7:00 AM - 8:00 AM	486	637	1,123
8:00 AM - 9:00 AM	677	706	1,383
9:00 AM - 10:00 AM	517	606	1,123
10:00 AM - 11:00 AM	289	384	673
11:00 AM - 12:00 PM	377	404	781
Total	**2,770**	**3,225**	**5,995**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	453	430	883
1:00 PM - 2:00 PM	481	392	873
2:00 PM - 3:00 PM	441	365	806
3:00 PM - 4:00 PM	556	374	930
4:00 PM - 5:00 PM	695	522	1,217
5:00 PM - 6:00 PM	729	651	1,380
6:00 PM - 7:00 PM	457	448	905
7:00 PM - 8:00 PM	297	251	548
8:00 PM - 9:00 PM	218	180	398
9:00 PM - 10:00 PM	177	157	334
10:00 PM - 11:00 PM	149	161	310
11:00 PM - 12:00 AM	110	78	188
Total	**4,763**	**4,009**	**8,772**

24-Hour EB Volume	7,533	24-Hour WB Volume	7,234



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 43. Eastgate Mall West of Judicial Dr

Orientation: *East-West*

Date of Count: *Thursday, May 14, 2015*

Analysts: *DASH*

Weather: *Sunny*

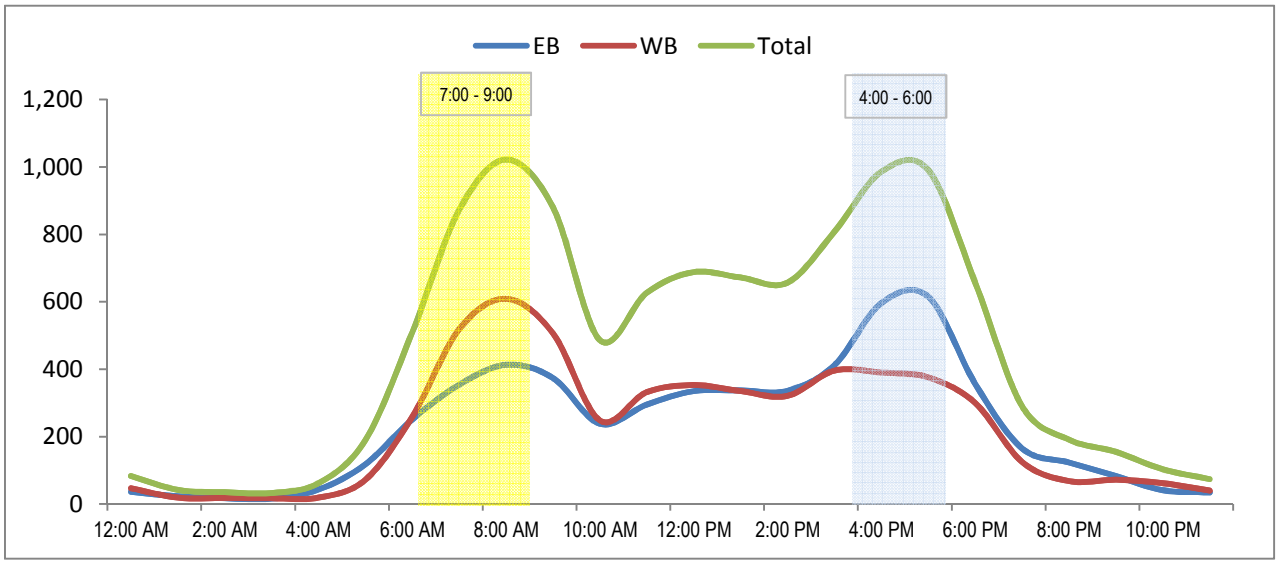
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*11,115*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	36	47	83
1:00 AM - 2:00 AM	23	19	42
2:00 AM - 3:00 AM	17	18	35
3:00 AM - 4:00 AM	16	17	33
4:00 AM - 5:00 AM	43	19	62
5:00 AM - 6:00 AM	118	72	190
6:00 AM - 7:00 AM	251	259	510
7:00 AM - 8:00 AM	354	519	873
8:00 AM - 9:00 AM	413	609	1,022
9:00 AM - 10:00 AM	374	506	880
10:00 AM - 11:00 AM	238	248	486
11:00 AM - 12:00 PM	295	332	627
Total	**2,178**	**2,665**	**4,843**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	335	353	688
1:00 PM - 2:00 PM	337	335	672
2:00 PM - 3:00 PM	336	321	657
3:00 PM - 4:00 PM	412	396	808
4:00 PM - 5:00 PM	596	390	986
5:00 PM - 6:00 PM	615	376	991
6:00 PM - 7:00 PM	357	300	657
7:00 PM - 8:00 PM	165	125	290
8:00 PM - 9:00 PM	123	68	191
9:00 PM - 10:00 PM	83	72	155
10:00 PM - 11:00 PM	41	62	103
11:00 PM - 12:00 AM	34	40	74
Total	**3,434**	**2,838**	**6,272**

24-Hour	*EB*	*Volume*	*5,612*	*24-Hour*	*WB*	*Volume*	*5,503*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 44. Eastgate Mall East of Judicial Dr

Orientation: *East-West*

Date of Count: *Thursday, May 14, 2015*

Analysts: *DASH*

Weather: *Sunny*

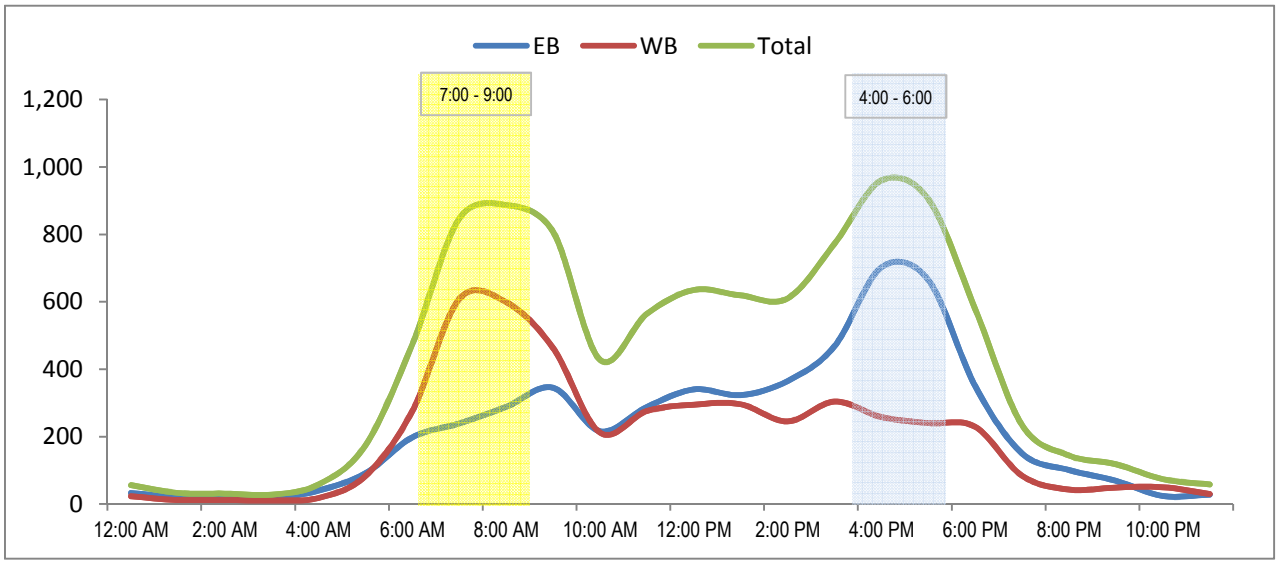
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*10,096*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	33	23	56
1:00 AM - 2:00 AM	21	12	33
2:00 AM - 3:00 AM	19	12	31
3:00 AM - 4:00 AM	17	11	28
4:00 AM - 5:00 AM	40	18	58
5:00 AM - 6:00 AM	91	83	174
6:00 AM - 7:00 AM	198	276	474
7:00 AM - 8:00 AM	239	608	847
8:00 AM - 9:00 AM	288	599	887
9:00 AM - 10:00 AM	345	463	808
10:00 AM - 11:00 AM	216	212	428
11:00 AM - 12:00 PM	288	276	564
Total	**1,795**	**2,593**	**4,388**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	340	295	635
1:00 PM - 2:00 PM	323	296	619
2:00 PM - 3:00 PM	365	245	610
3:00 PM - 4:00 PM	468	304	772
4:00 PM - 5:00 PM	702	258	960
5:00 PM - 6:00 PM	665	240	905
6:00 PM - 7:00 PM	350	229	579
7:00 PM - 8:00 PM	150	84	234
8:00 PM - 9:00 PM	101	43	144
9:00 PM - 10:00 PM	69	49	118
10:00 PM - 11:00 PM	24	50	74
11:00 PM - 12:00 AM	28	30	58
Total	**3,585**	**2,123**	**5,708**

24-Hour	*EB*	*Volume*	*5,380*	*24-Hour*	*WB*	*Volume*	*4,716*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 80. Eastgate Mall, North of Airport Mall

Orientation: *North-South*

Date of Count: *Thursday, June 11, 2015*

Analysts: *DASH*

Weather: *Sunny*

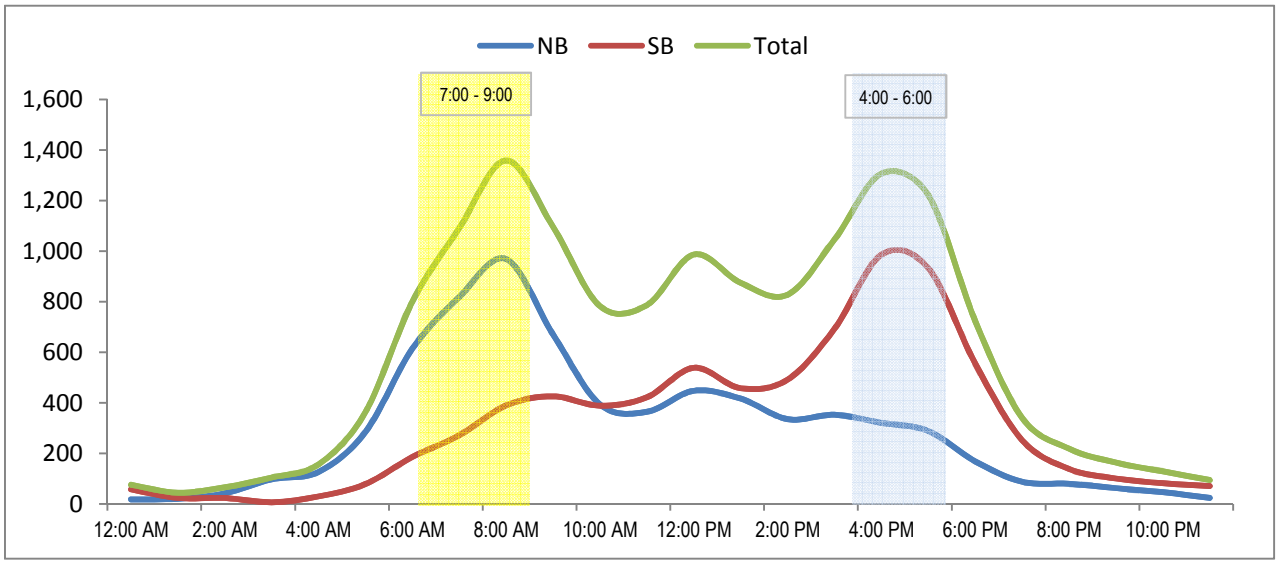
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*14,668*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	18	58	76
1:00 AM - 2:00 AM	21	24	45
2:00 AM - 3:00 AM	42	24	66
3:00 AM - 4:00 AM	98	7	105
4:00 AM - 5:00 AM	127	30	157
5:00 AM - 6:00 AM	285	79	364
6:00 AM - 7:00 AM	614	186	800
7:00 AM - 8:00 AM	819	272	1,091
8:00 AM - 9:00 AM	969	390	1,359
9:00 AM - 10:00 AM	671	426	1,097
10:00 AM - 11:00 AM	394	389	783
11:00 AM - 12:00 PM	365	422	787
Total	**4,423**	**2,307**	**6,730**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	448	539	987
1:00 PM - 2:00 PM	417	458	875
2:00 PM - 3:00 PM	336	492	828
3:00 PM - 4:00 PM	353	693	1,046
4:00 PM - 5:00 PM	321	986	1,307
5:00 PM - 6:00 PM	289	933	1,222
6:00 PM - 7:00 PM	169	556	725
7:00 PM - 8:00 PM	88	253	341
8:00 PM - 9:00 PM	80	139	219
9:00 PM - 10:00 PM	63	101	164
10:00 PM - 11:00 PM	47	82	129
11:00 PM - 12:00 AM	24	71	95
Total	**2,635**	**5,303**	**7,938**

24-Hour	*NB*	*Volume*	*7,058*	*24-Hour*	*SB*	*Volume*	*7,610*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 16. Executive Drive West of Genesee Ave

Orientation: *East-West*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

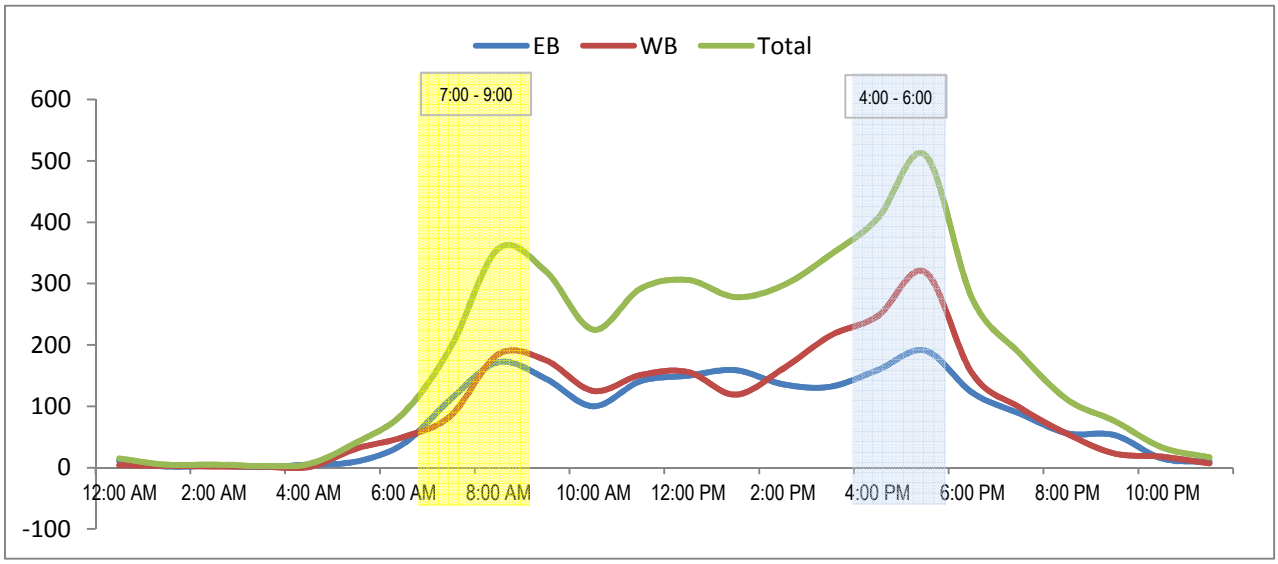
AVC Proj. No: *15-0345*

24 Hour Segment Volume			4,397

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	11	4	15
1:00 AM - 2:00 AM	2	3	5
2:00 AM - 3:00 AM	3	2	5
3:00 AM - 4:00 AM	1	2	3
4:00 AM - 5:00 AM	5	1	6
5:00 AM - 6:00 AM	10	31	41
6:00 AM - 7:00 AM	39	50	89
7:00 AM - 8:00 AM	112	85	197
8:00 AM - 9:00 AM	172	185	357
9:00 AM - 10:00 AM	145	175	320
10:00 AM - 11:00 AM	100	125	225
11:00 AM - 12:00 PM	141	151	292
Total	**741**	**814**	**1,555**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	150	156	306
1:00 PM - 2:00 PM	159	119	278
2:00 PM - 3:00 PM	136	161	297
3:00 PM - 4:00 PM	132	215	347
4:00 PM - 5:00 PM	159	247	406
5:00 PM - 6:00 PM	191	319	510
6:00 PM - 7:00 PM	122	153	275
7:00 PM - 8:00 PM	88	98	186
8:00 PM - 9:00 PM	56	55	111
9:00 PM - 10:00 PM	53	23	76
10:00 PM - 11:00 PM	15	18	33
11:00 PM - 12:00 AM	10	7	17
Total	**1,271**	**1,571**	**2,842**

24-Hour EB Volume	2,012	24-Hour WB Volume	2,385



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 17. Executive Dr, West of Towne Center Dr

Orientation: *East-West*

Date of Count: *Wednesday, May 13, 2015*

Analysts: *DASH*

Weather: *Sunny*

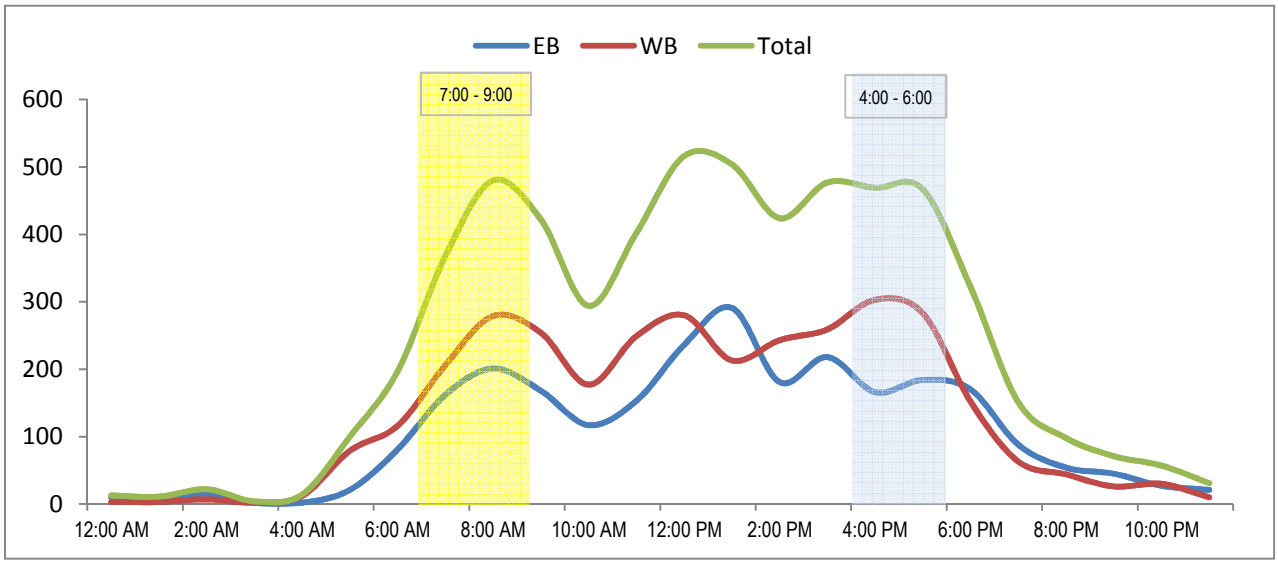
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*5,914*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	10	3	13
1:00 AM - 2:00 AM	8	3	11
2:00 AM - 3:00 AM	15	7	22
3:00 AM - 4:00 AM	2	2	4
4:00 AM - 5:00 AM	2	12	14
5:00 AM - 6:00 AM	21	79	100
6:00 AM - 7:00 AM	81	116	197
7:00 AM - 8:00 AM	162	206	368
8:00 AM - 9:00 AM	201	279	480
9:00 AM - 10:00 AM	168	254	422
10:00 AM - 11:00 AM	117	177	294
11:00 AM - 12:00 PM	153	249	402
Total	**940**	**1,387**	**2,327**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	236	280	516
1:00 PM - 2:00 PM	291	213	504
2:00 PM - 3:00 PM	181	243	424
3:00 PM - 4:00 PM	218	259	477
4:00 PM - 5:00 PM	166	303	469
5:00 PM - 6:00 PM	184	283	467
6:00 PM - 7:00 PM	170	152	322
7:00 PM - 8:00 PM	88	63	151
8:00 PM - 9:00 PM	54	44	98
9:00 PM - 10:00 PM	45	26	71
10:00 PM - 11:00 PM	27	30	57
11:00 PM - 12:00 AM	21	10	31
Total	**1,681**	**1,906**	**3,587**

24-Hour	*EB*	*Volume*	*2,621*	*24-Hour*	*WB*	*Volume*	*3,293*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 76. Executive Way, South of Executive Dr

Orientation: *North-South*

Date of Count: *Tuesday, June 16, 2015*

Analysts: *DASH*

Weather: *Sunny*

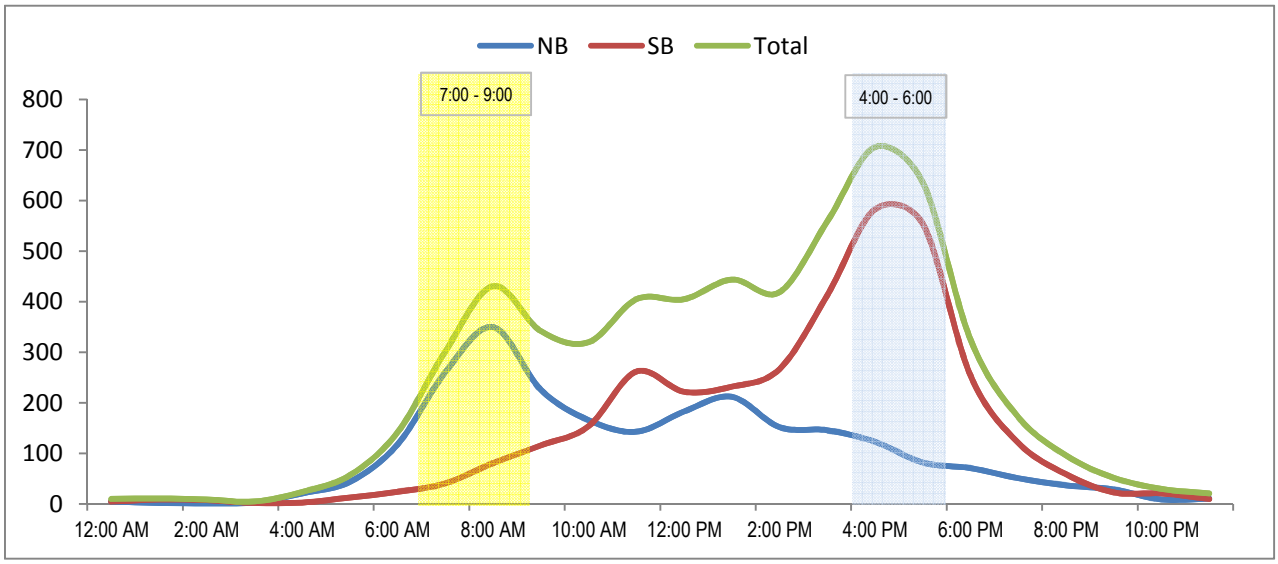
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*5,923*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	5	5	10
1:00 AM - 2:00 AM	2	9	11
2:00 AM - 3:00 AM	1	8	9
3:00 AM - 4:00 AM	3	2	5
4:00 AM - 5:00 AM	21	3	24
5:00 AM - 6:00 AM	44	13	57
6:00 AM - 7:00 AM	118	24	142
7:00 AM - 8:00 AM	261	41	302
8:00 AM - 9:00 AM	350	81	431
9:00 AM - 10:00 AM	226	116	342
10:00 AM - 11:00 AM	166	154	320
11:00 AM - 12:00 PM	143	262	405
Total	**1,340**	**718**	**2,058**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	183	222	405
1:00 PM - 2:00 PM	212	232	444
2:00 PM - 3:00 PM	152	267	419
3:00 PM - 4:00 PM	146	413	559
4:00 PM - 5:00 PM	123	583	706
5:00 PM - 6:00 PM	82	554	636
6:00 PM - 7:00 PM	71	254	325
7:00 PM - 8:00 PM	51	121	172
8:00 PM - 9:00 PM	37	59	96
9:00 PM - 10:00 PM	29	23	52
10:00 PM - 11:00 PM	9	21	30
11:00 PM - 12:00 AM	11	10	21
Total	**1,106**	**2,759**	**3,865**

24-Hour	*NB*	*Volume*	*2,446*	*24-Hour*	*SB*	*Volume*	*3,477*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 20. Genesee Ave, West of Science Center Dr

Orientation: *East-West*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

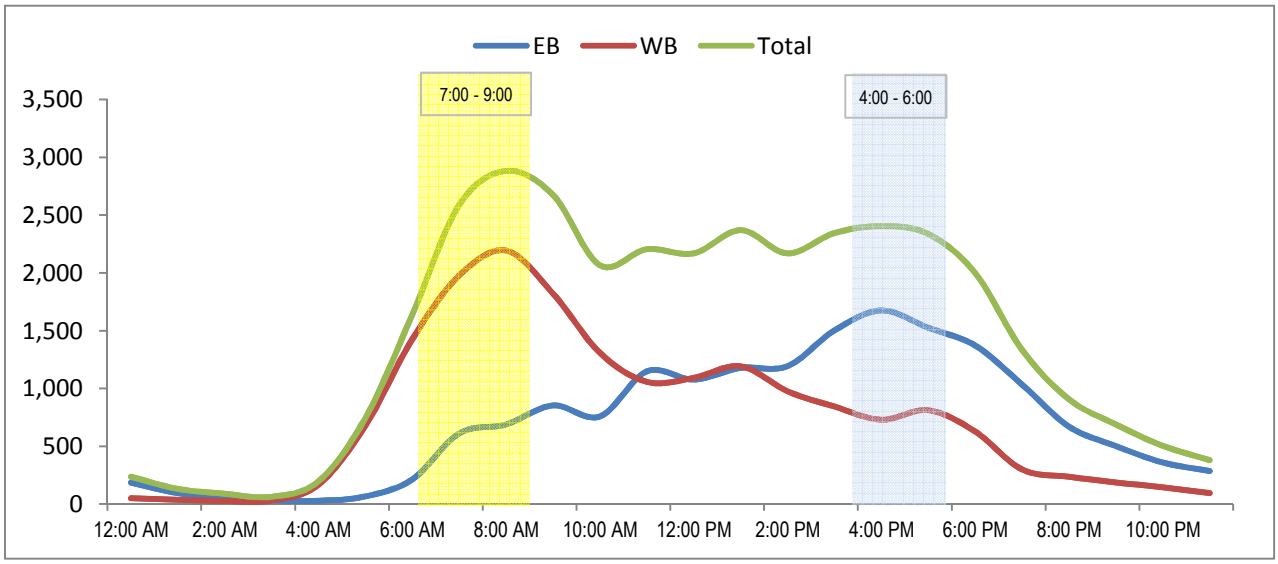
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*35,124*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	186	50	236
1:00 AM - 2:00 AM	94	37	131
2:00 AM - 3:00 AM	63	26	89
3:00 AM - 4:00 AM	33	30	63
4:00 AM - 5:00 AM	29	168	197
5:00 AM - 6:00 AM	66	679	745
6:00 AM - 7:00 AM	213	1,427	1,640
7:00 AM - 8:00 AM	611	1,978	2,589
8:00 AM - 9:00 AM	689	2,193	2,882
9:00 AM - 10:00 AM	853	1,821	2,674
10:00 AM - 11:00 AM	758	1,308	2,066
11:00 AM - 12:00 PM	1,148	1,057	2205
Total	**4,743**	**10,774**	**15,517**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,077	1,092	2,169
1:00 PM - 2:00 PM	1,178	1,192	2,370
2:00 PM - 3:00 PM	1,193	976	2,169
3:00 PM - 4:00 PM	1,502	843	2,345
4:00 PM - 5:00 PM	1,675	730	2,405
5:00 PM - 6:00 PM	1,525	812	2,337
6:00 PM - 7:00 PM	1,372	627	1,999
7:00 PM - 8:00 PM	1,034	300	1,334
8:00 PM - 9:00 PM	670	236	906
9:00 PM - 10:00 PM	502	187	689
10:00 PM - 11:00 PM	359	145	504
11:00 PM - 12:00 AM	286	94	380
Total	**12,373**	**7,234**	**19,607**

24-Hour	*EB*	*Volume*	*17,116*	*24-Hour*	*WB*	*Volume*	*18,008*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 59. Genesee Avenue Between I-5 NB & SB Ramps

Orientation: *East-West*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

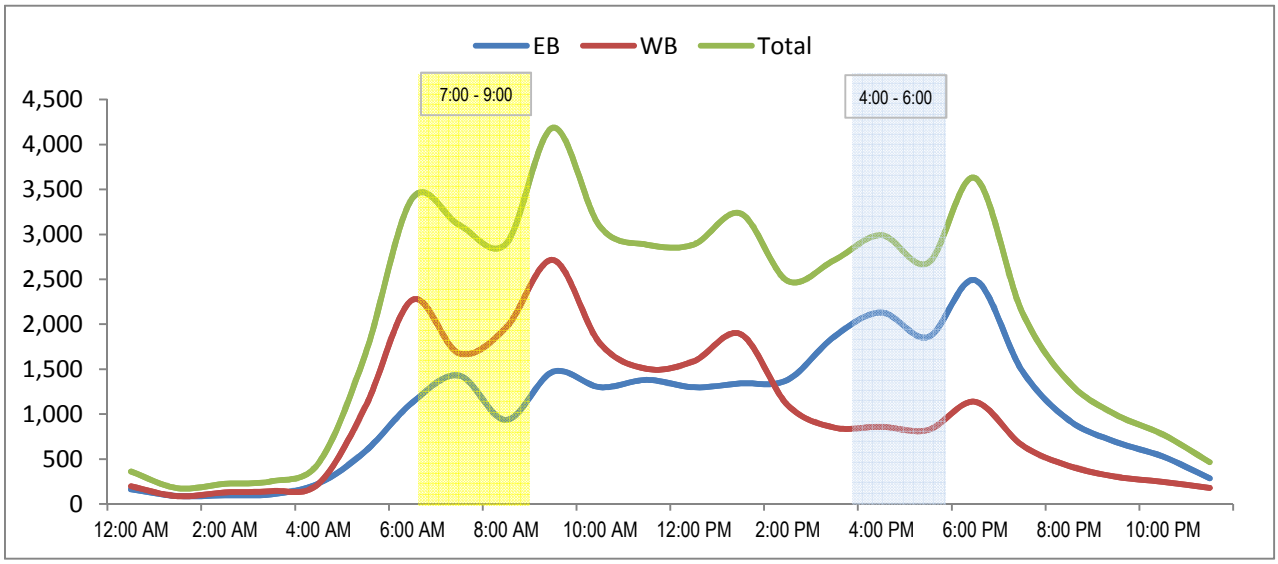
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*49,051*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	163	198	361
1:00 AM - 2:00 AM	89	87	176
2:00 AM - 3:00 AM	96	129	225
3:00 AM - 4:00 AM	109	144	253
4:00 AM - 5:00 AM	228	226	454
5:00 AM - 6:00 AM	588	1,083	1,671
6:00 AM - 7:00 AM	1,130	2,271	3,401
7:00 AM - 8:00 AM	1,429	1,675	3,104
8:00 AM - 9:00 AM	934	1,963	2,897
9:00 AM - 10:00 AM	1,472	2,715	4,187
10:00 AM - 11:00 AM	1,300	1,788	3,088
11:00 AM - 12:00 PM	1,381	1,504	2885
Total	**8,919**	**13,783**	**22,702**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,299	1,588	2,887
1:00 PM - 2:00 PM	1,342	1,890	3,232
2:00 PM - 3:00 PM	1,381	1,102	2,483
3:00 PM - 4:00 PM	1,865	850	2,715
4:00 PM - 5:00 PM	2,131	860	2,991
5:00 PM - 6:00 PM	1,858	825	2,683
6:00 PM - 7:00 PM	2,490	1,137	3,627
7:00 PM - 8:00 PM	1,484	655	2,139
8:00 PM - 9:00 PM	932	424	1,356
9:00 PM - 10:00 PM	691	304	995
10:00 PM - 11:00 PM	529	246	775
11:00 PM - 12:00 AM	286	180	466
Total	**16,288**	**10,061**	**26,349**

24-Hour	*EB*	*Volume*	*25,207*	*24-Hour*	*WB*	*Volume*	*23,844*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 19. Genesee Avenue North of Scripps Hospital

Orientation: *East-West*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

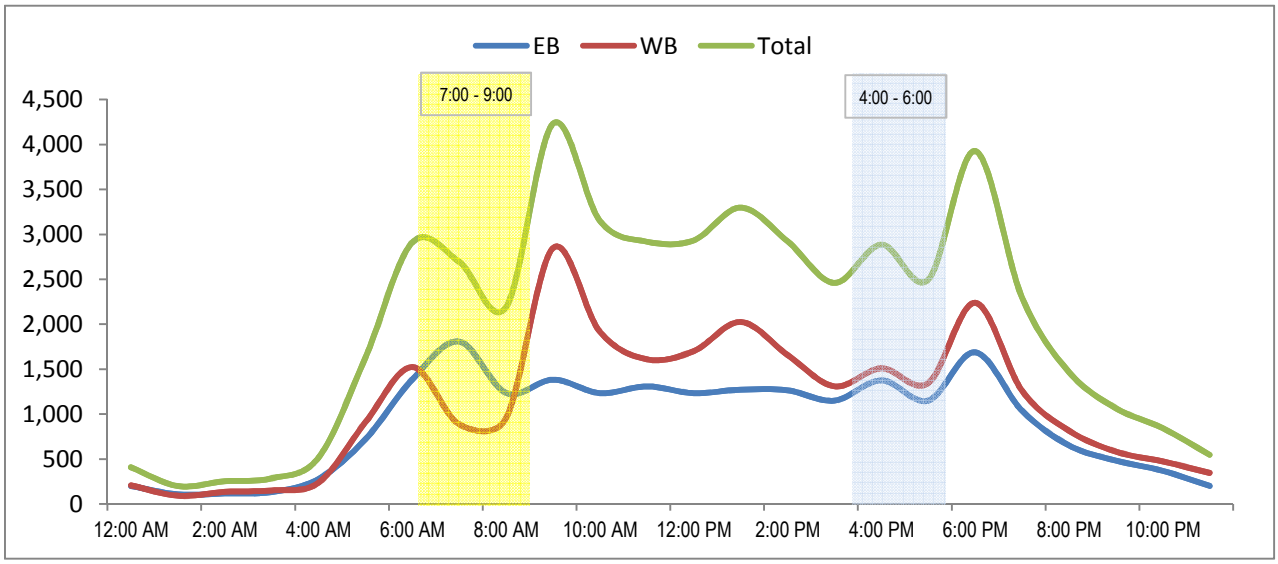
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*48,542*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	201	208	409
1:00 AM - 2:00 AM	108	92	200
2:00 AM - 3:00 AM	117	136	253
3:00 AM - 4:00 AM	134	152	286
4:00 AM - 5:00 AM	279	238	517
5:00 AM - 6:00 AM	721	909	1,630
6:00 AM - 7:00 AM	1,387	1,524	2,911
7:00 AM - 8:00 AM	1,807	887	2,694
8:00 AM - 9:00 AM	1,236	957	2,193
9:00 AM - 10:00 AM	1,384	2,847	4,231
10:00 AM - 11:00 AM	1,234	1,916	3,150
11:00 AM - 12:00 PM	1,309	1,610	2919
Total	**9,917**	**11,476**	**21,393**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,233	1,701	2,934
1:00 PM - 2:00 PM	1,273	2,025	3,298
2:00 PM - 3:00 PM	1,265	1,659	2,924
3:00 PM - 4:00 PM	1,151	1,309	2,460
4:00 PM - 5:00 PM	1,376	1,510	2,886
5:00 PM - 6:00 PM	1,151	1,346	2,497
6:00 PM - 7:00 PM	1,688	2,239	3,927
7:00 PM - 8:00 PM	1,038	1,260	2,298
8:00 PM - 9:00 PM	652	816	1,468
9:00 PM - 10:00 PM	483	583	1,066
10:00 PM - 11:00 PM	370	474	844
11:00 PM - 12:00 AM	201	346	547
Total	**11,881**	**15,268**	**27,149**

24-Hour	*EB*	*Volume*	*21,798*	*24-Hour*	*WB*	*Volume*	*26,744*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 18. Genesee Avenue South of Regents Road

Orientation: *North-South*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

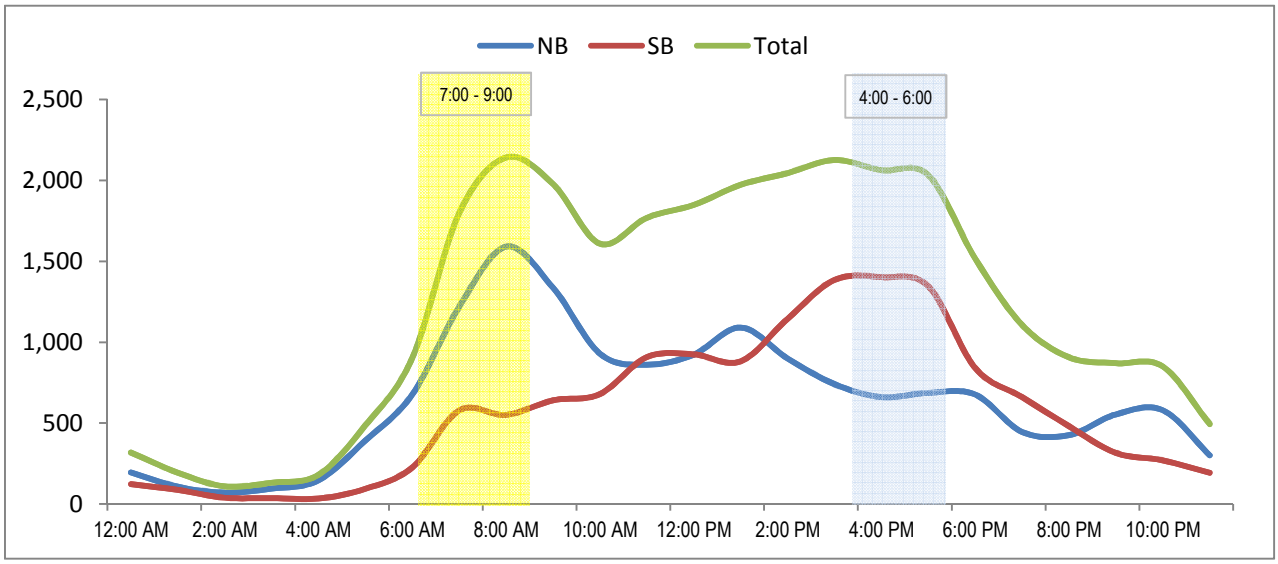
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*29,457*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	195	123	318
1:00 AM - 2:00 AM	107	87	194
2:00 AM - 3:00 AM	70	39	109
3:00 AM - 4:00 AM	95	37	132
4:00 AM - 5:00 AM	147	34	181
5:00 AM - 6:00 AM	393	94	487
6:00 AM - 7:00 AM	678	226	904
7:00 AM - 8:00 AM	1,220	579	1,799
8:00 AM - 9:00 AM	1,591	551	2,142
9:00 AM - 10:00 AM	1,337	641	1,978
10:00 AM - 11:00 AM	929	680	1,609
11:00 AM - 12:00 PM	861	908	1769
Total	**7,623**	**3,999**	**11,622**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	924	925	1,849
1:00 PM - 2:00 PM	1,091	882	1,973
2:00 PM - 3:00 PM	900	1,145	2,045
3:00 PM - 4:00 PM	741	1,385	2,126
4:00 PM - 5:00 PM	661	1,402	2,063
5:00 PM - 6:00 PM	687	1,346	2,033
6:00 PM - 7:00 PM	677	841	1,518
7:00 PM - 8:00 PM	446	661	1,107
8:00 PM - 9:00 PM	426	481	907
9:00 PM - 10:00 PM	554	316	870
10:00 PM - 11:00 PM	580	270	850
11:00 PM - 12:00 AM	301	193	494
Total	**7,988**	**9,847**	**17,835**

24-Hour	*NB*	*Volume*	*15,611*	*24-Hour*	*SB*	*Volume*	*13,846*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 12. Genesee Avenue South of La Jolla Village Dr

Orientation: *North-South*

Date of Count: *Tuesday, May 05, 2015*

Analysts: *DASH*

Weather: *Sunny*

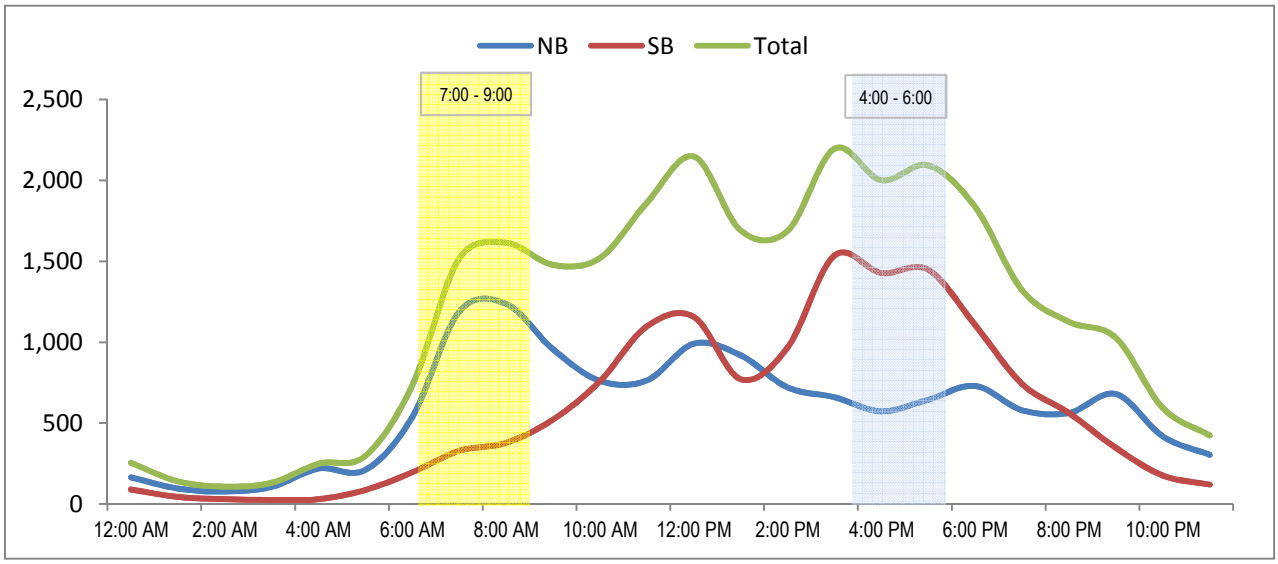
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*28,054*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	165	90	255
1:00 AM - 2:00 AM	96	44	140
2:00 AM - 3:00 AM	77	31	108
3:00 AM - 4:00 AM	106	25	131
4:00 AM - 5:00 AM	219	30	249
5:00 AM - 6:00 AM	211	87	298
6:00 AM - 7:00 AM	538	196	734
7:00 AM - 8:00 AM	1,189	329	1,518
8:00 AM - 9:00 AM	1,237	378	1,615
9:00 AM - 10:00 AM	956	522	1,478
10:00 AM - 11:00 AM	761	759	1,520
11:00 AM - 12:00 PM	764	1,098	1862
Total	**6,319**	**3,589**	**9,908**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	991	1,157	2,148
1:00 PM - 2:00 PM	919	772	1,691
2:00 PM - 3:00 PM	721	967	1,688
3:00 PM - 4:00 PM	660	1,536	2,196
4:00 PM - 5:00 PM	573	1,428	2,001
5:00 PM - 6:00 PM	645	1,448	2,093
6:00 PM - 7:00 PM	730	1,106	1,836
7:00 PM - 8:00 PM	580	742	1,322
8:00 PM - 9:00 PM	563	563	1,126
9:00 PM - 10:00 PM	680	347	1,027
10:00 PM - 11:00 PM	418	176	594
11:00 PM - 12:00 AM	304	120	424
Total	**7,784**	**10,362**	**18,146**

24-Hour	*NB*	*Volume*	*14,103*	*24-Hour*	*SB*	*Volume*	*13,951*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 15. Genesee Avenue North of Executive Dr

Orientation: *North-South*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

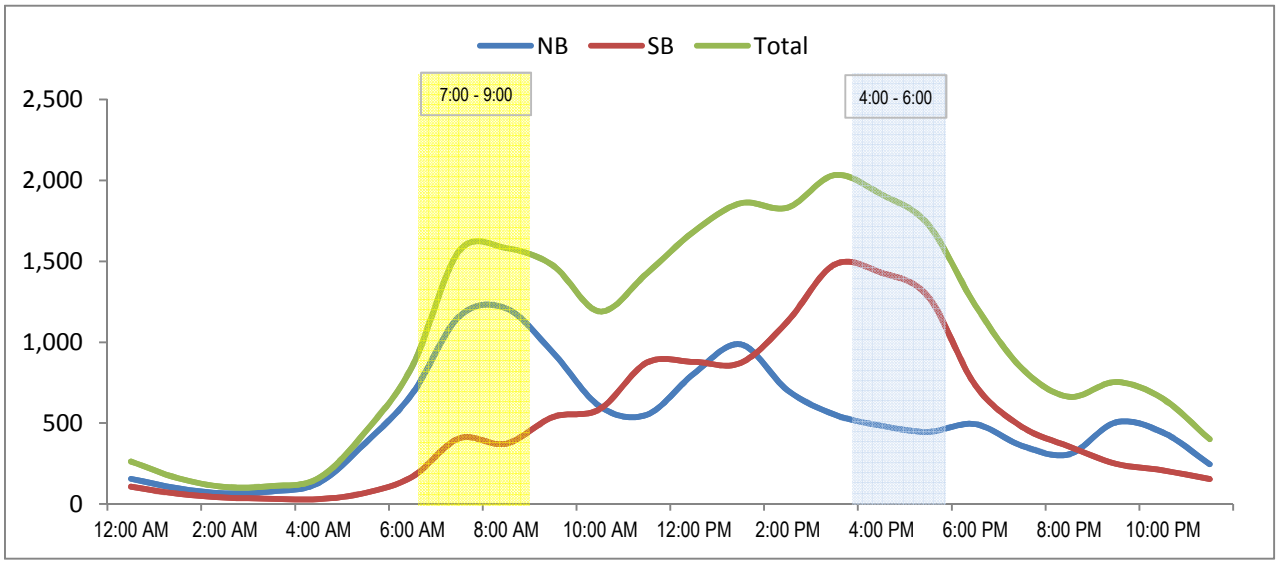
AVC Proj. No: *15-0345*

24 Hour Segment Volume			24,921

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	156	107	263
1:00 AM - 2:00 AM	97	63	160
2:00 AM - 3:00 AM	66	40	106
3:00 AM - 4:00 AM	78	33	111
4:00 AM - 5:00 AM	130	30	160
5:00 AM - 6:00 AM	378	69	447
6:00 AM - 7:00 AM	683	169	852
7:00 AM - 8:00 AM	1,159	406	1,565
8:00 AM - 9:00 AM	1,209	373	1,582
9:00 AM - 10:00 AM	936	538	1,474
10:00 AM - 11:00 AM	603	587	1,190
11:00 AM - 12:00 PM	552	874	1426
Total	**6,047**	**3,289**	**9,336**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	805	879	1,684
1:00 PM - 2:00 PM	987	872	1,859
2:00 PM - 3:00 PM	703	1,129	1,832
3:00 PM - 4:00 PM	553	1,480	2,033
4:00 PM - 5:00 PM	484	1,430	1,914
5:00 PM - 6:00 PM	446	1,281	1,727
6:00 PM - 7:00 PM	494	736	1,230
7:00 PM - 8:00 PM	360	477	837
8:00 PM - 9:00 PM	307	356	663
9:00 PM - 10:00 PM	505	249	754
10:00 PM - 11:00 PM	443	208	651
11:00 PM - 12:00 AM	246	155	401
Total	**6,333**	**9,252**	**15,585**

24-Hour NB Volume	12,380	24-Hour SB Volume	12,541



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 10. Genesee Avenue North of Nobel Dr

Orientation: *North-South*

Date of Count: *Wednesday, May 06, 2015*

Analysts: *DASH*

Weather: *Sunny*

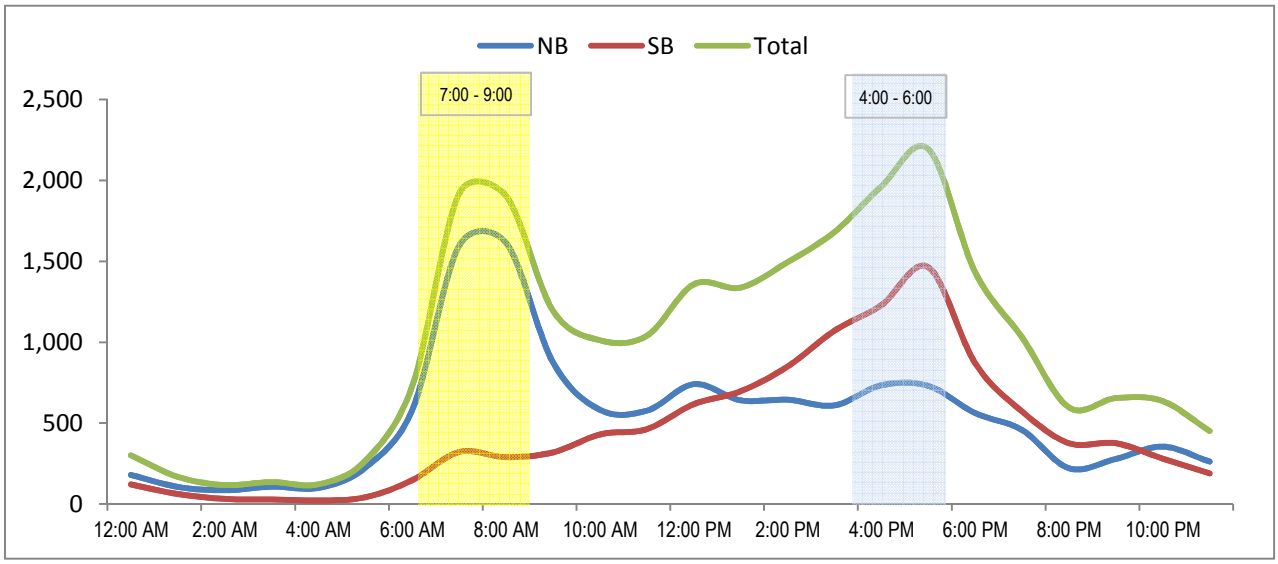
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*23,744*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	180	121	301
1:00 AM - 2:00 AM	106	62	168
2:00 AM - 3:00 AM	85	32	117
3:00 AM - 4:00 AM	108	28	136
4:00 AM - 5:00 AM	100	22	122
5:00 AM - 6:00 AM	226	42	268
6:00 AM - 7:00 AM	583	148	731
7:00 AM - 8:00 AM	1,598	322	1,920
8:00 AM - 9:00 AM	1,614	290	1,904
9:00 AM - 10:00 AM	875	319	1,194
10:00 AM - 11:00 AM	582	430	1,012
11:00 AM - 12:00 PM	577	463	1040
Total	**6,634**	**2,279**	**8,913**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	741	617	1,358
1:00 PM - 2:00 PM	641	697	1,338
2:00 PM - 3:00 PM	645	850	1,495
3:00 PM - 4:00 PM	610	1,071	1,681
4:00 PM - 5:00 PM	734	1,229	1,963
5:00 PM - 6:00 PM	730	1,464	2,194
6:00 PM - 7:00 PM	562	871	1,433
7:00 PM - 8:00 PM	458	572	1,030
8:00 PM - 9:00 PM	221	376	597
9:00 PM - 10:00 PM	279	376	655
10:00 PM - 11:00 PM	355	281	636
11:00 PM - 12:00 AM	262	189	451
Total	**6,238**	**8,593**	**14,831**

24-Hour	*NB*	*Volume*	*12,872*	*24-Hour*	*SB*	*Volume*	*10,872*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 9. Genesee Avenue South of Nobel Drive

Orientation: *North-South*

Date of Count: *Wednesday, May 06, 2015*

Analysts: *DASH*

Weather: *Sunny*

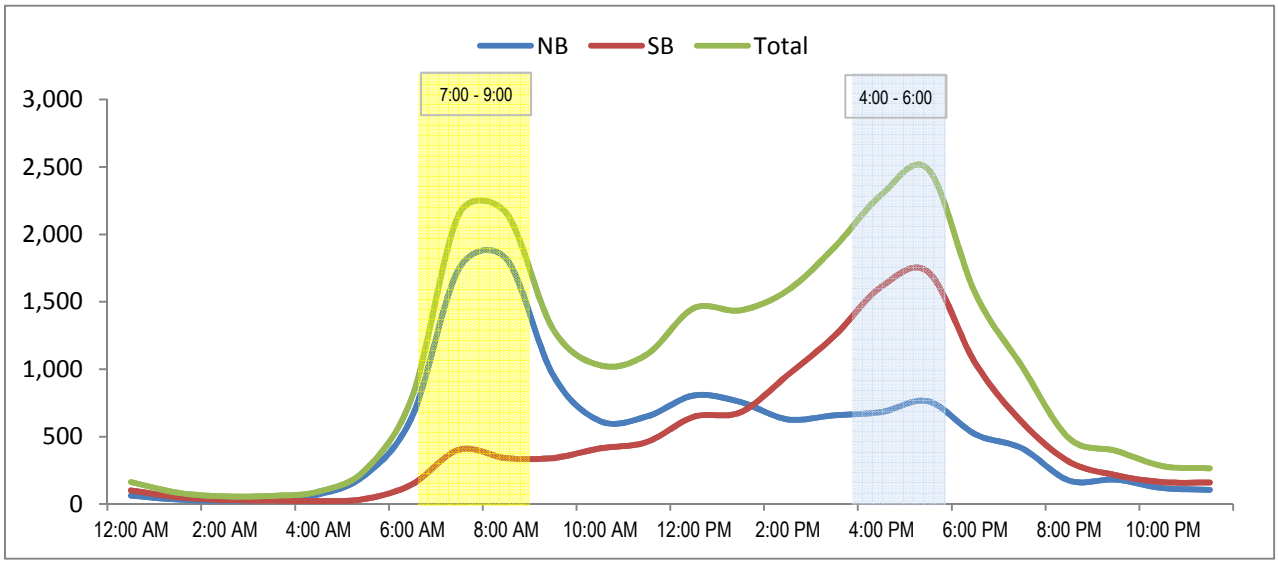
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*24,431*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	62	101	163
1:00 AM - 2:00 AM	33	51	84
2:00 AM - 3:00 AM	27	30	57
3:00 AM - 4:00 AM	34	27	61
4:00 AM - 5:00 AM	71	22	93
5:00 AM - 6:00 AM	217	38	255
6:00 AM - 7:00 AM	653	147	800
7:00 AM - 8:00 AM	1,750	404	2,154
8:00 AM - 9:00 AM	1,820	340	2,160
9:00 AM - 10:00 AM	957	341	1,298
10:00 AM - 11:00 AM	616	413	1,029
11:00 AM - 12:00 PM	649	460	1109
Total	**6,889**	**2,374**	**9,263**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	805	647	1,452
1:00 PM - 2:00 PM	756	681	1,437
2:00 PM - 3:00 PM	628	956	1,584
3:00 PM - 4:00 PM	658	1,247	1,905
4:00 PM - 5:00 PM	682	1,612	2,294
5:00 PM - 6:00 PM	762	1,720	2,482
6:00 PM - 7:00 PM	518	1,047	1,565
7:00 PM - 8:00 PM	413	607	1,020
8:00 PM - 9:00 PM	174	314	488
9:00 PM - 10:00 PM	181	214	395
10:00 PM - 11:00 PM	118	163	281
11:00 PM - 12:00 AM	106	159	265
Total	**5,801**	**9,367**	**15,168**

24-Hour	*NB*	*Volume*	*12,690*	*24-Hour*	*SB*	*Volume*	*11,741*



Prepared by NDS/ATD

VOLUME

Genesee Ave Bet. Nobel Dr & Decoro St

Day: Tuesday
Date: 10/27/2015

City: San Diego
Project #: CA15_4322_001

DAILY TOTALS	NB	SB	EB	WB	Total
	12,746	12,145	0	0	24,891

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	24		44				68		12:00	138		191				329	
00:15	10		21				31		12:15	154		135				289	
00:30	10		11				21		12:30	190		171				361	
00:45	10	54	23	99			33	153	12:45	151	633	152	649			303	1282
01:00	8		13				21		13:00	159		155				314	
01:15	6		13				19		13:15	174		149				323	
01:30	4		7				11		13:30	158		148				306	
01:45	3	21	11	44			14	65	13:45	136	627	200	652			336	1279
02:00	3		3				6		14:00	127		217				344	
02:15	5		5				10		14:15	225		215				440	
02:30	8		7				15		14:30	153		280				433	
02:45	5	21	5	20			10	41	14:45	148	653	336	1048			484	1701
03:00	5		8				13		15:00	156		372				528	
03:15	7		5				12		15:15	149		345				494	
03:30	5		4				9		15:30	155		377				532	
03:45	4	21	6	23			10	44	15:45	140	600	315	1409			455	2009
04:00	9		4				13		16:00	139		380				519	
04:15	13		3				16		16:15	159		413				572	
04:30	12		5				17		16:30	187		409				596	
04:45	22	56	3	15			25	71	16:45	157	642	375	1577			532	2219
05:00	44		2				46		17:00	154		355				509	
05:15	37		13				50		17:15	143		351				494	
05:30	84		12				96		17:30	159		352				511	
05:45	81	246	16	43			97	289	17:45	166	622	310	1368			476	1990
06:00	149		20				169		18:00	153		282				435	
06:15	155		22				177		18:15	157		247				404	
06:30	278		40				318		18:30	152		266				418	
06:45	266	848	96	178			362	1026	18:45	117	579	165	960			282	1539
07:00	318		106				424		19:00	104		183				287	
07:15	431		94				525		19:15	115		155				270	
07:30	430		125				555		19:30	107		123				230	
07:45	456	1635	105	430			561	2065	19:45	90	416	171	632			261	1048
08:00	395		68				463		20:00	86		139				225	
08:15	421		91				512		20:15	72		134				206	
08:30	439		97				536		20:30	80		107				187	
08:45	423	1678	87	343			510	2021	20:45	81	319	101	481			182	800
09:00	416		103				519		21:00	82		104				186	
09:15	325		96				421		21:15	68		86				154	
09:30	349		105				454		21:30	59		73				132	
09:45	248	1338	108	412			356	1750	21:45	55	264	81	344			136	608
10:00	149		99				248		22:00	47		81				128	
10:15	162		117				279		22:15	44		60				104	
10:30	178		125				303		22:30	37		46				83	
10:45	145	634	143	484			288	1118	22:45	29	157	46	233			75	390
11:00	133		144				277		23:00	38		33				71	
11:15	140		138				278		23:15	32		36				68	
11:30	166		150				316		23:30	23		30				53	
11:45	133	572	141	573			274	1145	23:45	17	110	29	128			46	238
TOTALS		7124		2664				9788	TOTALS		5622		9481				15103
SPLIT %		72.8%		27.2%				39.3%	SPLIT %		37.2%		62.8%				60.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	12,746	12,145	0	0	24,891

AM Peak Hour	07:15	11:45			07:15	PM Peak Hour	14:15	16:00			16:00
AM Pk Volume	1712	638			2104	PM Pk Volume	682	1577			2219
Pk Hr Factor	0.939	0.835			0.938	Pk Hr Factor	0.758	0.955			0.931
7 - 9 Volume	3313	773	0	0	4086	4 - 6 Volume	1264	2945	0	0	4209
7 - 9 Peak Hour	07:15	07:00			07:15	4 - 6 Peak Hour	16:15	16:00			16:00
7 - 9 Pk Volume	1712	430	0	0	2104	4 - 6 Pk Volume	657	1577	0	0	2219
Pk Hr Factor	0.939	0.860	0.000	0.000	0.938	Pk Hr Factor	0.878	0.955	0.000	0.000	0.931

Prepared by NDS/ATD

VOLUME

Genesee Ave N/O The High School Access & S/O Decoro St

Day: Tuesday
Date: 10/20/2015

City: San Diego
Project #: CA15_4322_002

DAILY TOTALS	NB	SB	EB	WB	Total
	14,526	14,869	0	0	29,395

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	12		37						49		12:00	175		186						361	
00:15	15		22						37		12:15	215		187						402	
00:30	14		18						32		12:30	206		160						366	
00:45	8	49	13	90					21	139	12:45	212	808	185	718					397	1526
01:00	10		22						32		13:00	173		189						362	
01:15	4		13						17		13:15	213		165						378	
01:30	4		12						16		13:30	195		195						390	
01:45	7	25	7	54					14	79	13:45	135	716	212	761					347	1477
02:00	4		6						10		14:00	165		260						425	
02:15	6		6						12		14:15	256		262						518	
02:30	10		6						16		14:30	200		308						508	
02:45	2	22	6	24					8	46	14:45	177	798	330	1160					507	1958
03:00	5		3						8		15:00	203		431						634	
03:15	5		5						10		15:15	172		412						584	
03:30	9		0						9		15:30	172		444						616	
03:45	6	25	4	12					10	37	15:45	174	721	434	1721					608	2442
04:00	13		3						16		16:00	190		465						655	
04:15	8		3						11		16:15	191		469						660	
04:30	13		7						20		16:30	192		493						685	
04:45	23	57	8	21					31	78	16:45	193	766	473	1900					666	2666
05:00	30		11						41		17:00	206		506						712	
05:15	55		16						71		17:15	196		449						645	
05:30	87		25						112		17:30	197		489						686	
05:45	109	281	31	83					140	364	17:45	190	789	467	1911					657	2700
06:00	149		39						188		18:00	178		354						532	
06:15	201		44						245		18:15	191		306						497	
06:30	283		69						352		18:30	155		292						447	
06:45	278	911	127	279					405	1190	18:45	148	672	229	1181					377	1853
07:00	349		193						542		19:00	126		195						321	
07:15	477		153						630		19:15	144		180						324	
07:30	455		203						658		19:30	131		158						289	
07:45	509	1790	144	693					653	2483	19:45	105	506	133	666					238	1172
08:00	438		130						568		20:00	91		158						249	
08:15	461		133						594		20:15	106		116						222	
08:30	451		125						576		20:30	110		101						211	
08:45	438	1788	142	530					580	2318	20:45	101	408	132	507					233	915
09:00	431		114						545		21:00	94		129						223	
09:15	313		132						445		21:15	91		109						200	
09:30	273		138						411		21:30	62		78						140	
09:45	250	1267	116	500					366	1767	21:45	70	317	83	399					153	716
10:00	223		115						338		22:00	60		75						135	
10:15	199		130						329		22:15	41		90						131	
10:30	210		161						371		22:30	44		58						102	
10:45	179	811	145	551					324	1362	22:45	38	183	54	277					92	460
11:00	170		168						338		23:00	42		38						80	
11:15	156		160						316		23:15	36		27						63	
11:30	197		202						399		23:30	26		43						69	
11:45	166	689	165	695					331	1384	23:45	23	127	28	136					51	263
TOTALS		7715		3532						11247	TOTALS		6811		11337						18148
SPLIT %		68.6%		31.4%						38.3%	SPLIT %		37.5%		62.5%						61.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	14,526	14,869	0	0	29,395

AM Peak Hour	07:15	11:30			07:15	PM Peak Hour	14:15	16:15			16:15
AM Pk Volume	1879	740			2509	PM Pk Volume	836	1941			2723
Pk Hr Factor	0.923	0.916			0.953	Pk Hr Factor	0.816	0.959			0.956
7 - 9 Volume	3578	1223	0	0	4801	4 - 6 Volume	1555	3811	0	0	5366
7 - 9 Peak Hour	07:15	07:00			07:15	4 - 6 Peak Hour	16:45	16:15			16:15
7 - 9 Pk Volume	1879	693	0	0	2509	4 - 6 Pk Volume	792	1941	0	0	2723
Pk Hr Factor	0.923	0.853	0.000	0.000	0.953	Pk Hr Factor	0.961	0.959	0.000	0.000	0.956

Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 8. Genesee Avenue North of Centurion Square

Orientation: *North-South*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

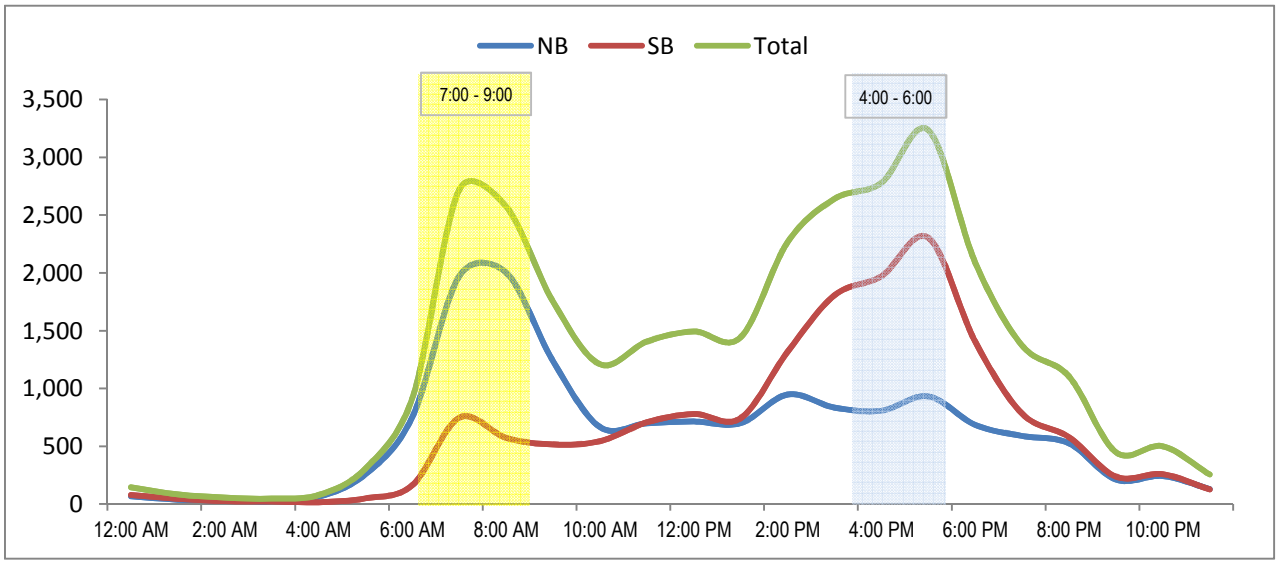
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*30,922*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	67	78	145
1:00 AM - 2:00 AM	38	45	83
2:00 AM - 3:00 AM	31	25	56
3:00 AM - 4:00 AM	25	22	47
4:00 AM - 5:00 AM	63	15	78
5:00 AM - 6:00 AM	258	49	307
6:00 AM - 7:00 AM	753	163	916
7:00 AM - 8:00 AM	1,972	747	2,719
8:00 AM - 9:00 AM	2,002	572	2,574
9:00 AM - 10:00 AM	1,237	515	1,752
10:00 AM - 11:00 AM	666	544	1,210
11:00 AM - 12:00 PM	699	707	1406
Total	**7,811**	**3,482**	**11,293**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	714	779	1,493
1:00 PM - 2:00 PM	700	743	1,443
2:00 PM - 3:00 PM	948	1,317	2,265
3:00 PM - 4:00 PM	835	1,806	2,641
4:00 PM - 5:00 PM	808	1,971	2,779
5:00 PM - 6:00 PM	932	2,304	3,236
6:00 PM - 7:00 PM	685	1,406	2,091
7:00 PM - 8:00 PM	589	783	1,372
8:00 PM - 9:00 PM	525	579	1,104
9:00 PM - 10:00 PM	212	237	449
10:00 PM - 11:00 PM	242	258	500
11:00 PM - 12:00 AM	130	126	256
Total	**7,320**	**12,309**	**19,629**

24-Hour	*NB*	*Volume*	*15,131*	*24-Hour*	*SB*	*Volume*	*15,791*



Prepared by NDS/ATD

VOLUME

Genesee Ave N/O SB Off Ramp to SR-52 & S/O April Ct

Day: Tuesday
Date: 10/20/2015

City: San Diego
Project #: CA15_4322_003

DAILY TOTALS	NB	SB	EB	WB	Total
	16,247	15,533	0	0	31,780

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	12		25						37		12:00	188		213						401	
00:15	13		12						25		12:15	229		188						417	
00:30	13		9						22		12:30	200		194						394	
00:45	7	45	5	51					12	96	12:45	229	846	165	760					394	1606
01:00	12		15						27		13:00	197		188						385	
01:15	4		4						8		13:15	187		177						364	
01:30	3		10						13		13:30	244		186						430	
01:45	7	26	4	33					11	59	13:45	225	853	204	755					429	1608
02:00	6		6						12		14:00	234		238						472	
02:15	7		6						13		14:15	262		329						591	
02:30	7		5						12		14:30	244		339						583	
02:45	2	22	2	19					4	41	14:45	261	1001	364	1270					625	2271
03:00	4		1						5		15:00	220		368						588	
03:15	4		2						6		15:15	222		425						647	
03:30	9		1						10		15:30	219		395						614	
03:45	5	22	0	4					5	26	15:45	235	896	411	1599					646	2495
04:00	7		6						13		16:00	241		458						699	
04:15	8		7						15		16:15	243		478						721	
04:30	13		8						21		16:30	229		478						707	
04:45	23	51	12	33					35	84	16:45	255	968	448	1862					703	2830
05:00	27		20						47		17:00	281		461						742	
05:15	53		18						71		17:15	258		472						730	
05:30	96		40						136		17:30	249		433						682	
05:45	122	298	39	117					161	415	17:45	250	1038	413	1779					663	2817
06:00	179		64						243		18:00	212		409						621	
06:15	268		79						347		18:15	190		333						523	
06:30	418		104						522		18:30	197		287						484	
06:45	411	1276	187	434					598	1710	18:45	172	771	198	1227					370	1998
07:00	369		243						612		19:00	164		198						362	
07:15	457		265						722		19:15	153		171						324	
07:30	479		290						769		19:30	142		149						291	
07:45	395	1700	292	1090					687	2790	19:45	123	582	120	638					243	1220
08:00	451		175						626		20:00	111		113						224	
08:15	458		188						646		20:15	127		94						221	
08:30	485		205						690		20:30	105		111						216	
08:45	398	1792	207	775					605	2567	20:45	124	467	120	438					244	905
09:00	350		160						510		21:00	120		84						204	
09:15	321		152						473		21:15	105		87						192	
09:30	314		161						475		21:30	86		58						144	
09:45	234	1219	157	630					391	1849	21:45	89	400	65	294					154	694
10:00	218		160						378		22:00	75		58						133	
10:15	220		170						390		22:15	52		66						118	
10:30	193		166						359		22:30	55		44						99	
10:45	174	805	168	664					342	1469	22:45	51	233	50	218					101	451
11:00	207		175						382		23:00	44		34						78	
11:15	192		177						369		23:15	38		24						62	
11:30	221		221						442		23:30	36		26						62	
11:45	177	797	169	742					346	1539	23:45	21	139	17	101					38	240
TOTALS		8053		4592						12645	TOTALS		8194		10941						19135
SPLIT %		63.7%		36.3%						39.8%	SPLIT %		42.8%		57.2%						60.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	16,247	15,533	0	0	31,780

AM Peak Hour	08:00	07:00				07:15	PM Peak Hour	16:45	16:15				16:30
AM Pk Volume	1792	1090				2804	PM Pk Volume	1043	1865				2882
Pk Hr Factor	0.924	0.933				0.912	Pk Hr Factor	0.928	0.975				0.971
7 - 9 Volume	3492	1865	0	0		5357	4 - 6 Volume	2006	3641	0	0		5647
7 - 9 Peak Hour	08:00	07:00				07:15	4 - 6 Peak Hour	16:45	16:15				16:30
7 - 9 Pk Volume	1792	1090	0	0		2804	4 - 6 Pk Volume	1043	1865	0	0		2882
Pk Hr Factor	0.924	0.933	0.000	0.000		0.912	Pk Hr Factor	0.928	0.975	0.000	0.000		0.971

Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 2. Genesee Avenu North of SR-52 WB Ramps

Orientation: *North-South*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

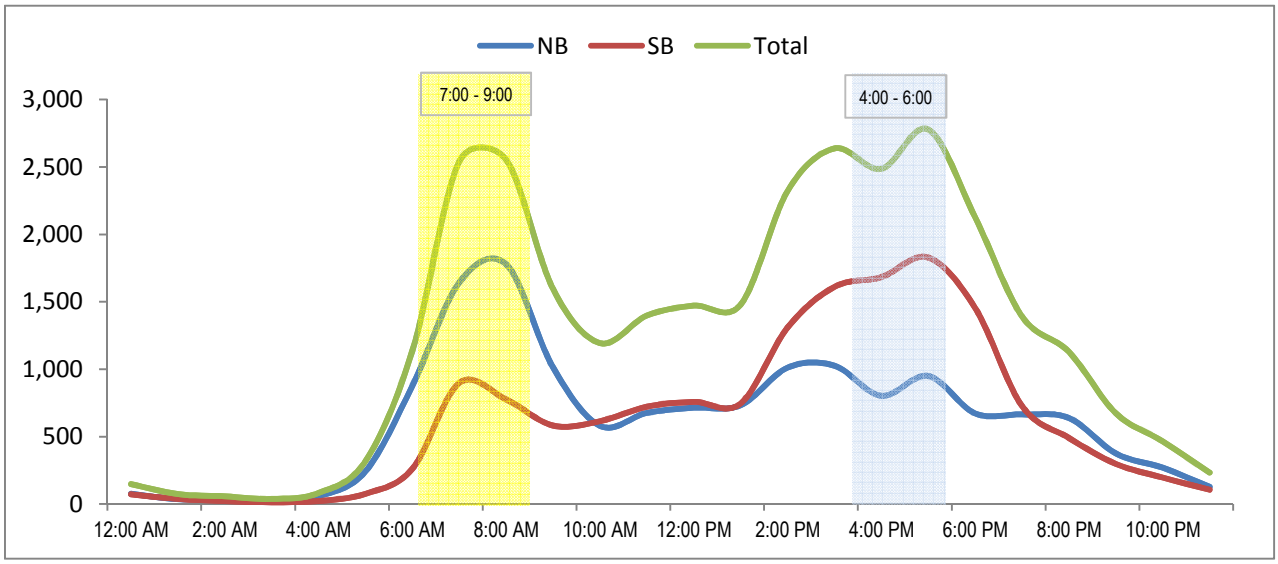
AVC Proj. No: *15-0345*

24 Hour Segment Volume			30,325

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	76	72	148
1:00 AM - 2:00 AM	36	38	74
2:00 AM - 3:00 AM	35	22	57
3:00 AM - 4:00 AM	25	13	38
4:00 AM - 5:00 AM	59	23	82
5:00 AM - 6:00 AM	242	76	318
6:00 AM - 7:00 AM	876	261	1,137
7:00 AM - 8:00 AM	1,643	898	2,541
8:00 AM - 9:00 AM	1,778	776	2,554
9:00 AM - 10:00 AM	1,013	582	1,595
10:00 AM - 11:00 AM	580	614	1,194
11:00 AM - 12:00 PM	676	722	1398
Total	**7,039**	**4,097**	**11,136**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	714	758	1,472
1:00 PM - 2:00 PM	733	746	1,479
2:00 PM - 3:00 PM	1,012	1,309	2,321
3:00 PM - 4:00 PM	1,026	1,611	2,637
4:00 PM - 5:00 PM	803	1,683	2,486
5:00 PM - 6:00 PM	950	1,828	2,778
6:00 PM - 7:00 PM	672	1,454	2,126
7:00 PM - 8:00 PM	664	727	1,391
8:00 PM - 9:00 PM	638	490	1,128
9:00 PM - 10:00 PM	375	298	673
10:00 PM - 11:00 PM	269	196	465
11:00 PM - 12:00 AM	127	106	233
Total	**7,983**	**11,206**	**19,189**

24-Hour NB Volume	15,022	24-Hour SB Volume	15,303



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 67. Genesee Avenue Between SR-52 EB & WB Ramps

Orientation: *North-South*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

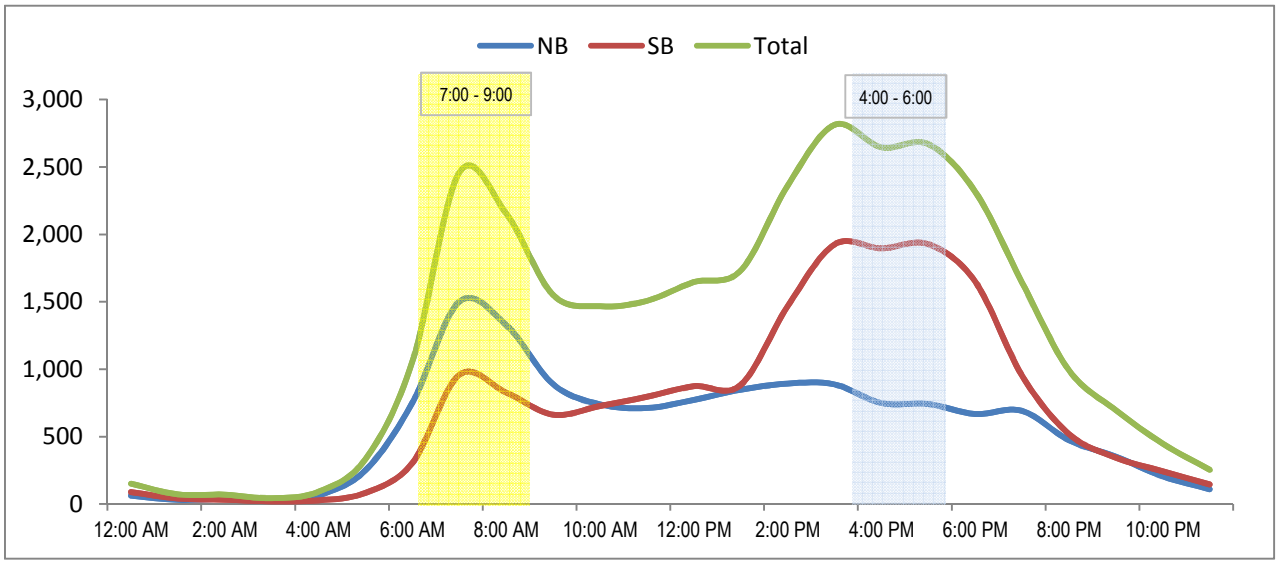
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*31,170*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	62	89	151
1:00 AM - 2:00 AM	31	41	72
2:00 AM - 3:00 AM	38	32	70
3:00 AM - 4:00 AM	23	20	43
4:00 AM - 5:00 AM	65	27	92
5:00 AM - 6:00 AM	250	83	333
6:00 AM - 7:00 AM	751	304	1,055
7:00 AM - 8:00 AM	1,500	958	2,458
8:00 AM - 9:00 AM	1,329	827	2,156
9:00 AM - 10:00 AM	889	663	1,552
10:00 AM - 11:00 AM	740	727	1,467
11:00 AM - 12:00 PM	712	795	1507
Total	**6,390**	**4,566**	**10,956**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	772	874	1,646
1:00 PM - 2:00 PM	848	883	1,731
2:00 PM - 3:00 PM	894	1,466	2,360
3:00 PM - 4:00 PM	887	1,925	2,812
4:00 PM - 5:00 PM	749	1,896	2,645
5:00 PM - 6:00 PM	742	1,927	2,669
6:00 PM - 7:00 PM	668	1,650	2,318
7:00 PM - 8:00 PM	691	952	1,643
8:00 PM - 9:00 PM	473	519	992
9:00 PM - 10:00 PM	352	344	696
10:00 PM - 11:00 PM	205	243	448
11:00 PM - 12:00 AM	109	145	254
Total	**7,390**	**12,824**	**20,214**

24-Hour	*NB*	*Volume*	*13,780*	*24-Hour*	*SB*	*Volume*	*17,390*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 1.Genesee Avenu South o f SR-52 EB Ramps

Orientation: *North-South*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

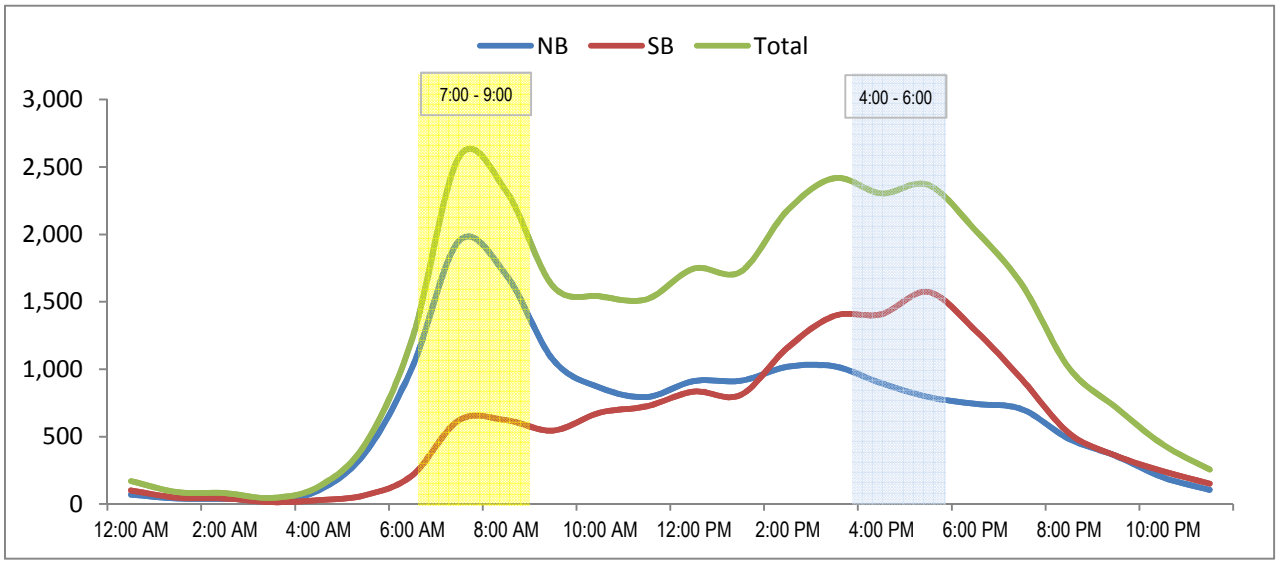
AVC Proj. No: *15-0345*

24 Hour Segment Volume			30,581

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	69	101	170
1:00 AM - 2:00 AM	41	47	88
2:00 AM - 3:00 AM	39	42	81
3:00 AM - 4:00 AM	32	14	46
4:00 AM - 5:00 AM	101	28	129
5:00 AM - 6:00 AM	382	66	448
6:00 AM - 7:00 AM	1,016	213	1,229
7:00 AM - 8:00 AM	1,953	623	2,576
8:00 AM - 9:00 AM	1,699	622	2,321
9:00 AM - 10:00 AM	1,070	545	1,615
10:00 AM - 11:00 AM	863	678	1,541
11:00 AM - 12:00 PM	794	725	1519
Total	**8,059**	**3,704**	**11,763**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	912	834	1,746
1:00 PM - 2:00 PM	914	809	1,723
2:00 PM - 3:00 PM	1,018	1,161	2,179
3:00 PM - 4:00 PM	1,021	1,396	2,417
4:00 PM - 5:00 PM	896	1,408	2,304
5:00 PM - 6:00 PM	794	1,573	2,367
6:00 PM - 7:00 PM	743	1,289	2,032
7:00 PM - 8:00 PM	703	923	1,626
8:00 PM - 9:00 PM	483	526	1,009
9:00 PM - 10:00 PM	358	359	717
10:00 PM - 11:00 PM	198	244	442
11:00 PM - 12:00 AM	105	151	256
Total	**8,145**	**10,673**	**18,818**

24-Hour NB Volume	16,204	24-Hour SB Volume	14,377



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 27. Gilman Dr, North of La Jolla Village Dr

Orientation: *North-South*

Date of Count: *Tuesday, May 05, 2015*

Analysts: *DASH*

Weather: *Sunny*

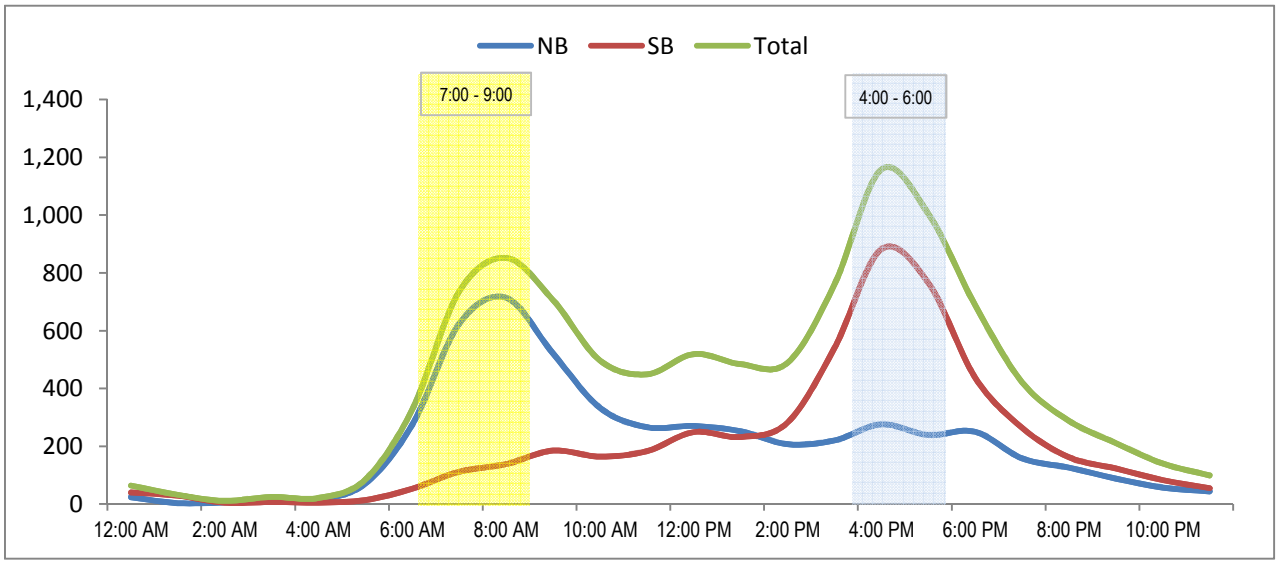
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*10,069*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	24	40	64
1:00 AM - 2:00 AM	3	29	32
2:00 AM - 3:00 AM	6	5	11
3:00 AM - 4:00 AM	18	7	25
4:00 AM - 5:00 AM	16	5	21
5:00 AM - 6:00 AM	71	14	85
6:00 AM - 7:00 AM	275	53	328
7:00 AM - 8:00 AM	624	112	736
8:00 AM - 9:00 AM	714	138	852
9:00 AM - 10:00 AM	521	185	706
10:00 AM - 11:00 AM	333	164	497
11:00 AM - 12:00 PM	266	183	449
Total	**2,871**	**935**	**3,806**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	270	249	519
1:00 PM - 2:00 PM	252	232	484
2:00 PM - 3:00 PM	207	282	489
3:00 PM - 4:00 PM	220	540	760
4:00 PM - 5:00 PM	276	882	1,158
5:00 PM - 6:00 PM	239	766	1,005
6:00 PM - 7:00 PM	250	438	688
7:00 PM - 8:00 PM	158	264	422
8:00 PM - 9:00 PM	126	162	288
9:00 PM - 10:00 PM	88	123	211
10:00 PM - 11:00 PM	57	83	140
11:00 PM - 12:00 AM	44	55	99
Total	**2,187**	**4,076**	**6,263**

24-Hour	*NB*	*Volume*	*5,058*	*24-Hour*	*SB*	*Volume*	*5,011*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 28. Gilman Dr, South of La Jolla Village Dr

Orientation: *North-South*

Date of Count: *Tuesday, May 05, 2015*

Analysts: *DASH*

Weather: *Sunny*

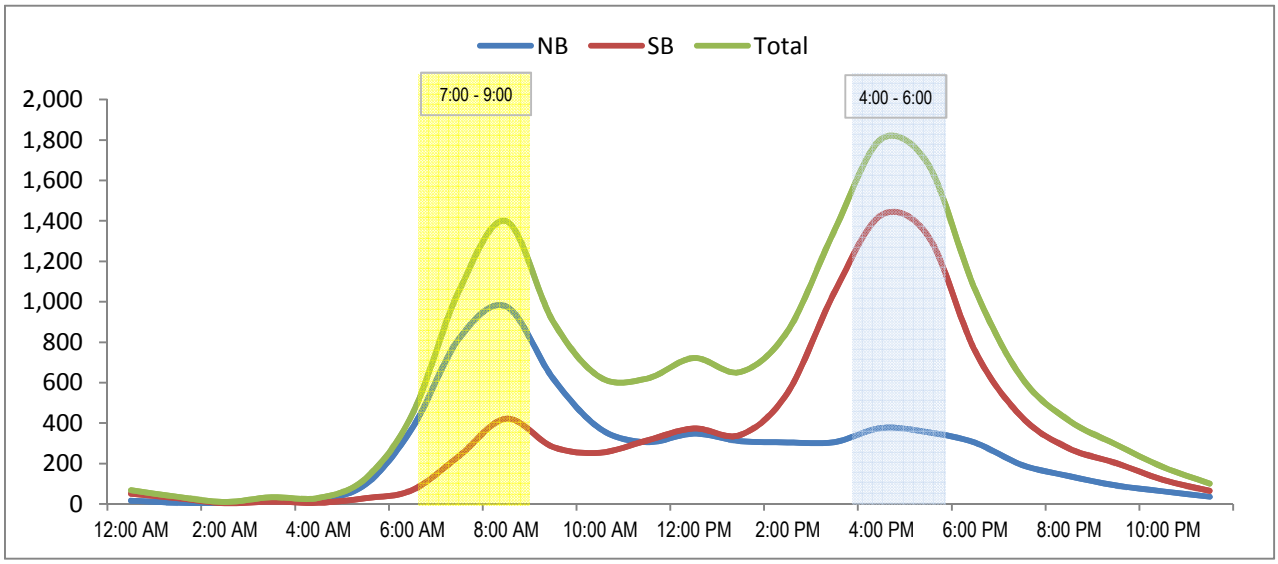
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*15,095*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	17	51	68
1:00 AM - 2:00 AM	7	29	36
2:00 AM - 3:00 AM	6	4	10
3:00 AM - 4:00 AM	22	12	34
4:00 AM - 5:00 AM	24	6	30
5:00 AM - 6:00 AM	97	29	126
6:00 AM - 7:00 AM	376	69	445
7:00 AM - 8:00 AM	819	238	1,057
8:00 AM - 9:00 AM	977	422	1,399
9:00 AM - 10:00 AM	621	282	903
10:00 AM - 11:00 AM	373	254	627
11:00 AM - 12:00 PM	306	314	620
Total	**3,645**	**1,710**	**5,355**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	348	374	722
1:00 PM - 2:00 PM	311	342	653
2:00 PM - 3:00 PM	305	550	855
3:00 PM - 4:00 PM	306	1,047	1,353
4:00 PM - 5:00 PM	376	1,429	1,805
5:00 PM - 6:00 PM	355	1,324	1,679
6:00 PM - 7:00 PM	303	756	1,059
7:00 PM - 8:00 PM	193	429	622
8:00 PM - 9:00 PM	138	275	413
9:00 PM - 10:00 PM	92	203	295
10:00 PM - 11:00 PM	63	120	183
11:00 PM - 12:00 AM	36	65	101
Total	**2,826**	**6,914**	**9,740**

24-Hour	*NB*	*Volume*	*6,471*	*24-Hour*	*SB*	*Volume*	*8,624*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 56. Gilman Drive North of I-5 SB On Ramp

Orientation: *East-West*

Date of Count: *Tuesday, April 28, 2015*

Analysts: *DASH*

Weather: *Sunny*

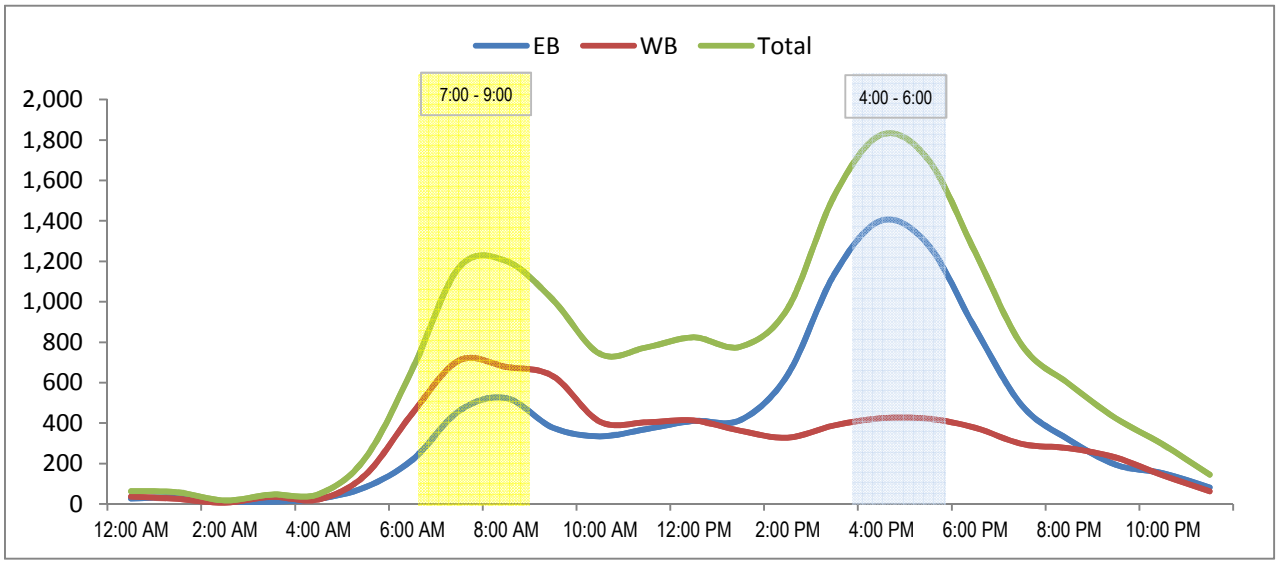
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*17,138*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	27	37	64
1:00 AM - 2:00 AM	33	25	58
2:00 AM - 3:00 AM	11	7	18
3:00 AM - 4:00 AM	12	35	47
4:00 AM - 5:00 AM	26	23	49
5:00 AM - 6:00 AM	83	144	227
6:00 AM - 7:00 AM	218	448	666
7:00 AM - 8:00 AM	461	710	1,171
8:00 AM - 9:00 AM	524	678	1,202
9:00 AM - 10:00 AM	377	632	1,009
10:00 AM - 11:00 AM	335	407	742
11:00 AM - 12:00 PM	371	404	775
Total	**2,478**	**3,550**	**6,028**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	411	413	824
1:00 PM - 2:00 PM	416	362	778
2:00 PM - 3:00 PM	638	328	966
3:00 PM - 4:00 PM	1,137	389	1,526
4:00 PM - 5:00 PM	1,402	424	1,826
5:00 PM - 6:00 PM	1,281	422	1,703
6:00 PM - 7:00 PM	868	377	1,245
7:00 PM - 8:00 PM	487	297	784
8:00 PM - 9:00 PM	318	276	594
9:00 PM - 10:00 PM	194	230	424
10:00 PM - 11:00 PM	153	142	295
11:00 PM - 12:00 AM	82	63	145
Total	**7,387**	**3,723**	**11,110**

24-Hour	*EB*	*Volume*	*9,865*	*24-Hour*	*WB*	*Volume*	*7,273*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 62. Gilman Drive Between I-5 NB & SB Ramps

Orientation: *East-West*

Date of Count: *Tuesday, April 28, 2015*

Analysts: *DASH*

Weather: *Sunny*

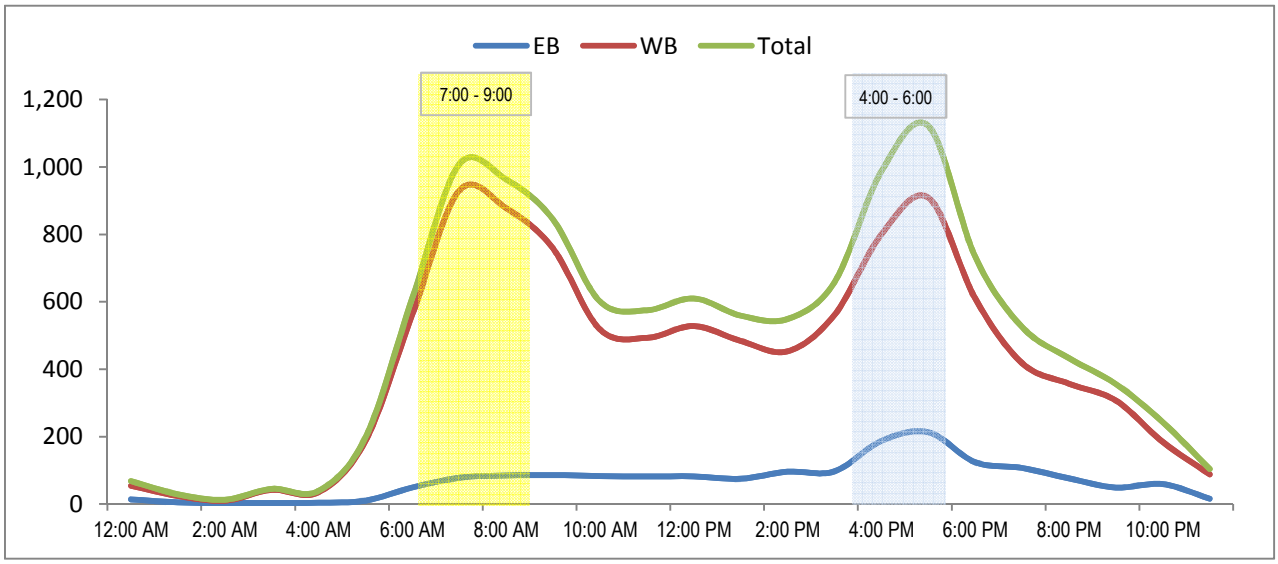
AVC Proj. No: *15-0345*

24 Hour Segment Volume			11,873

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	14	54	68
1:00 AM - 2:00 AM	5	24	29
2:00 AM - 3:00 AM	3	10	13
3:00 AM - 4:00 AM	3	42	45
4:00 AM - 5:00 AM	4	35	39
5:00 AM - 6:00 AM	10	187	197
6:00 AM - 7:00 AM	49	562	611
7:00 AM - 8:00 AM	78	930	1,008
8:00 AM - 9:00 AM	85	878	963
9:00 AM - 10:00 AM	86	758	844
10:00 AM - 11:00 AM	83	518	601
11:00 AM - 12:00 PM	82	493	575
Total	**502**	**4,491**	**4,993**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	82	528	610
1:00 PM - 2:00 PM	75	484	559
2:00 PM - 3:00 PM	96	453	549
3:00 PM - 4:00 PM	97	561	658
4:00 PM - 5:00 PM	187	800	987
5:00 PM - 6:00 PM	213	909	1,122
6:00 PM - 7:00 PM	124	610	734
7:00 PM - 8:00 PM	107	418	525
8:00 PM - 9:00 PM	76	357	433
9:00 PM - 10:00 PM	49	307	356
10:00 PM - 11:00 PM	59	184	243
11:00 PM - 12:00 AM	16	88	104
Total	**1,181**	**5,699**	**6,880**

24-Hour EB Volume	1,683	24-Hour WB Volume	10,190



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 79. Golden Haven Dr, West of Judicial Dr

Orientation: *East-West*

Date of Count: *Tuesday, June 16, 2015*

Analysts: *DASH*

Weather: *Sunny*

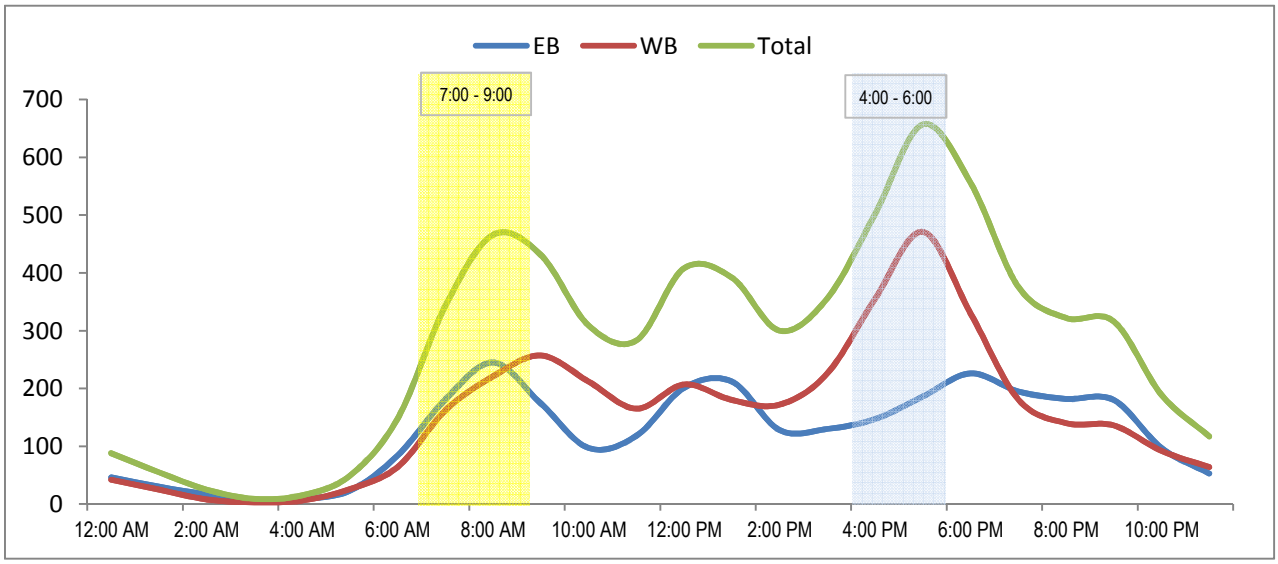
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*6,712*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	46	42	88
1:00 AM - 2:00 AM	30	25	55
2:00 AM - 3:00 AM	17	8	25
3:00 AM - 4:00 AM	6	3	9
4:00 AM - 5:00 AM	9	6	15
5:00 AM - 6:00 AM	23	26	49
6:00 AM - 7:00 AM	84	64	148
7:00 AM - 8:00 AM	181	162	343
8:00 AM - 9:00 AM	245	221	466
9:00 AM - 10:00 AM	174	257	431
10:00 AM - 11:00 AM	97	212	309
11:00 AM - 12:00 PM	118	165	283
Total	**1,030**	**1,191**	**2,221**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	201	207	408
1:00 PM - 2:00 PM	212	180	392
2:00 PM - 3:00 PM	128	172	300
3:00 PM - 4:00 PM	130	226	356
4:00 PM - 5:00 PM	147	355	502
5:00 PM - 6:00 PM	186	471	657
6:00 PM - 7:00 PM	226	330	556
7:00 PM - 8:00 PM	195	181	376
8:00 PM - 9:00 PM	182	140	322
9:00 PM - 10:00 PM	180	136	316
10:00 PM - 11:00 PM	97	92	189
11:00 PM - 12:00 AM	53	64	117
Total	**1,937**	**2,554**	**4,491**

24-Hour	*EB*	*Volume*	*2,967*	*24-Hour*	*WB*	*Volume*	*3,745*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 4. Governer Drve West of Genesee Avenue

Orientation: *East-West*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

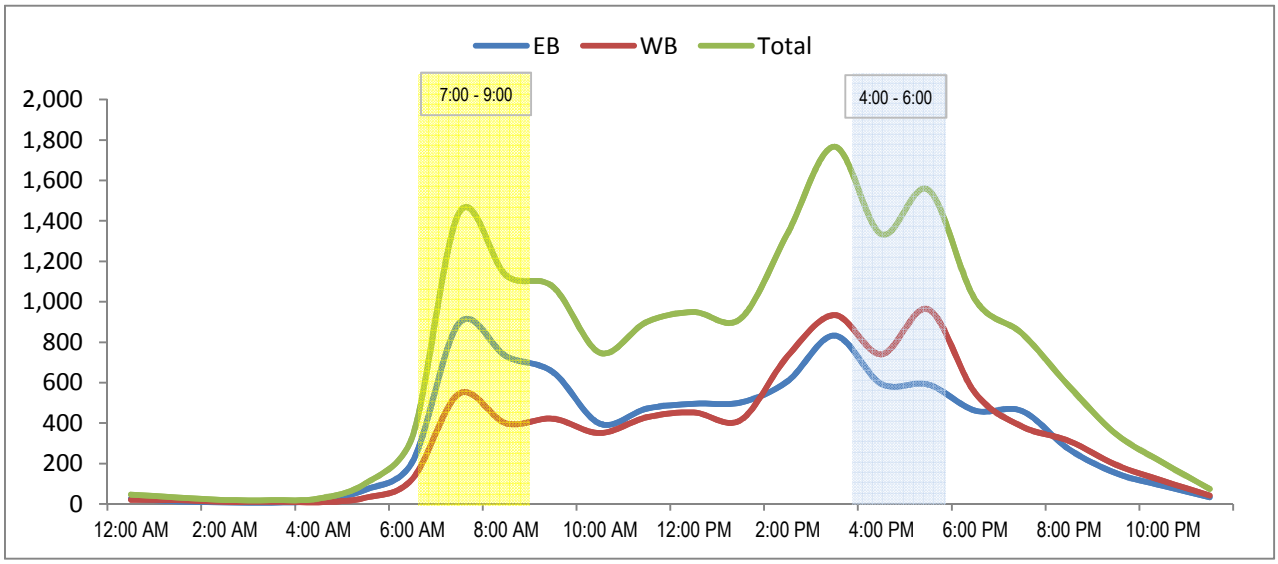
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*16,796*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	26	21	47
1:00 AM - 2:00 AM	13	19	32
2:00 AM - 3:00 AM	9	11	20
3:00 AM - 4:00 AM	7	12	19
4:00 AM - 5:00 AM	18	9	27
5:00 AM - 6:00 AM	71	31	102
6:00 AM - 7:00 AM	208	124	332
7:00 AM - 8:00 AM	895	546	1,441
8:00 AM - 9:00 AM	731	399	1,130
9:00 AM - 10:00 AM	652	422	1,074
10:00 AM - 11:00 AM	397	351	748
11:00 AM - 12:00 PM	472	429	901
Total	**3,499**	**2,374**	**5,873**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	496	453	949
1:00 PM - 2:00 PM	502	415	917
2:00 PM - 3:00 PM	607	731	1,338
3:00 PM - 4:00 PM	833	934	1,767
4:00 PM - 5:00 PM	594	740	1,334
5:00 PM - 6:00 PM	591	963	1,554
6:00 PM - 7:00 PM	462	549	1,011
7:00 PM - 8:00 PM	460	383	843
8:00 PM - 9:00 PM	271	312	583
9:00 PM - 10:00 PM	153	194	347
10:00 PM - 11:00 PM	90	115	205
11:00 PM - 12:00 AM	33	42	75
Total	**5,092**	**5,831**	**10,923**

24-Hour	*EB*	*Volume*	*8,591*	*24-Hour*	*WB*	*Volume*	*8,205*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 3. Governer Driv East of Genesee Ave

Orientation: *East-West*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

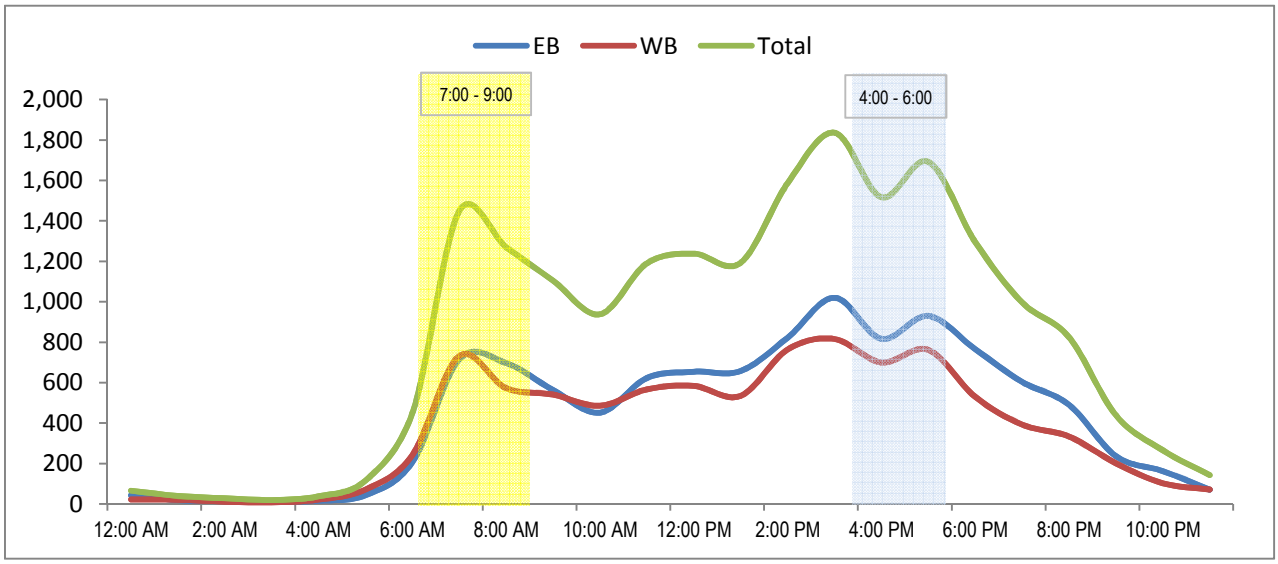
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*19,737*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	43	23	66
1:00 AM - 2:00 AM	19	21	40
2:00 AM - 3:00 AM	17	12	29
3:00 AM - 4:00 AM	12	8	20
4:00 AM - 5:00 AM	16	22	38
5:00 AM - 6:00 AM	44	72	116
6:00 AM - 7:00 AM	207	242	449
7:00 AM - 8:00 AM	716	732	1,448
8:00 AM - 9:00 AM	697	573	1,270
9:00 AM - 10:00 AM	564	541	1,105
10:00 AM - 11:00 AM	452	486	938
11:00 AM - 12:00 PM	623	567	1190
Total	**3,410**	**3,299**	**6,709**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	654	584	1,238
1:00 PM - 2:00 PM	658	535	1,193
2:00 PM - 3:00 PM	822	764	1,586
3:00 PM - 4:00 PM	1,020	816	1,836
4:00 PM - 5:00 PM	817	700	1,517
5:00 PM - 6:00 PM	930	762	1,692
6:00 PM - 7:00 PM	766	530	1,296
7:00 PM - 8:00 PM	604	393	997
8:00 PM - 9:00 PM	491	334	825
9:00 PM - 10:00 PM	237	202	439
10:00 PM - 11:00 PM	163	103	266
11:00 PM - 12:00 AM	71	72	143
Total	**7,233**	**5,795**	**13,028**

24-Hour	*EB*	*Volume*	*10,643*	*24-Hour*	*WB*	*Volume*	*9,094*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 5. Governer Drie West I-805 SB Ramps

Orientation: *East-West*

Date of Count: *Thursday, April 30, 2015*

Analysts: *DASH*

Weather: *Sunny*

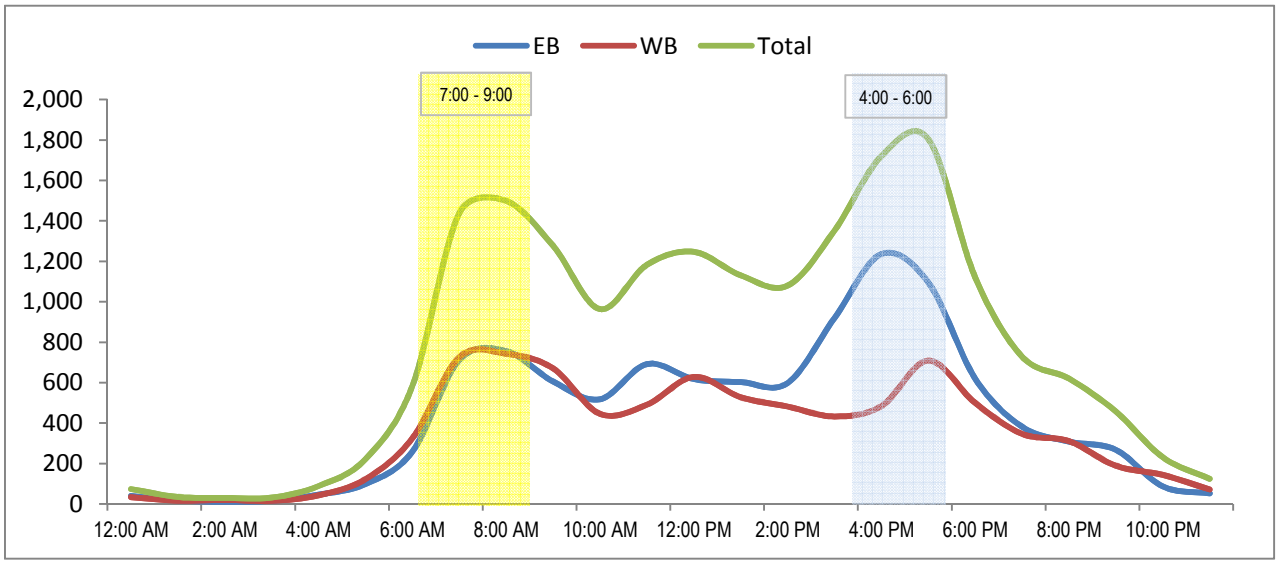
AVC Proj. No: *15-0345*

24 Hour Segment Volume			19,046

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	40	34	74
1:00 AM - 2:00 AM	18	17	35
2:00 AM - 3:00 AM	11	20	31
3:00 AM - 4:00 AM	16	16	32
4:00 AM - 5:00 AM	46	43	89
5:00 AM - 6:00 AM	99	123	222
6:00 AM - 7:00 AM	259	325	584
7:00 AM - 8:00 AM	712	726	1,438
8:00 AM - 9:00 AM	756	743	1,499
9:00 AM - 10:00 AM	606	671	1,277
10:00 AM - 11:00 AM	518	446	964
11:00 AM - 12:00 PM	692	491	1183
Total	**3,773**	**3,655**	**7,428**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	618	629	1,247
1:00 PM - 2:00 PM	603	528	1,131
2:00 PM - 3:00 PM	598	482	1,080
3:00 PM - 4:00 PM	919	433	1,352
4:00 PM - 5:00 PM	1,236	484	1,720
5:00 PM - 6:00 PM	1,096	709	1,805
6:00 PM - 7:00 PM	621	500	1,121
7:00 PM - 8:00 PM	382	347	729
8:00 PM - 9:00 PM	309	311	620
9:00 PM - 10:00 PM	268	189	457
10:00 PM - 11:00 PM	87	144	231
11:00 PM - 12:00 AM	53	72	125
Total	**6,790**	**4,828**	**11,618**

24-Hour EB Volume	10,563	24-Hour WB Volume	8,483



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 65. Governer Drive Between I-805 NB & SB Ramps

Orientation: *East-West*

Date of Count: *Thursday, April 30, 2015*

Analysts: *DASH*

Weather: *Sunny*

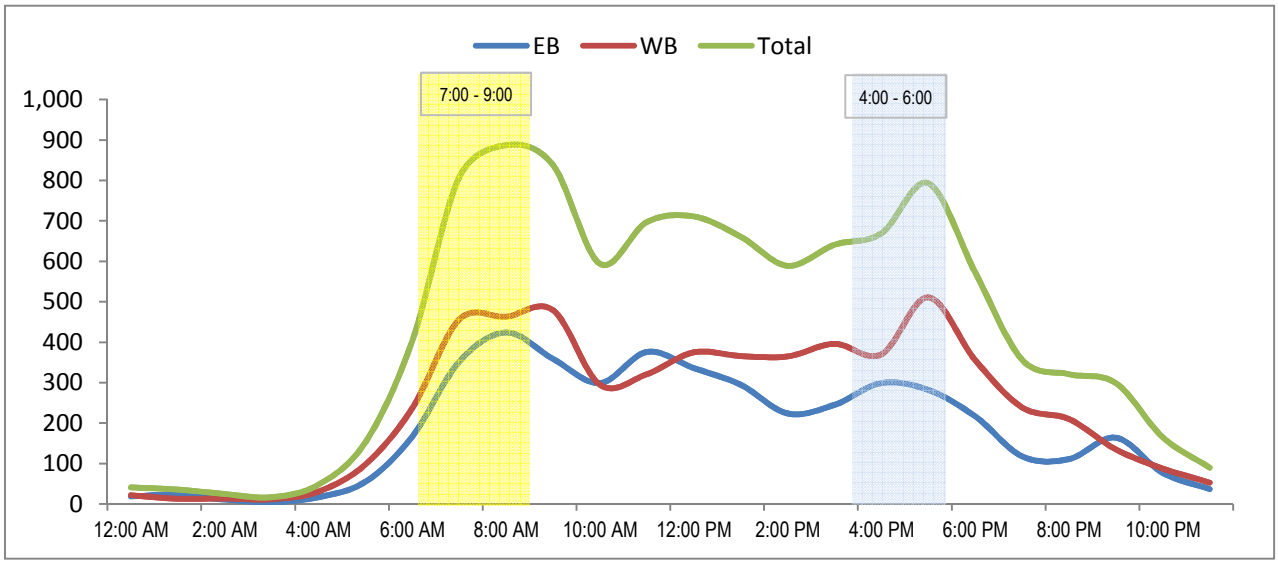
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*10,417*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	19	22	41
1:00 AM - 2:00 AM	23	13	36
2:00 AM - 3:00 AM	11	14	25
3:00 AM - 4:00 AM	5	12	17
4:00 AM - 5:00 AM	17	31	48
5:00 AM - 6:00 AM	55	98	153
6:00 AM - 7:00 AM	167	237	404
7:00 AM - 8:00 AM	352	456	808
8:00 AM - 9:00 AM	424	463	887
9:00 AM - 10:00 AM	359	479	838
10:00 AM - 11:00 AM	299	295	594
11:00 AM - 12:00 PM	376	321	697
Total	**2,107**	**2,441**	**4,548**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	336	375	711
1:00 PM - 2:00 PM	295	366	661
2:00 PM - 3:00 PM	224	365	589
3:00 PM - 4:00 PM	245	396	641
4:00 PM - 5:00 PM	299	370	669
5:00 PM - 6:00 PM	282	511	793
6:00 PM - 7:00 PM	217	356	573
7:00 PM - 8:00 PM	118	239	357
8:00 PM - 9:00 PM	111	210	321
9:00 PM - 10:00 PM	164	135	299
10:00 PM - 11:00 PM	77	88	165
11:00 PM - 12:00 AM	37	53	90
Total	**2,405**	**3,464**	**5,869**

24-Hour	*EB*	*Volume*	*4,512*	*24-Hour*	*WB*	*Volume*	*5,905*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 57. Judicial Drive South of Eastgate Mall

Orientation: *North-South*

Date of Count: *Thursday, May 14, 2015*

Analysts: *DASH*

Weather: *Sunny*

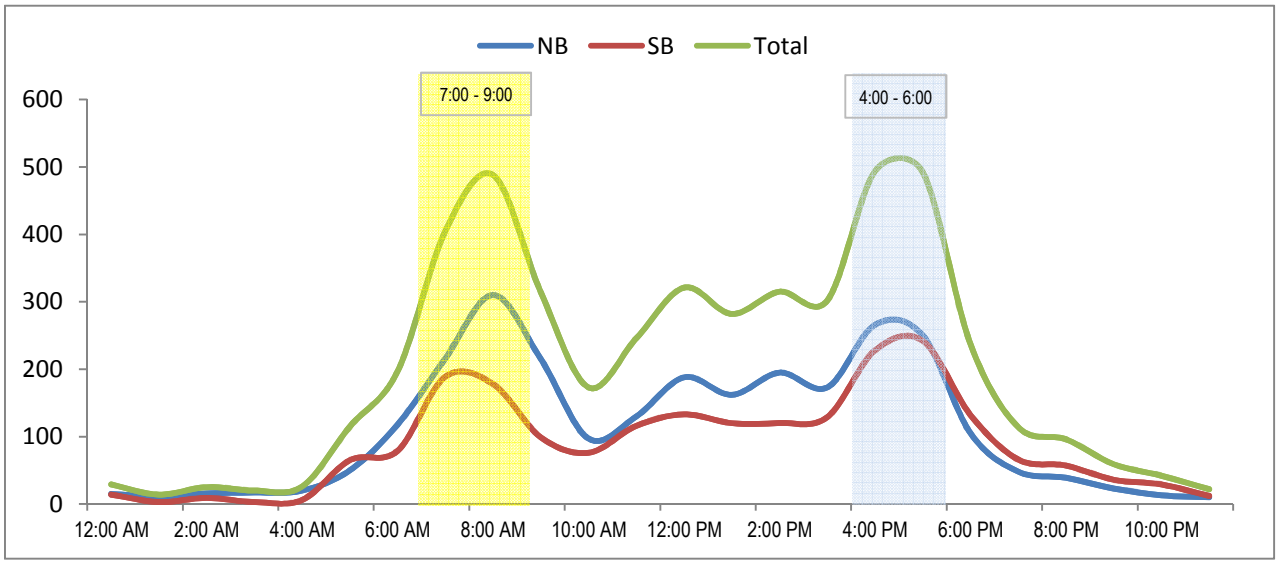
AVC Proj. No: *15-0345*

24 Hour Segment Volume			4,828

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	15	14	29
1:00 AM - 2:00 AM	11	3	14
2:00 AM - 3:00 AM	16	9	25
3:00 AM - 4:00 AM	17	3	20
4:00 AM - 5:00 AM	20	6	26
5:00 AM - 6:00 AM	50	65	115
6:00 AM - 7:00 AM	118	79	197
7:00 AM - 8:00 AM	216	189	405
8:00 AM - 9:00 AM	310	178	488
9:00 AM - 10:00 AM	215	99	314
10:00 AM - 11:00 AM	97	76	173
11:00 AM - 12:00 PM	130	116	246
Total	**1,215**	**837**	**2,052**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	188	133	321
1:00 PM - 2:00 PM	162	120	282
2:00 PM - 3:00 PM	195	120	315
3:00 PM - 4:00 PM	173	129	302
4:00 PM - 5:00 PM	266	228	494
5:00 PM - 6:00 PM	250	242	492
6:00 PM - 7:00 PM	105	132	237
7:00 PM - 8:00 PM	48	66	114
8:00 PM - 9:00 PM	39	57	96
9:00 PM - 10:00 PM	23	36	59
10:00 PM - 11:00 PM	13	29	42
11:00 PM - 12:00 AM	10	12	22
Total	**1,472**	**1,304**	**2,776**

24-Hour NB Volume	2,687	24-Hour SB Volume	2,141



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 58. Judicial Dr, North of Golden Haven Dr

Orientation: *North-South*

Date of Count: *Thursday, May 21, 2015*

Analysts: *DASH*

Weather: *Sunny*

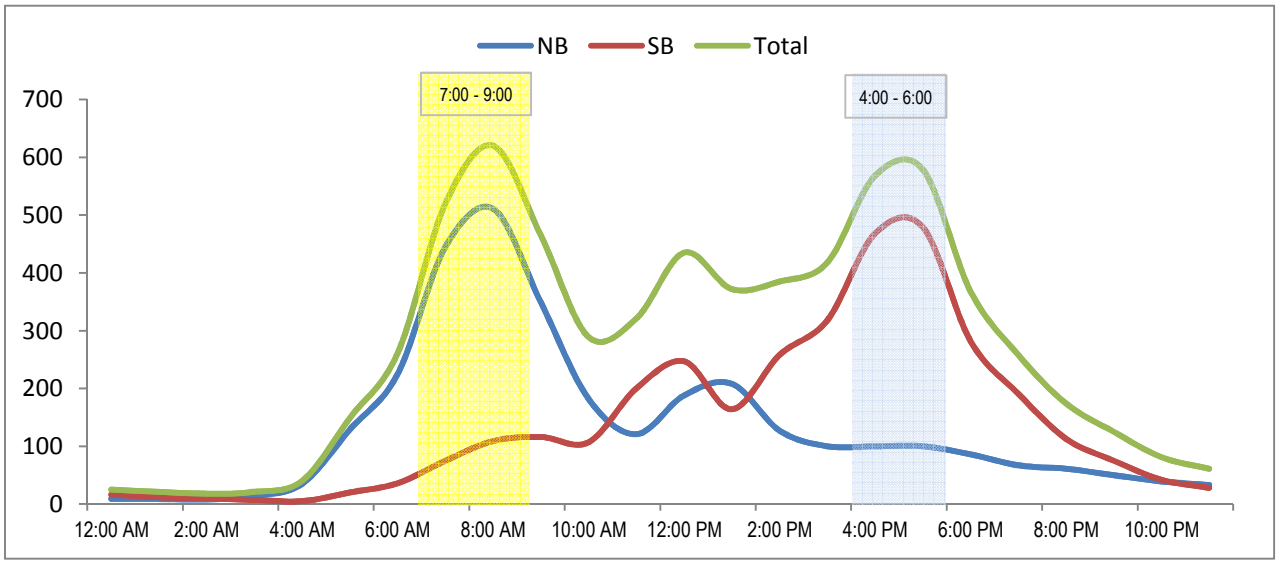
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*6,574*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	9	16	25
1:00 AM - 2:00 AM	9	12	21
2:00 AM - 3:00 AM	8	10	18
3:00 AM - 4:00 AM	14	7	21
4:00 AM - 5:00 AM	35	5	40
5:00 AM - 6:00 AM	129	20	149
6:00 AM - 7:00 AM	225	36	261
7:00 AM - 8:00 AM	445	75	520
8:00 AM - 9:00 AM	511	109	620
9:00 AM - 10:00 AM	349	116	465
10:00 AM - 11:00 AM	182	107	289
11:00 AM - 12:00 PM	121	200	321
Total	**2,037**	**713**	**2,750**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	188	247	435
1:00 PM - 2:00 PM	208	164	372
2:00 PM - 3:00 PM	127	258	385
3:00 PM - 4:00 PM	100	318	418
4:00 PM - 5:00 PM	100	468	568
5:00 PM - 6:00 PM	100	479	579
6:00 PM - 7:00 PM	86	282	368
7:00 PM - 8:00 PM	67	191	258
8:00 PM - 9:00 PM	61	113	174
9:00 PM - 10:00 PM	50	75	125
10:00 PM - 11:00 PM	39	42	81
11:00 PM - 12:00 AM	33	28	61
Total	**1,159**	**2,665**	**3,824**

24-Hour	*NB*	*Volume*	*3,196*	*24-Hour*	*SB*	*Volume*	*3,378*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 26. La Jolla Scenic Dr, South of La Jolla Village Dr

Orientation: *North-South*

Date of Count: *Tuesday, May 05, 2015*

Analysts: *DASH*

Weather: *Sunny*

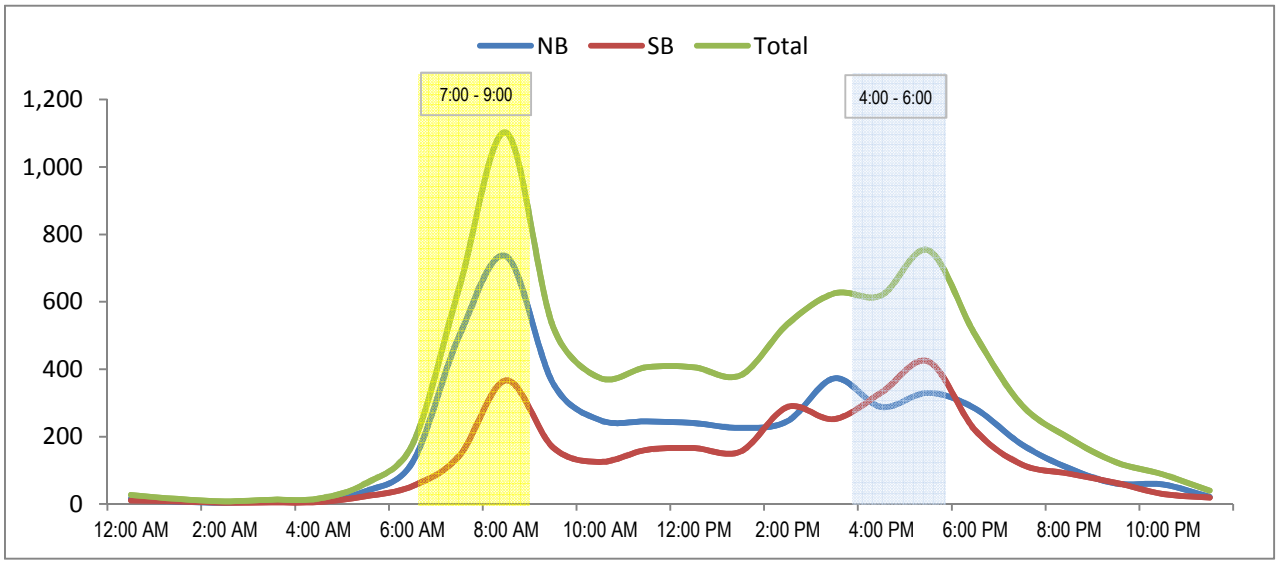
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*7,928*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	16	11	27
1:00 AM - 2:00 AM	7	8	15
2:00 AM - 3:00 AM	4	4	8
3:00 AM - 4:00 AM	8	5	13
4:00 AM - 5:00 AM	10	6	16
5:00 AM - 6:00 AM	38	23	61
6:00 AM - 7:00 AM	123	53	176
7:00 AM - 8:00 AM	499	143	642
8:00 AM - 9:00 AM	735	367	1,102
9:00 AM - 10:00 AM	358	168	526
10:00 AM - 11:00 AM	249	125	374
11:00 AM - 12:00 PM	245	161	406
Total	**2,292**	**1,074**	**3,366**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	240	166	406
1:00 PM - 2:00 PM	226	156	382
2:00 PM - 3:00 PM	246	288	534
3:00 PM - 4:00 PM	373	252	625
4:00 PM - 5:00 PM	288	331	619
5:00 PM - 6:00 PM	330	423	753
6:00 PM - 7:00 PM	283	219	502
7:00 PM - 8:00 PM	176	117	293
8:00 PM - 9:00 PM	106	90	196
9:00 PM - 10:00 PM	61	63	124
10:00 PM - 11:00 PM	58	30	88
11:00 PM - 12:00 AM	21	19	40
Total	**2,408**	**2,154**	**4,562**

24-Hour	*NB*	*Volume*	*4,700*	*24-Hour*	*SB*	*Volume*	*3,228*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 25. La Jolla Village Drive West of La Jolla Scenic Dr

Orientation: *East-West*

Date of Count: *Tuesday, May 05, 2015*

Analysts: *DASH*

Weather: *Sunny*

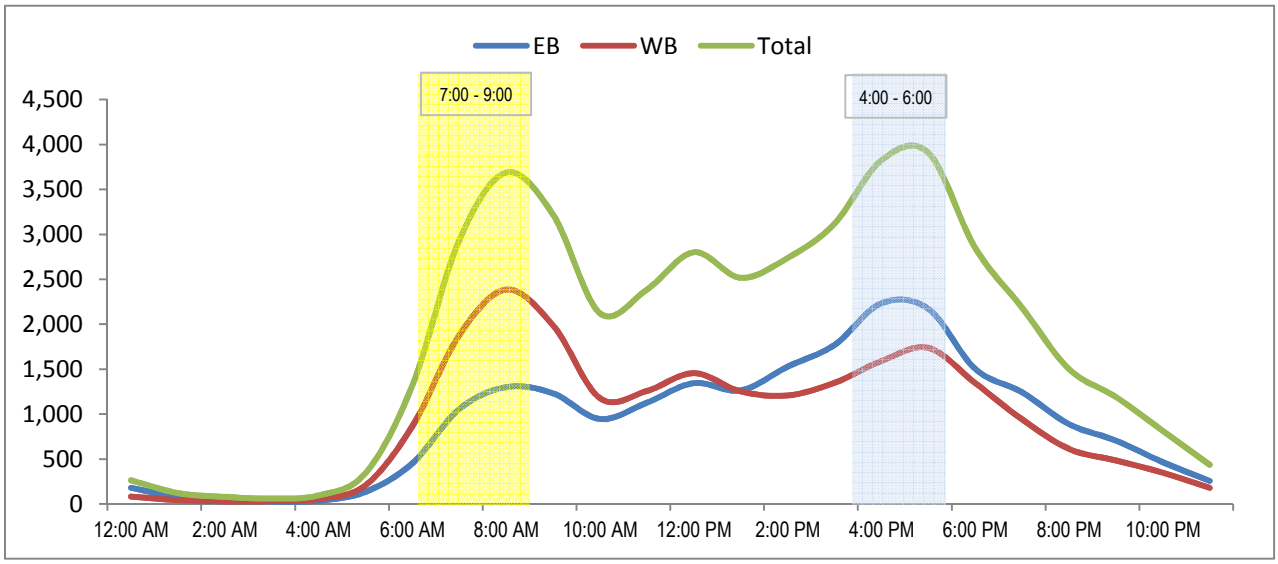
AVC Proj. No: *15-0345*

24 Hour Segment Volume			44,520

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	181	83	264
1:00 AM - 2:00 AM	78	44	122
2:00 AM - 3:00 AM	50	31	81
3:00 AM - 4:00 AM	29	33	62
4:00 AM - 5:00 AM	38	58	96
5:00 AM - 6:00 AM	135	208	343
6:00 AM - 7:00 AM	453	866	1,319
7:00 AM - 8:00 AM	1,056	1,878	2,934
8:00 AM - 9:00 AM	1,301	2,386	3,687
9:00 AM - 10:00 AM	1,232	1,988	3,220
10:00 AM - 11:00 AM	946	1,177	2,123
11:00 AM - 12:00 PM	1,127	1,258	2385
Total	**6,626**	**10,010**	**16,636**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,345	1,456	2,801
1:00 PM - 2:00 PM	1,264	1,253	2,517
2:00 PM - 3:00 PM	1,528	1,208	2,736
3:00 PM - 4:00 PM	1,770	1,348	3,118
4:00 PM - 5:00 PM	2,233	1,590	3,823
5:00 PM - 6:00 PM	2,172	1,737	3,909
6:00 PM - 7:00 PM	1,504	1,346	2,850
7:00 PM - 8:00 PM	1,243	942	2,185
8:00 PM - 9:00 PM	889	613	1,502
9:00 PM - 10:00 PM	706	485	1,191
10:00 PM - 11:00 PM	466	349	815
11:00 PM - 12:00 AM	257	180	437
Total	**15,377**	**12,507**	**27,884**

24-Hour EB Volume	22,003	24-Hour WB Volume	22,517



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 32. La Jolla Village Drive West of I-5 SB On Ramps

Orientation: *East-West*

Date of Count: *Wednesday, May 06, 2015*

Analysts: *DASH*

Weather: *Sunny*

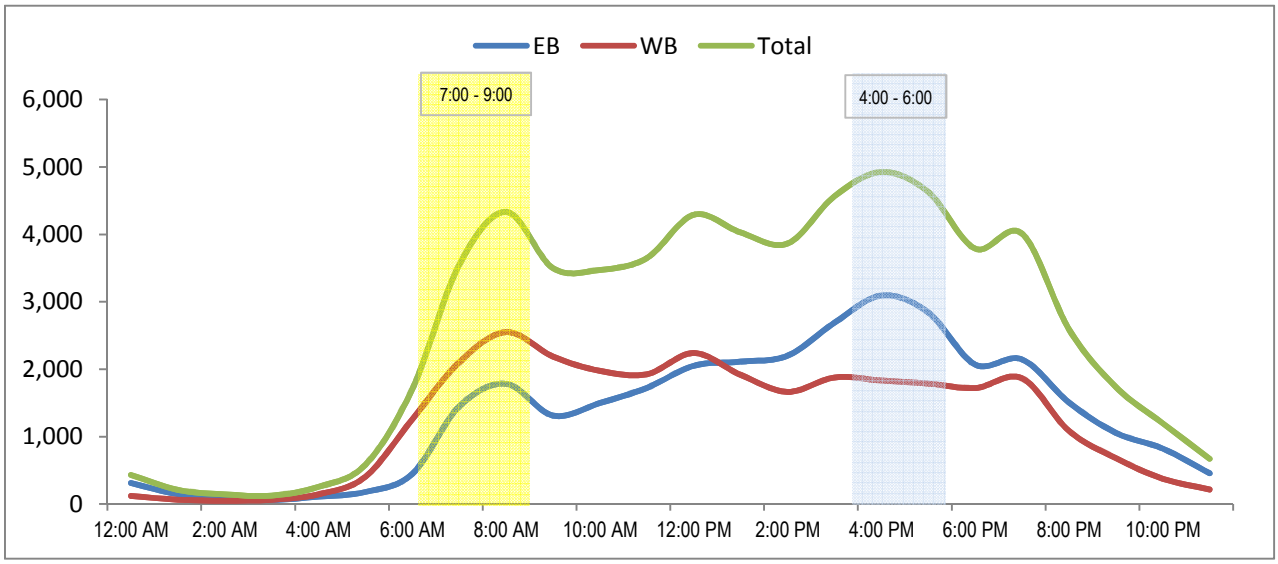
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*62,258*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	312	120	432
1:00 AM - 2:00 AM	146	64	210
2:00 AM - 3:00 AM	94	50	144
3:00 AM - 4:00 AM	61	64	125
4:00 AM - 5:00 AM	110	145	255
5:00 AM - 6:00 AM	179	405	584
6:00 AM - 7:00 AM	448	1,258	1,706
7:00 AM - 8:00 AM	1,447	2,103	3,550
8:00 AM - 9:00 AM	1,783	2,550	4,333
9:00 AM - 10:00 AM	1,312	2,187	3,499
10:00 AM - 11:00 AM	1,498	1,975	3,473
11:00 AM - 12:00 PM	1,723	1,925	3648
Total	**9,113**	**12,846**	**21,959**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	2,051	2,240	4,291
1:00 PM - 2:00 PM	2,112	1,916	4,028
2:00 PM - 3:00 PM	2,201	1,664	3,865
3:00 PM - 4:00 PM	2,688	1,877	4,565
4:00 PM - 5:00 PM	3,093	1,832	4,925
5:00 PM - 6:00 PM	2,841	1,788	4,629
6:00 PM - 7:00 PM	2,069	1,720	3,789
7:00 PM - 8:00 PM	2,145	1,865	4,010
8:00 PM - 9:00 PM	1,507	1,085	2,592
9:00 PM - 10:00 PM	1,056	679	1,735
10:00 PM - 11:00 PM	822	376	1,198
11:00 PM - 12:00 AM	456	216	672
Total	**23,041**	**17,258**	**40,299**

24-Hour	*EB*	*Volume*	*32,154*	*24-Hour*	*WB*	*Volume*	*30,104*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 60. La Jolla Village Drive Between I-5 NB & SB Ramps

Orientation: *East-West*

Date of Count: *Wednesday, May 06, 2015*

Analysts: *DASH*

Weather: *Sunny*

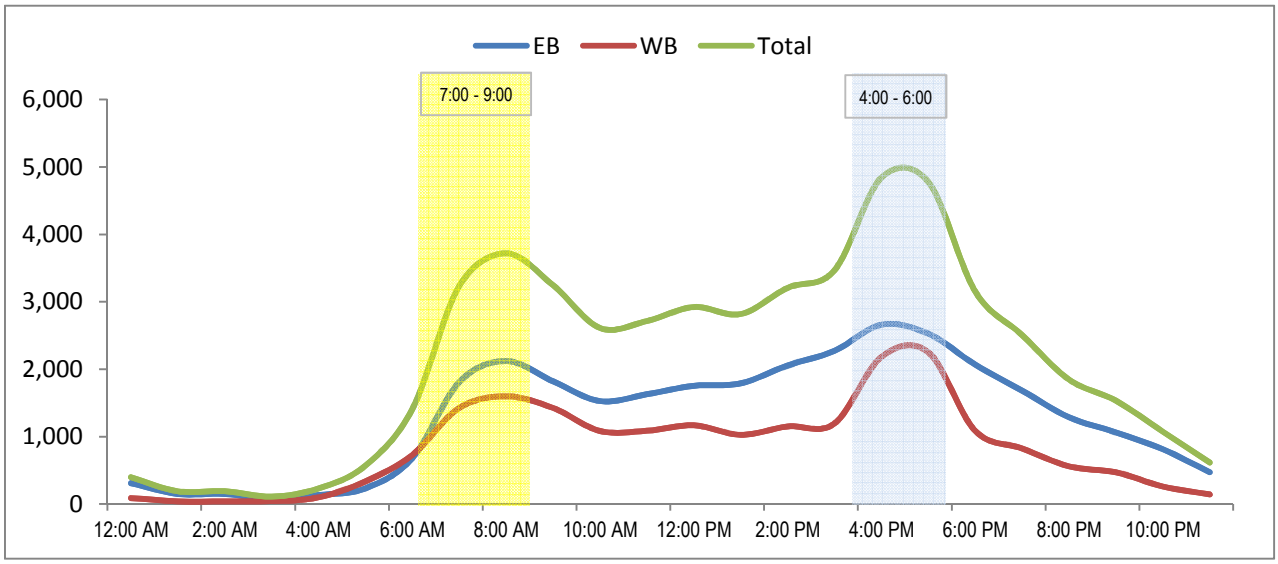
AVC Proj. No: *15-0345*

24 Hour Segment Volume			51,391

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	309	89	398
1:00 AM - 2:00 AM	150	39	189
2:00 AM - 3:00 AM	150	41	191
3:00 AM - 4:00 AM	69	42	111
4:00 AM - 5:00 AM	133	98	231
5:00 AM - 6:00 AM	233	337	570
6:00 AM - 7:00 AM	681	728	1,409
7:00 AM - 8:00 AM	1,809	1,425	3,234
8:00 AM - 9:00 AM	2,121	1,598	3,719
9:00 AM - 10:00 AM	1,821	1,425	3,246
10:00 AM - 11:00 AM	1,527	1,084	2,611
11:00 AM - 12:00 PM	1,628	1,087	2715
Total	**10,631**	**7,993**	**18,624**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,754	1,168	2,922
1:00 PM - 2:00 PM	1,791	1,027	2,818
2:00 PM - 3:00 PM	2,056	1,151	3,207
3:00 PM - 4:00 PM	2,272	1,195	3,467
4:00 PM - 5:00 PM	2,660	2,181	4,841
5:00 PM - 6:00 PM	2,528	2,252	4,780
6:00 PM - 7:00 PM	2,068	1,087	3,155
7:00 PM - 8:00 PM	1,683	825	2,508
8:00 PM - 9:00 PM	1,287	560	1,847
9:00 PM - 10:00 PM	1,064	470	1,534
10:00 PM - 11:00 PM	813	261	1,074
11:00 PM - 12:00 AM	472	142	614
Total	**20,448**	**12,319**	**32,767**

24-Hour EB Volume	31,079	24-Hour WB Volume	20,312



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 34. La Jolla Village Drive West of Lebon Dr

Orientation: *East-West*

Date of Count: *Tuesday, May 05, 2015*

Analysts: *DASH*

Weather: *Sunny*

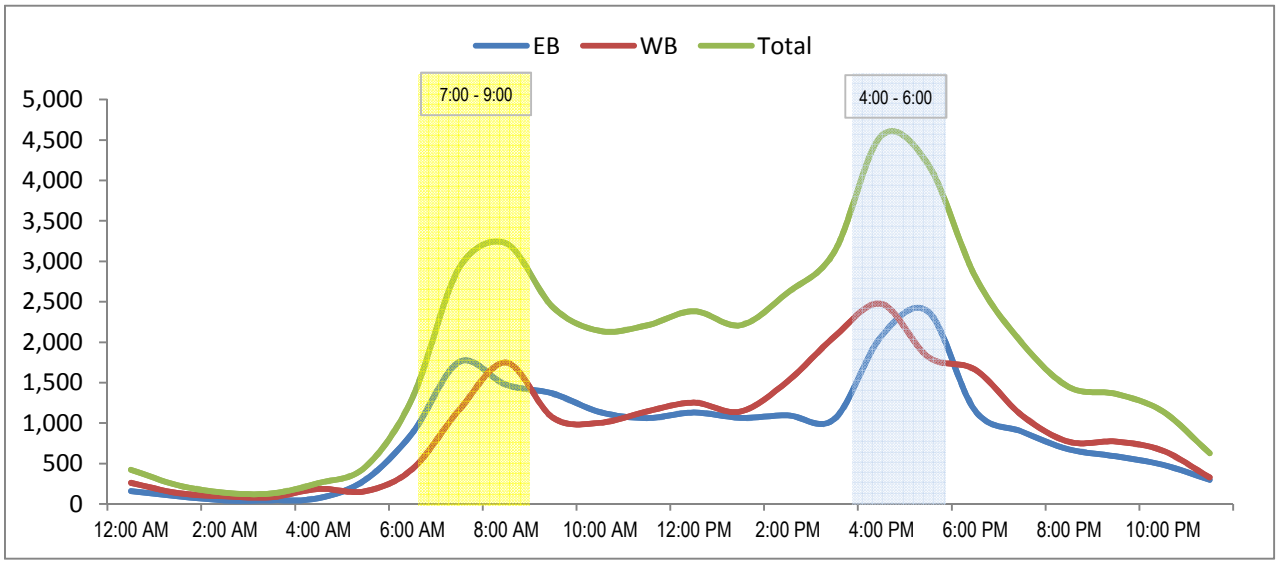
AVC Proj. No: *15-0345*

24 Hour Segment Volume			44,335

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	161	263	424
1:00 AM - 2:00 AM	96	136	232
2:00 AM - 3:00 AM	46	95	141
3:00 AM - 4:00 AM	46	85	131
4:00 AM - 5:00 AM	72	187	259
5:00 AM - 6:00 AM	300	159	459
6:00 AM - 7:00 AM	878	433	1,311
7:00 AM - 8:00 AM	1,757	1,164	2,921
8:00 AM - 9:00 AM	1,474	1,749	3,223
9:00 AM - 10:00 AM	1,365	1,066	2,431
10:00 AM - 11:00 AM	1,136	1,004	2,140
11:00 AM - 12:00 PM	1,063	1,145	2208
Total	**8,394**	**7,486**	**15,880**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,131	1,253	2,384
1:00 PM - 2:00 PM	1,066	1,144	2,210
2:00 PM - 3:00 PM	1,096	1,517	2,613
3:00 PM - 4:00 PM	1,052	2,069	3,121
4:00 PM - 5:00 PM	2,076	2,475	4,551
5:00 PM - 6:00 PM	2,377	1,817	4,194
6:00 PM - 7:00 PM	1,153	1,661	2,814
7:00 PM - 8:00 PM	895	1,094	1,989
8:00 PM - 9:00 PM	676	769	1,445
9:00 PM - 10:00 PM	589	772	1,361
10:00 PM - 11:00 PM	485	660	1,145
11:00 PM - 12:00 AM	299	329	628
Total	**12,895**	**15,560**	**28,455**

24-Hour EB Volume	21,289	24-Hour WB Volume	23,046



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 33. La Jolla Village Drive East of Lebon Dr

Orientation: *East-West*

Date of Count: *Tuesday, May 05, 2015*

Analysts: *DASH*

Weather: *Sunny*

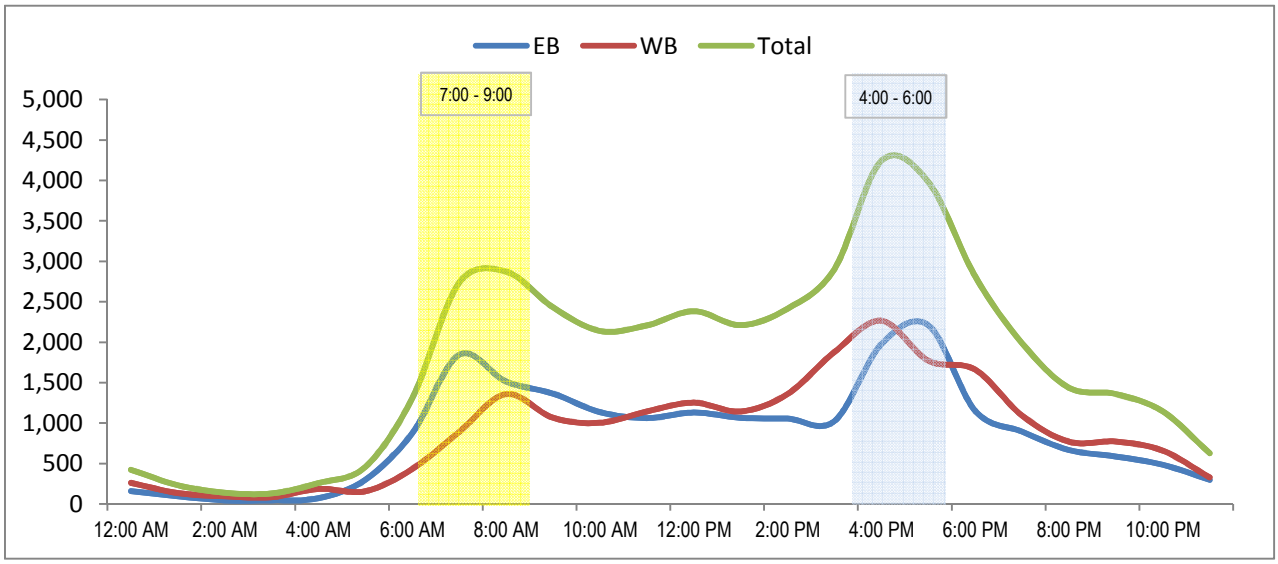
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*42,863*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	161	263	424
1:00 AM - 2:00 AM	96	136	232
2:00 AM - 3:00 AM	46	95	141
3:00 AM - 4:00 AM	46	85	131
4:00 AM - 5:00 AM	72	187	259
5:00 AM - 6:00 AM	301	159	460
6:00 AM - 7:00 AM	878	433	1,311
7:00 AM - 8:00 AM	1,845	893	2,738
8:00 AM - 9:00 AM	1,514	1,359	2,873
9:00 AM - 10:00 AM	1,365	1,066	2,431
10:00 AM - 11:00 AM	1,136	1,004	2,140
11:00 AM - 12:00 PM	1,063	1,145	2208
Total	**8,523**	**6,825**	**15,348**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,131	1,253	2,384
1:00 PM - 2:00 PM	1,066	1,145	2,211
2:00 PM - 3:00 PM	1,056	1,359	2,415
3:00 PM - 4:00 PM	1,026	1,880	2,906
4:00 PM - 5:00 PM	1,976	2,266	4,242
5:00 PM - 6:00 PM	2,211	1,772	3,983
6:00 PM - 7:00 PM	1,153	1,661	2,814
7:00 PM - 8:00 PM	895	1,094	1,989
8:00 PM - 9:00 PM	668	770	1,438
9:00 PM - 10:00 PM	588	772	1,360
10:00 PM - 11:00 PM	485	660	1,145
11:00 PM - 12:00 AM	299	329	628
Total	**12,554**	**14,961**	**27,515**

24-Hour	*EB*	*Volume*	*21,077*	*24-Hour*	*WB*	*Volume*	*21,786*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 14. La Jolla Village Drive West of Genesee Ave

Orientation: *East-West*

Date of Count: *Tuesday, May 05, 2015*

Analysts: *DASH*

Weather: *Sunny*

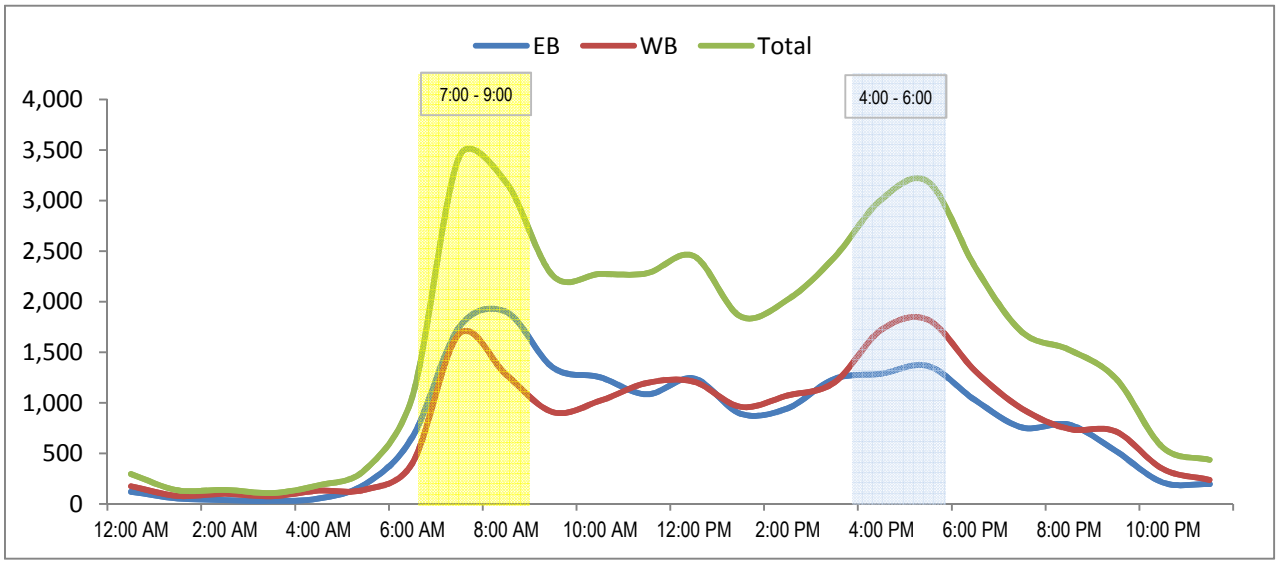
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*38,474*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	121	176	297
1:00 AM - 2:00 AM	55	81	136
2:00 AM - 3:00 AM	40	101	141
3:00 AM - 4:00 AM	31	78	109
4:00 AM - 5:00 AM	54	132	186
5:00 AM - 6:00 AM	199	143	342
6:00 AM - 7:00 AM	660	403	1,063
7:00 AM - 8:00 AM	1,750	1,683	3,433
8:00 AM - 9:00 AM	1,900	1,280	3,180
9:00 AM - 10:00 AM	1,349	908	2,257
10:00 AM - 11:00 AM	1,254	1,021	2,275
11:00 AM - 12:00 PM	1,085	1,197	2282
Total	**8,498**	**7,203**	**15,701**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,243	1,210	2,453
1:00 PM - 2:00 PM	893	961	1,854
2:00 PM - 3:00 PM	947	1,073	2,020
3:00 PM - 4:00 PM	1,238	1,202	2,440
4:00 PM - 5:00 PM	1,289	1,723	3,012
5:00 PM - 6:00 PM	1,365	1,821	3,186
6:00 PM - 7:00 PM	1,027	1,317	2,344
7:00 PM - 8:00 PM	757	943	1,700
8:00 PM - 9:00 PM	785	742	1,527
9:00 PM - 10:00 PM	524	717	1,241
10:00 PM - 11:00 PM	213	347	560
11:00 PM - 12:00 AM	197	239	436
Total	**10,478**	**12,295**	**22,773**

24-Hour	*EB*	*Volume*	*18,976*	*24-Hour*	*WB*	*Volume*	*19,498*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 13. La Jolla Village Drive East of Genesee Ave

Orientation: *East-West*

Date of Count: *Tuesday, May 05, 2015*

Analysts: *DASH*

Weather: *Sunny*

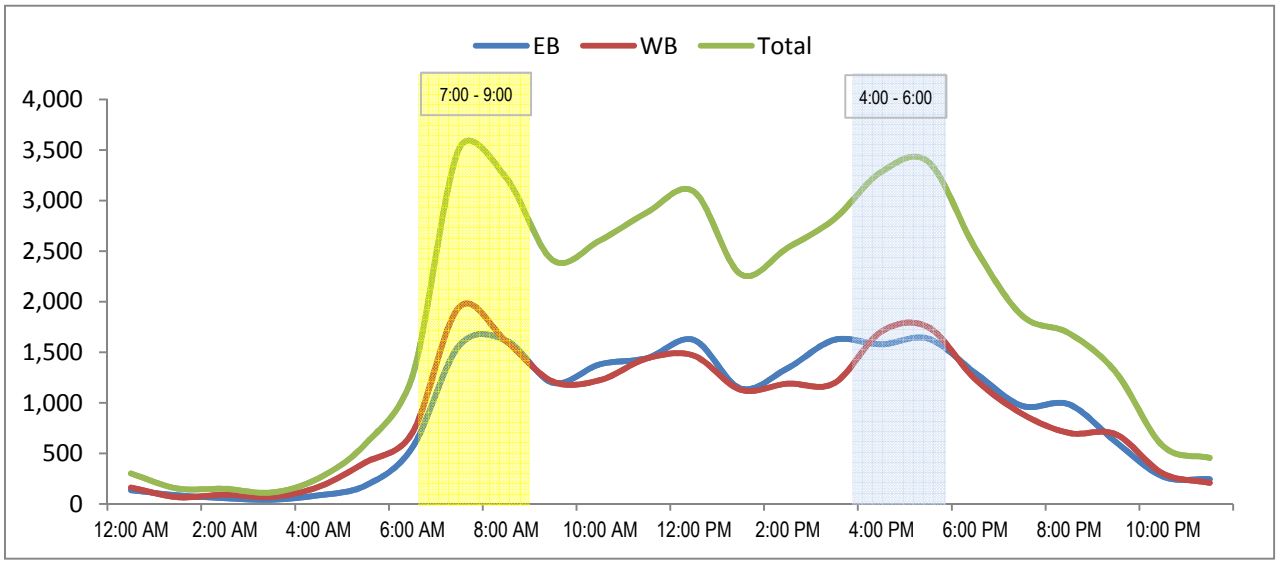
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*43,277*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	138	164	302
1:00 AM - 2:00 AM	85	68	153
2:00 AM - 3:00 AM	58	93	151
3:00 AM - 4:00 AM	43	71	114
4:00 AM - 5:00 AM	86	169	255
5:00 AM - 6:00 AM	183	412	595
6:00 AM - 7:00 AM	559	705	1,264
7:00 AM - 8:00 AM	1,567	1,948	3,515
8:00 AM - 9:00 AM	1,617	1,609	3,226
9:00 AM - 10:00 AM	1,198	1,211	2,409
10:00 AM - 11:00 AM	1,382	1,225	2,607
11:00 AM - 12:00 PM	1,443	1,439	2882
Total	**8,359**	**9,114**	**17,473**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,623	1,468	3,091
1:00 PM - 2:00 PM	1,143	1,130	2,273
2:00 PM - 3:00 PM	1,343	1,190	2,533
3:00 PM - 4:00 PM	1,624	1,196	2,820
4:00 PM - 5:00 PM	1,579	1,706	3,285
5:00 PM - 6:00 PM	1,635	1,749	3,384
6:00 PM - 7:00 PM	1,297	1,235	2,532
7:00 PM - 8:00 PM	971	892	1,863
8:00 PM - 9:00 PM	986	703	1,689
9:00 PM - 10:00 PM	614	689	1,303
10:00 PM - 11:00 PM	272	303	575
11:00 PM - 12:00 AM	246	210	456
Total	**13,333**	**12,471**	**25,804**

24-Hour	*EB*	*Volume*	*21,692*	*24-Hour*	*WB*	*Volume*	*21,585*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 35. La Jolla Village Drive West of Towne Center Dr

Orientation: *East-West*

Date of Count: *Tuesday, May 05, 2015*

Analysts: *DASH*

Weather: *Sunny*

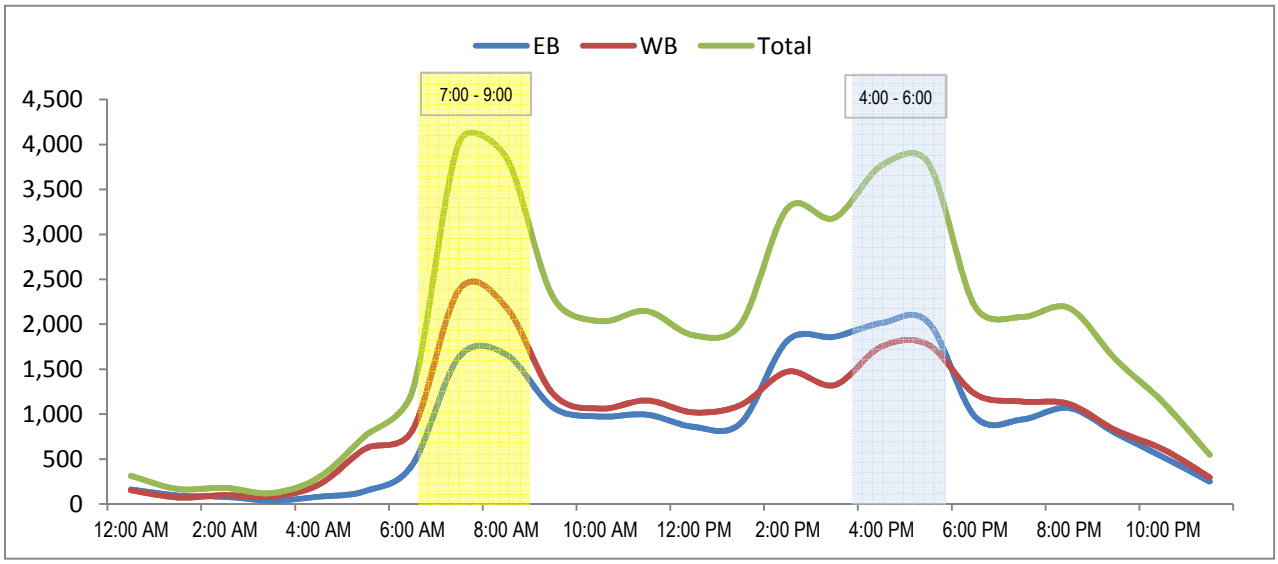
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*45,117*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	162	152	314
1:00 AM - 2:00 AM	94	73	167
2:00 AM - 3:00 AM	81	99	180
3:00 AM - 4:00 AM	38	84	122
4:00 AM - 5:00 AM	81	214	295
5:00 AM - 6:00 AM	145	616	761
6:00 AM - 7:00 AM	436	819	1,255
7:00 AM - 8:00 AM	1,639	2,385	4,024
8:00 AM - 9:00 AM	1,665	2,192	3,857
9:00 AM - 10:00 AM	1,074	1,227	2,301
10:00 AM - 11:00 AM	974	1,061	2,035
11:00 AM - 12:00 PM	994	1,152	2146
Total	**7,383**	**10,074**	**17,457**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	858	1,019	1,877
1:00 PM - 2:00 PM	900	1,101	2,001
2:00 PM - 3:00 PM	1,818	1,473	3,291
3:00 PM - 4:00 PM	1,861	1,323	3,184
4:00 PM - 5:00 PM	2,014	1,751	3,765
5:00 PM - 6:00 PM	2,023	1,773	3,796
6:00 PM - 7:00 PM	971	1,224	2,195
7:00 PM - 8:00 PM	940	1,141	2,081
8:00 PM - 9:00 PM	1,068	1,113	2,181
9:00 PM - 10:00 PM	787	819	1,606
10:00 PM - 11:00 PM	524	611	1,135
11:00 PM - 12:00 AM	251	297	548
Total	**14,015**	**13,645**	**27,660**

24-Hour	*EB*	*Volume*	*21,398*	*24-Hour*	*WB*	*Volume*	*23,719*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 36. La Jolla Village Drive East of Towne Center Drive

Orientation: *East-West*

Date of Count: *Tuesday, May 05, 2015*

Analysts: *DASH*

Weather: *Sunny*

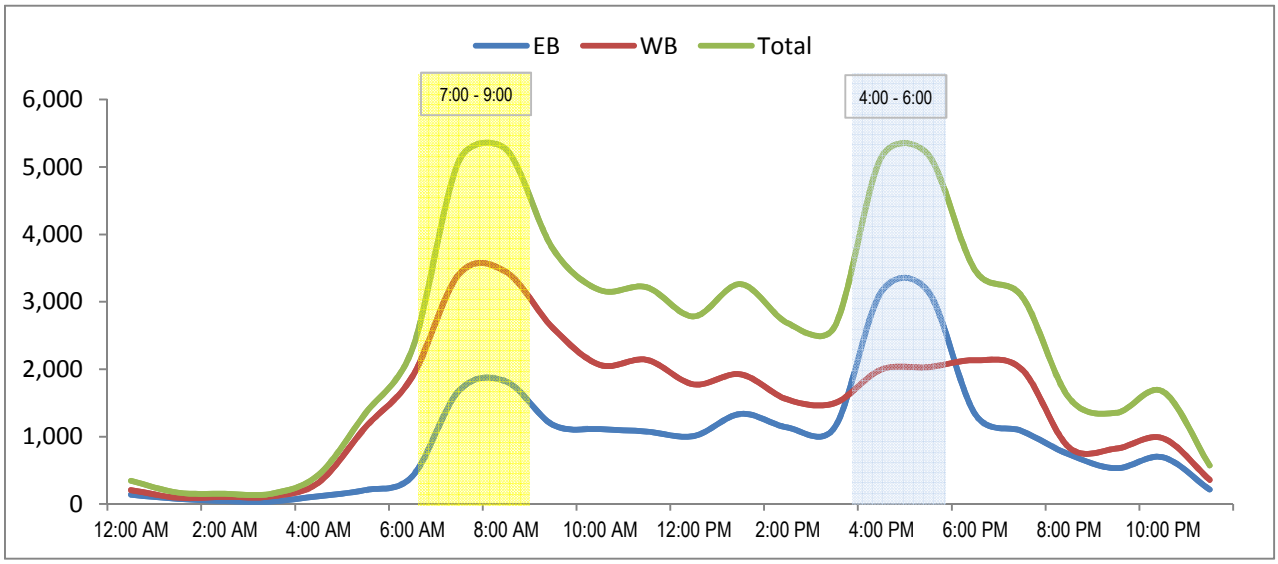
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*58,833*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	138	206	344
1:00 AM - 2:00 AM	76	94	170
2:00 AM - 3:00 AM	45	107	152
3:00 AM - 4:00 AM	40	114	154
4:00 AM - 5:00 AM	117	318	435
5:00 AM - 6:00 AM	208	1,139	1,347
6:00 AM - 7:00 AM	411	1,890	2,301
7:00 AM - 8:00 AM	1,686	3,413	5,099
8:00 AM - 9:00 AM	1,818	3,443	5,261
9:00 AM - 10:00 AM	1,174	2,609	3,783
10:00 AM - 11:00 AM	1,110	2,063	3,173
11:00 AM - 12:00 PM	1,076	2,139	3215
Total	**7,899**	**17,535**	**25,434**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,008	1,775	2,783
1:00 PM - 2:00 PM	1,338	1,924	3,262
2:00 PM - 3:00 PM	1,135	1,549	2,684
3:00 PM - 4:00 PM	1,132	1,496	2,628
4:00 PM - 5:00 PM	3,149	1,996	5,145
5:00 PM - 6:00 PM	3,153	2,029	5,182
6:00 PM - 7:00 PM	1,334	2,133	3,467
7:00 PM - 8:00 PM	1,083	1,994	3,077
8:00 PM - 9:00 PM	736	841	1,577
9:00 PM - 10:00 PM	531	821	1,352
10:00 PM - 11:00 PM	694	976	1,670
11:00 PM - 12:00 AM	214	358	572
Total	**15,507**	**17,892**	**33,399**

24-Hour	*EB*	*Volume*	*23,406*	*24-Hour*	*WB*	*Volume*	*35,427*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 52. Lebon Drive North of Nobel Dr

Orientation: *North-South*

Date of Count: *Tuesday, April 28, 2015*

Analysts: *DASH*

Weather: *Sunny*

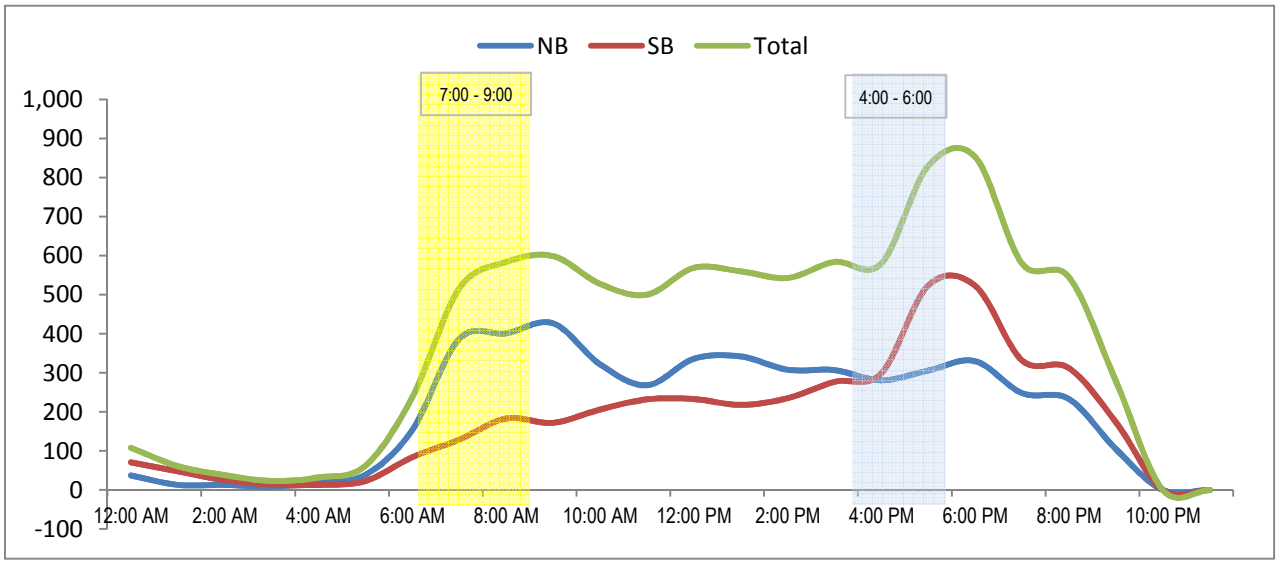
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*9,212*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	37	71	108
1:00 AM - 2:00 AM	13	48	61
2:00 AM - 3:00 AM	13	25	38
3:00 AM - 4:00 AM	9	14	23
4:00 AM - 5:00 AM	19	13	32
5:00 AM - 6:00 AM	39	23	62
6:00 AM - 7:00 AM	154	84	238
7:00 AM - 8:00 AM	387	129	516
8:00 AM - 9:00 AM	401	183	584
9:00 AM - 10:00 AM	427	172	599
10:00 AM - 11:00 AM	322	206	528
11:00 AM - 12:00 PM	268	232	500
Total	**2,089**	**1,200**	**3,289**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	336	233	569
1:00 PM - 2:00 PM	342	218	560
2:00 PM - 3:00 PM	308	235	543
3:00 PM - 4:00 PM	307	277	584
4:00 PM - 5:00 PM	281	299	580
5:00 PM - 6:00 PM	306	524	830
6:00 PM - 7:00 PM	330	523	853
7:00 PM - 8:00 PM	248	332	580
8:00 PM - 9:00 PM	233	312	545
9:00 PM - 10:00 PM	105	174	279
10:00 PM - 11:00 PM	0	0	0
11:00 PM - 12:00 AM	0	0	0
Total	**2,796**	**3,127**	**5,923**

24-Hour	*NB*	*Volume*	*4,885*	*24-Hour*	*SB*	*Volume*	*4,327*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 53. Lebon Drive South of Nobel Dr

Orientation: *North-South*

Date of Count: *Tuesday, April 28, 2015*

Analysts: *DASH*

Weather: *Sunny*

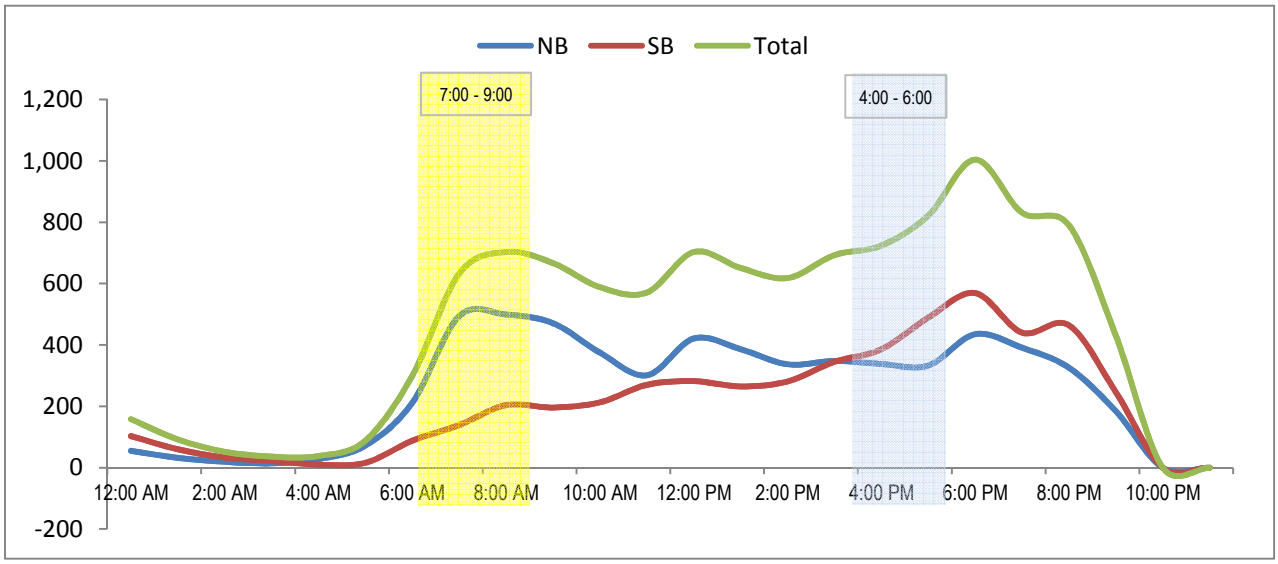
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*11,192*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	55	103	158
1:00 AM - 2:00 AM	32	60	92
2:00 AM - 3:00 AM	19	33	52
3:00 AM - 4:00 AM	14	22	36
4:00 AM - 5:00 AM	28	10	38
5:00 AM - 6:00 AM	72	16	88
6:00 AM - 7:00 AM	212	88	300
7:00 AM - 8:00 AM	494	139	633
8:00 AM - 9:00 AM	499	204	703
9:00 AM - 10:00 AM	471	196	667
10:00 AM - 11:00 AM	375	213	588
11:00 AM - 12:00 PM	301	270	571
Total	**2,572**	**1,354**	**3,926**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	421	282	703
1:00 PM - 2:00 PM	386	265	651
2:00 PM - 3:00 PM	337	281	618
3:00 PM - 4:00 PM	348	345	693
4:00 PM - 5:00 PM	338	386	724
5:00 PM - 6:00 PM	333	489	822
6:00 PM - 7:00 PM	435	569	1,004
7:00 PM - 8:00 PM	391	440	831
8:00 PM - 9:00 PM	326	464	790
9:00 PM - 10:00 PM	184	246	430
10:00 PM - 11:00 PM	0	0	0
11:00 PM - 12:00 AM	0	0	0
Total	**3,499**	**3,767**	**7,266**

24-Hour	*NB*	*Volume*	*6,071*	*24-Hour*	*SB*	*Volume*	*5,121*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 63. Miramar Road Between I-805 NB & SB Ramps

Orientation: *East-West*

Date of Count: *Tuesday, May 05, 2015*

Analysts: *DASH*

Weather: *Sunny*

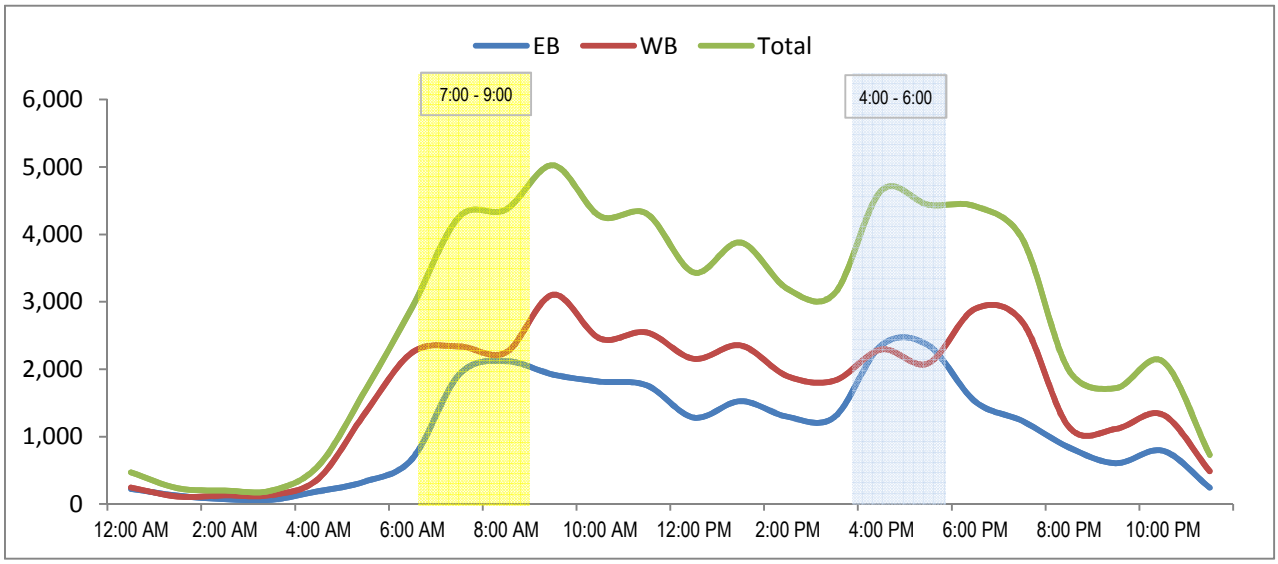
AVC Proj. No: *15-0345*

24 Hour Segment Volume			66,139

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	225	245	470
1:00 AM - 2:00 AM	123	112	235
2:00 AM - 3:00 AM	73	128	201
3:00 AM - 4:00 AM	65	135	200
4:00 AM - 5:00 AM	191	378	569
5:00 AM - 6:00 AM	335	1,356	1,691
6:00 AM - 7:00 AM	673	2,249	2,922
7:00 AM - 8:00 AM	1,923	2,338	4,261
8:00 AM - 9:00 AM	2,119	2,250	4,369
9:00 AM - 10:00 AM	1,920	3,105	5,025
10:00 AM - 11:00 AM	1,816	2,455	4,271
11:00 AM - 12:00 PM	1,760	2,546	4306
Total	**11,223**	**17,297**	**28,520**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,282	2,153	3,435
1:00 PM - 2:00 PM	1,526	2,353	3,879
2:00 PM - 3:00 PM	1,294	1,896	3,190
3:00 PM - 4:00 PM	1,291	1,830	3,121
4:00 PM - 5:00 PM	2,357	2,293	4,650
5:00 PM - 6:00 PM	2,354	2,086	4,440
6:00 PM - 7:00 PM	1,521	2,896	4,417
7:00 PM - 8:00 PM	1,234	2,706	3,940
8:00 PM - 9:00 PM	839	1,142	1,981
9:00 PM - 10:00 PM	605	1,114	1,719
10:00 PM - 11:00 PM	791	1,326	2,117
11:00 PM - 12:00 AM	244	486	730
Total	**15,338**	**22,281**	**37,619**

24-Hour EB Volume	26,561	24-Hour WB Volume	39,578



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 37. Miramar Road West of Nobel Dr

Orientation: *East-West*

Date of Count: *Wednesday, May 13, 2015*

Analysts: *DASH*

Weather: *Sunny*

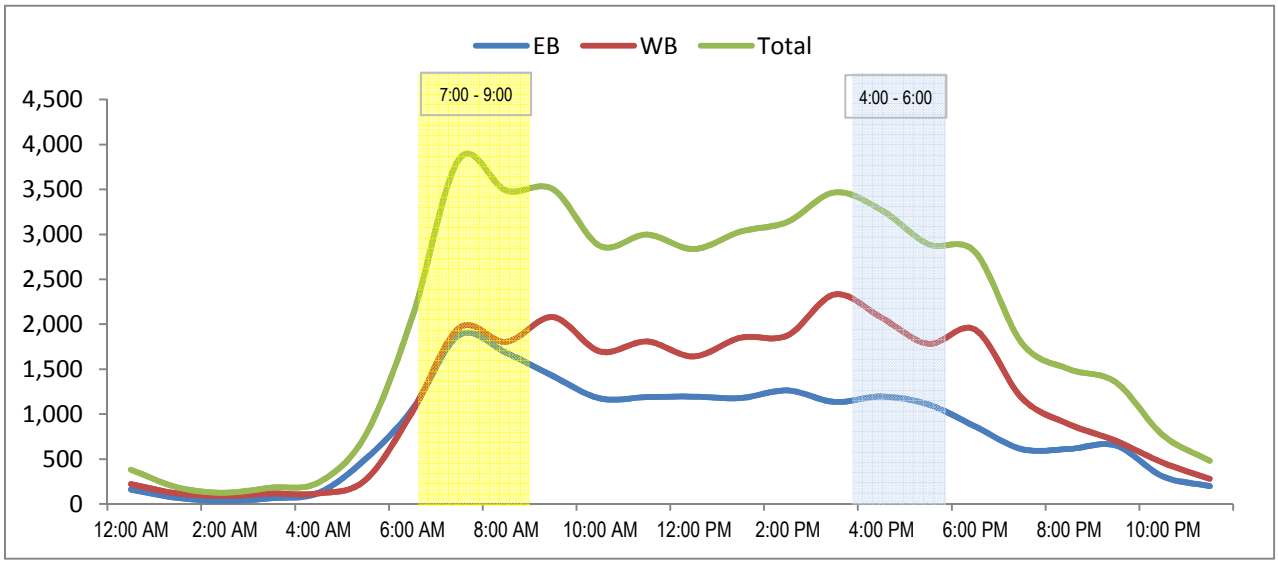
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*47,991*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	161	221	382
1:00 AM - 2:00 AM	68	117	185
2:00 AM - 3:00 AM	36	90	126
3:00 AM - 4:00 AM	65	117	182
4:00 AM - 5:00 AM	124	117	241
5:00 AM - 6:00 AM	499	267	766
6:00 AM - 7:00 AM	1,055	1,026	2,081
7:00 AM - 8:00 AM	1,880	1,960	3,840
8:00 AM - 9:00 AM	1,683	1,804	3,487
9:00 AM - 10:00 AM	1,423	2,079	3,502
10:00 AM - 11:00 AM	1,175	1,697	2,872
11:00 AM - 12:00 PM	1,190	1,808	2998
Total	**9,359**	**11,303**	**20,662**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,195	1,642	2,837
1:00 PM - 2:00 PM	1,180	1,851	3,031
2:00 PM - 3:00 PM	1,263	1,876	3,139
3:00 PM - 4:00 PM	1,136	2,331	3,467
4:00 PM - 5:00 PM	1,196	2,075	3,271
5:00 PM - 6:00 PM	1,108	1,783	2,891
6:00 PM - 7:00 PM	863	1,940	2,803
7:00 PM - 8:00 PM	610	1,177	1,787
8:00 PM - 9:00 PM	613	888	1,501
9:00 PM - 10:00 PM	650	704	1,354
10:00 PM - 11:00 PM	307	460	767
11:00 PM - 12:00 AM	200	281	481
Total	**10,321**	**17,008**	**27,329**

24-Hour	*EB*	*Volume*	*19,680*	*24-Hour*	*WB*	*Volume*	*28,311*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 38. Miramar Road East of Nobel Dr

Orientation: *East-West*

Date of Count: *Wednesday, May 13, 2015*

Analysts: *DASH*

Weather: *Sunny*

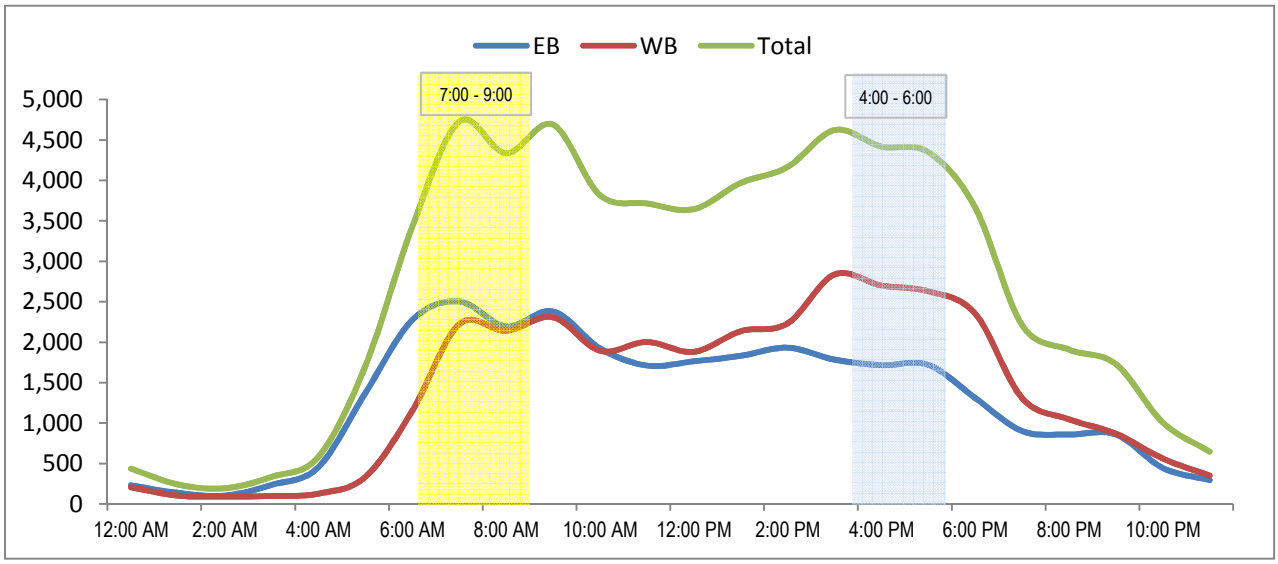
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*64,557*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	231	206	437
1:00 AM - 2:00 AM	138	104	242
2:00 AM - 3:00 AM	103	91	194
3:00 AM - 4:00 AM	237	99	336
4:00 AM - 5:00 AM	457	129	586
5:00 AM - 6:00 AM	1,373	336	1,709
6:00 AM - 7:00 AM	2,276	1,153	3,429
7:00 AM - 8:00 AM	2,504	2,223	4,727
8:00 AM - 9:00 AM	2,195	2,141	4,336
9:00 AM - 10:00 AM	2,381	2,308	4,689
10:00 AM - 11:00 AM	1,924	1,894	3,818
11:00 AM - 12:00 PM	1,712	2,003	3715
Total	**15,531**	**12,687**	**28,218**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	1,764	1,881	3,645
1:00 PM - 2:00 PM	1,831	2,137	3,968
2:00 PM - 3:00 PM	1,933	2,232	4,165
3:00 PM - 4:00 PM	1,785	2,837	4,622
4:00 PM - 5:00 PM	1,717	2,701	4,418
5:00 PM - 6:00 PM	1,720	2,630	4,350
6:00 PM - 7:00 PM	1,312	2,354	3,666
7:00 PM - 8:00 PM	902	1,310	2,212
8:00 PM - 9:00 PM	860	1,048	1,908
9:00 PM - 10:00 PM	860	870	1,730
10:00 PM - 11:00 PM	446	562	1,008
11:00 PM - 12:00 AM	295	352	647
Total	**15,425**	**20,914**	**36,339**

24-Hour	*EB*	*Volume*	*30,956*	*24-Hour*	*WB*	*Volume*	*33,601*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 81. Miramar Rd, West of Camino Santa Fe

Orientation: *East-West*

Date of Count: *Wednesday, June 17, 2015*

Analysts: *DASH*

Weather: *Sunny*

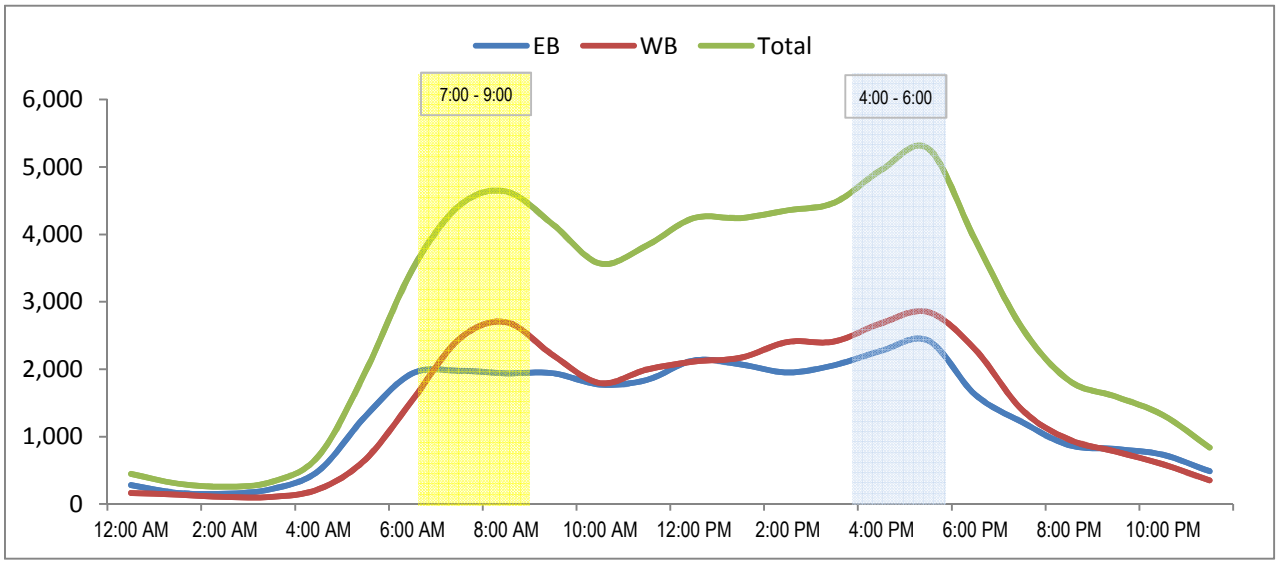
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*67,748*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	281	165	446
1:00 AM - 2:00 AM	163	140	303
2:00 AM - 3:00 AM	153	104	257
3:00 AM - 4:00 AM	222	107	329
4:00 AM - 5:00 AM	492	220	712
5:00 AM - 6:00 AM	1,303	660	1,963
6:00 AM - 7:00 AM	1,937	1,540	3,477
7:00 AM - 8:00 AM	1,978	2,448	4,426
8:00 AM - 9:00 AM	1,939	2,697	4,636
9:00 AM - 10:00 AM	1,940	2,206	4,146
10:00 AM - 11:00 AM	1,773	1,794	3,567
11:00 AM - 12:00 PM	1,841	1,995	3836
Total	**14,022**	**14,076**	**28,098**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	2,130	2,112	4,242
1:00 PM - 2:00 PM	2,071	2,171	4,242
2:00 PM - 3:00 PM	1,952	2,404	4,356
3:00 PM - 4:00 PM	2,060	2,411	4,471
4:00 PM - 5:00 PM	2,273	2,683	4,956
5:00 PM - 6:00 PM	2,424	2,848	5,272
6:00 PM - 7:00 PM	1,623	2,293	3,916
7:00 PM - 8:00 PM	1,216	1,396	2,612
8:00 PM - 9:00 PM	875	957	1,832
9:00 PM - 10:00 PM	816	777	1,593
10:00 PM - 11:00 PM	731	590	1,321
11:00 PM - 12:00 AM	486	351	837
Total	**18,657**	**20,993**	**39,650**

24-Hour	*EB*	*Volume*	*32,679*	*24-Hour*	*WB*	*Volume*	*35,069*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 6. Regents Rd, South of SR-52 EB Ramps

Orientation: *North-South*

Date of Count: *Tuesday, April 28, 2015*

Analysts: *DASH*

Weather: *Sunny*

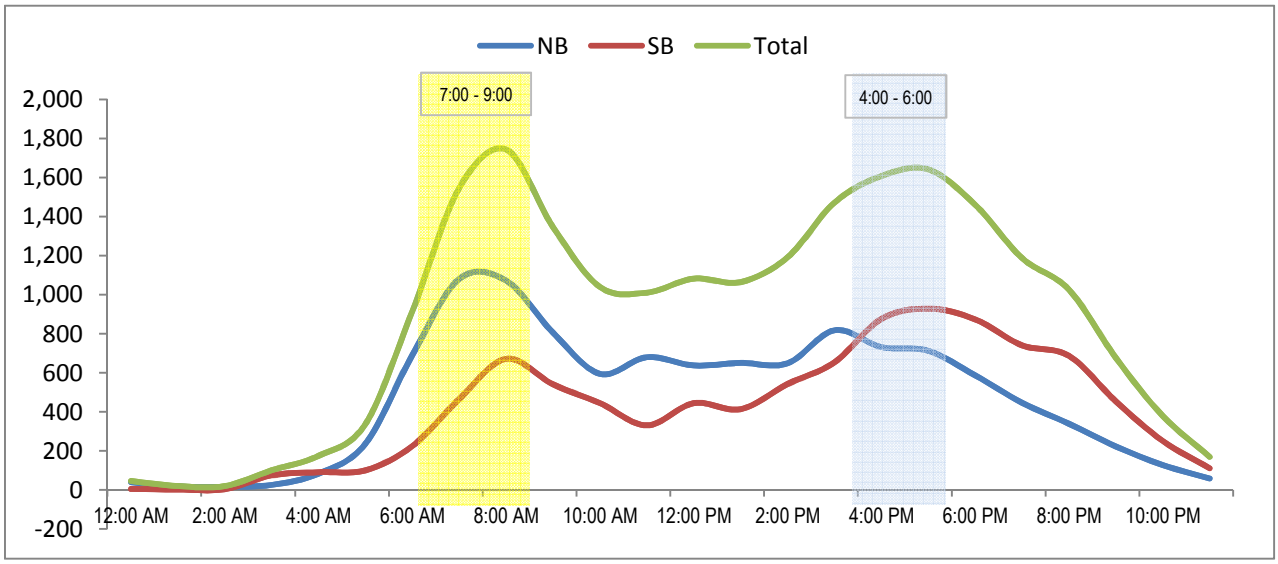
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*21,268*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	40	6	46
1:00 AM - 2:00 AM	18	2	20
2:00 AM - 3:00 AM	16	4	20
3:00 AM - 4:00 AM	26	75	101
4:00 AM - 5:00 AM	84	91	175
5:00 AM - 6:00 AM	237	101	338
6:00 AM - 7:00 AM	691	225	916
7:00 AM - 8:00 AM	1,081	466	1,547
8:00 AM - 9:00 AM	1,072	672	1,744
9:00 AM - 10:00 AM	806	541	1,347
10:00 AM - 11:00 AM	595	445	1,040
11:00 AM - 12:00 PM	680	331	1011
Total	**5,346**	**2,959**	**8,305**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	638	445	1,083
1:00 PM - 2:00 PM	651	414	1,065
2:00 PM - 3:00 PM	649	543	1,192
3:00 PM - 4:00 PM	818	654	1,472
4:00 PM - 5:00 PM	732	876	1,608
5:00 PM - 6:00 PM	713	929	1,642
6:00 PM - 7:00 PM	587	874	1,461
7:00 PM - 8:00 PM	447	741	1,188
8:00 PM - 9:00 PM	339	687	1,026
9:00 PM - 10:00 PM	223	454	677
10:00 PM - 11:00 PM	128	251	379
11:00 PM - 12:00 AM	59	111	170
Total	**5,984**	**6,979**	**12,963**

24-Hour	*NB*	*Volume*	*11,330*	*24-Hour*	*SB*	*Volume*	*9,938*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 7. Regents Road North of SR-52 WB Ramps

Orientation: *North-South*

Date of Count: *Tuesday, April 28, 2015*

Analysts: *DASH*

Weather: *Sunny*

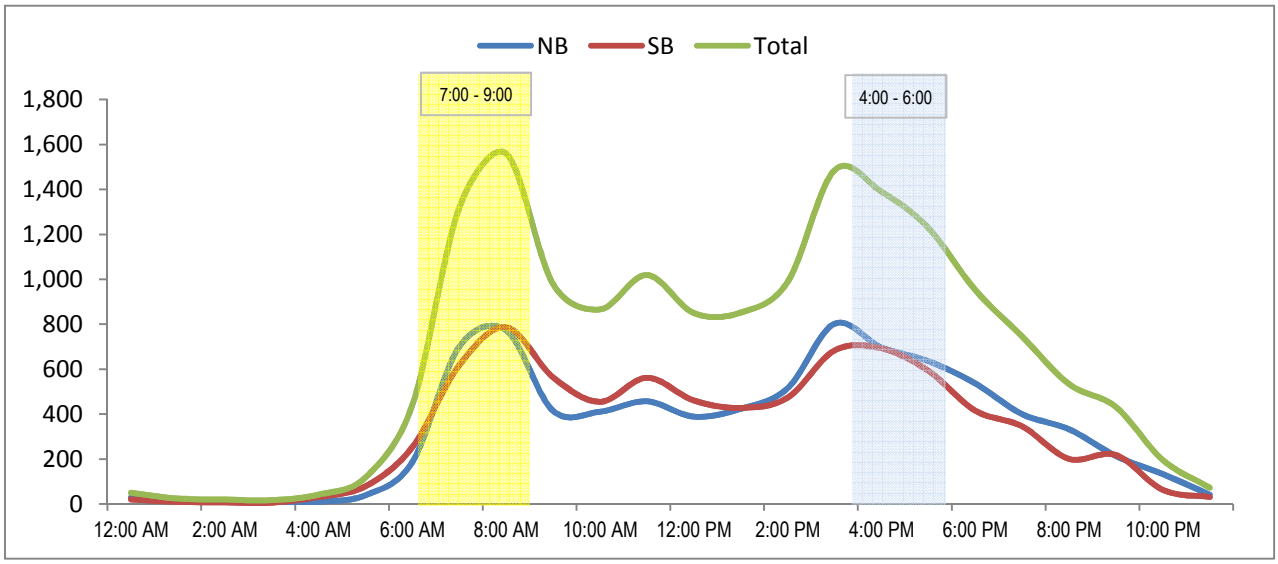
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*16,181*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	29	21	50
1:00 AM - 2:00 AM	14	10	24
2:00 AM - 3:00 AM	13	7	20
3:00 AM - 4:00 AM	11	6	17
4:00 AM - 5:00 AM	11	31	42
5:00 AM - 6:00 AM	39	79	118
6:00 AM - 7:00 AM	187	253	440
7:00 AM - 8:00 AM	700	618	1,318
8:00 AM - 9:00 AM	773	787	1,560
9:00 AM - 10:00 AM	415	564	979
10:00 AM - 11:00 AM	411	455	866
11:00 AM - 12:00 PM	457	562	1019
Total	**3,060**	**3,393**	**6,453**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	389	461	850
1:00 PM - 2:00 PM	424	428	852
2:00 PM - 3:00 PM	515	473	988
3:00 PM - 4:00 PM	802	683	1,485
4:00 PM - 5:00 PM	697	693	1,390
5:00 PM - 6:00 PM	636	593	1,229
6:00 PM - 7:00 PM	537	416	953
7:00 PM - 8:00 PM	400	346	746
8:00 PM - 9:00 PM	333	201	534
9:00 PM - 10:00 PM	214	218	432
10:00 PM - 11:00 PM	133	63	196
11:00 PM - 12:00 AM	42	31	73
Total	**5,122**	**4,606**	**9,728**

24-Hour	*NB*	*Volume*	*8,182*	*24-Hour*	*SB*	*Volume*	*7,999*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 21. North Torrey Pines Road North of Genesee Avenue

Orientation: *East-West*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

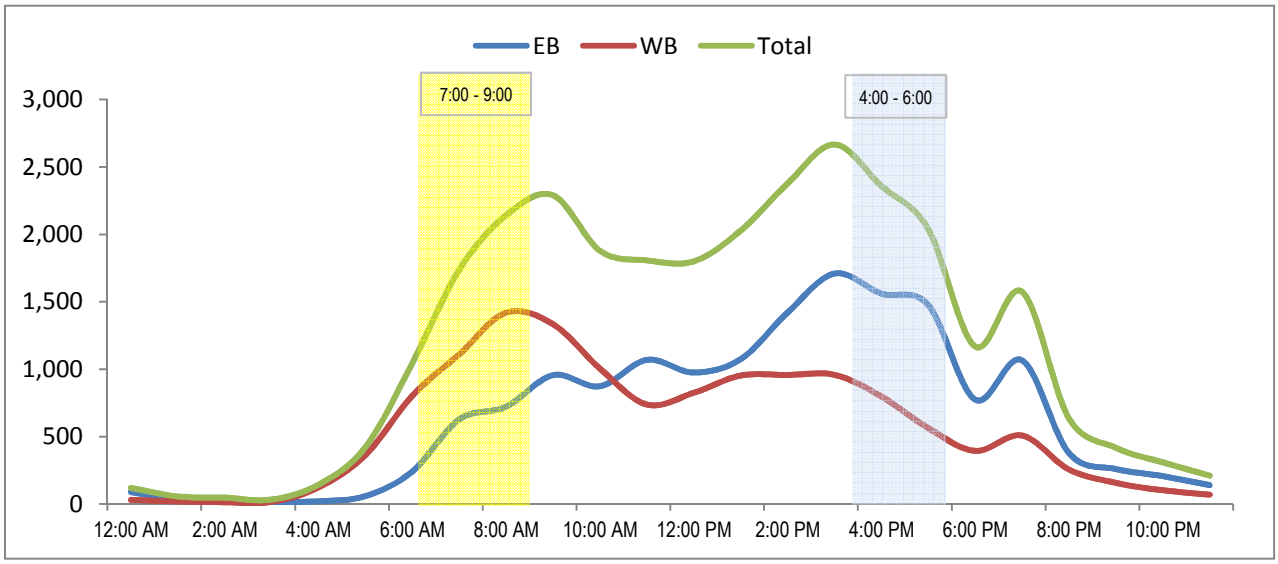
AVC Proj. No: *15-0345*

24 Hour Segment Volume			29,303

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	89	31	120
1:00 AM - 2:00 AM	36	20	56
2:00 AM - 3:00 AM	34	13	47
3:00 AM - 4:00 AM	17	16	33
4:00 AM - 5:00 AM	20	124	144
5:00 AM - 6:00 AM	59	363	422
6:00 AM - 7:00 AM	241	804	1,045
7:00 AM - 8:00 AM	628	1,110	1,738
8:00 AM - 9:00 AM	722	1,420	2,142
9:00 AM - 10:00 AM	956	1,334	2,290
10:00 AM - 11:00 AM	873	1,005	1,878
11:00 AM - 12:00 PM	1,069	738	1807
Total	**4,744**	**6,978**	**11,722**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	975	825	1,800
1:00 PM - 2:00 PM	1,074	953	2,027
2:00 PM - 3:00 PM	1,420	957	2,377
3:00 PM - 4:00 PM	1,709	958	2,667
4:00 PM - 5:00 PM	1,561	798	2,359
5:00 PM - 6:00 PM	1,476	563	2,039
6:00 PM - 7:00 PM	774	394	1,168
7:00 PM - 8:00 PM	1,066	508	1,574
8:00 PM - 9:00 PM	378	256	634
9:00 PM - 10:00 PM	260	157	417
10:00 PM - 11:00 PM	207	102	309
11:00 PM - 12:00 AM	140	70	210
Total	**11,040**	**6,541**	**17,581**

24-Hour EB Volume	15,784	24-Hour WB Volume	13,519



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 22. North Torrey Pines Road South of Genesee Ave

Orientation: *North-South*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

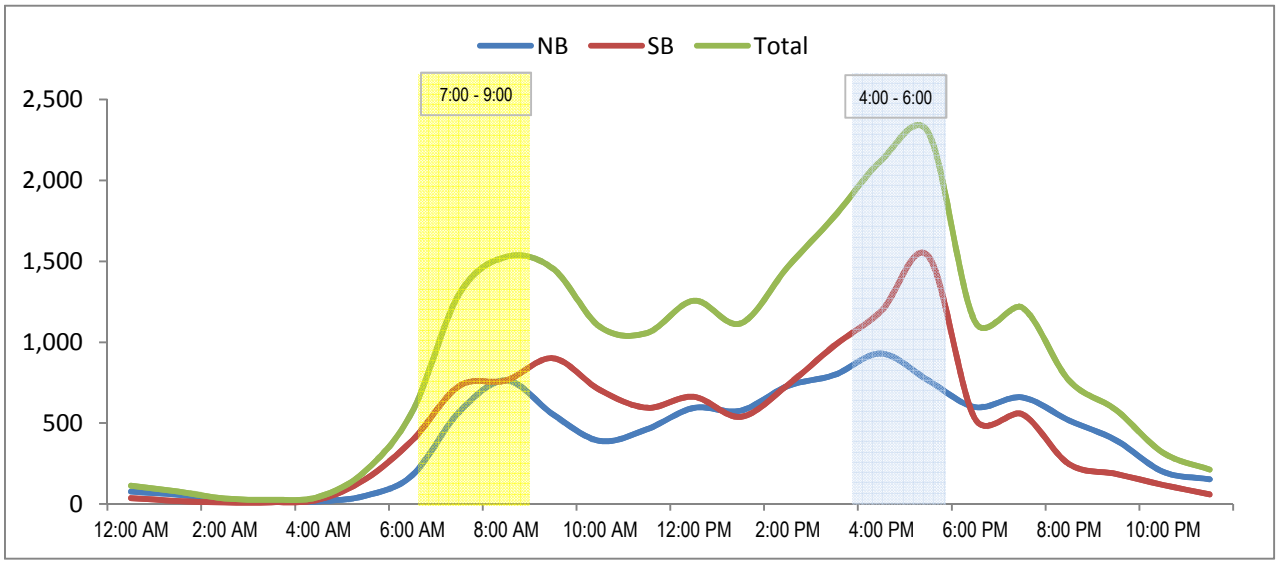
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*21,760*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	77	37	114
1:00 AM - 2:00 AM	58	19	77
2:00 AM - 3:00 AM	25	10	35
3:00 AM - 4:00 AM	15	11	26
4:00 AM - 5:00 AM	17	27	44
5:00 AM - 6:00 AM	51	154	205
6:00 AM - 7:00 AM	178	394	572
7:00 AM - 8:00 AM	569	730	1,299
8:00 AM - 9:00 AM	764	764	1,528
9:00 AM - 10:00 AM	554	901	1,455
10:00 AM - 11:00 AM	390	705	1,095
11:00 AM - 12:00 PM	462	595	1057
Total	**3,160**	**4,347**	**7,507**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	594	663	1,257
1:00 PM - 2:00 PM	577	539	1,116
2:00 PM - 3:00 PM	729	735	1,464
3:00 PM - 4:00 PM	798	980	1,778
4:00 PM - 5:00 PM	930	1,194	2,124
5:00 PM - 6:00 PM	764	1,533	2,297
6:00 PM - 7:00 PM	599	526	1,125
7:00 PM - 8:00 PM	659	556	1,215
8:00 PM - 9:00 PM	517	247	764
9:00 PM - 10:00 PM	395	187	582
10:00 PM - 11:00 PM	200	118	318
11:00 PM - 12:00 AM	153	60	213
Total	**6,915**	**7,338**	**14,253**

24-Hour	*NB*	*Volume*	*10,075*	*24-Hour*	*SB*	*Volume*	*11,685*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 69. N. Torrey Pines Rd, North of NU System Drwy

Orientation: *North-South*

Date of Count: *Tuesday, June 16, 2015*

Analysts: *DASH*

Weather: *Sunny*

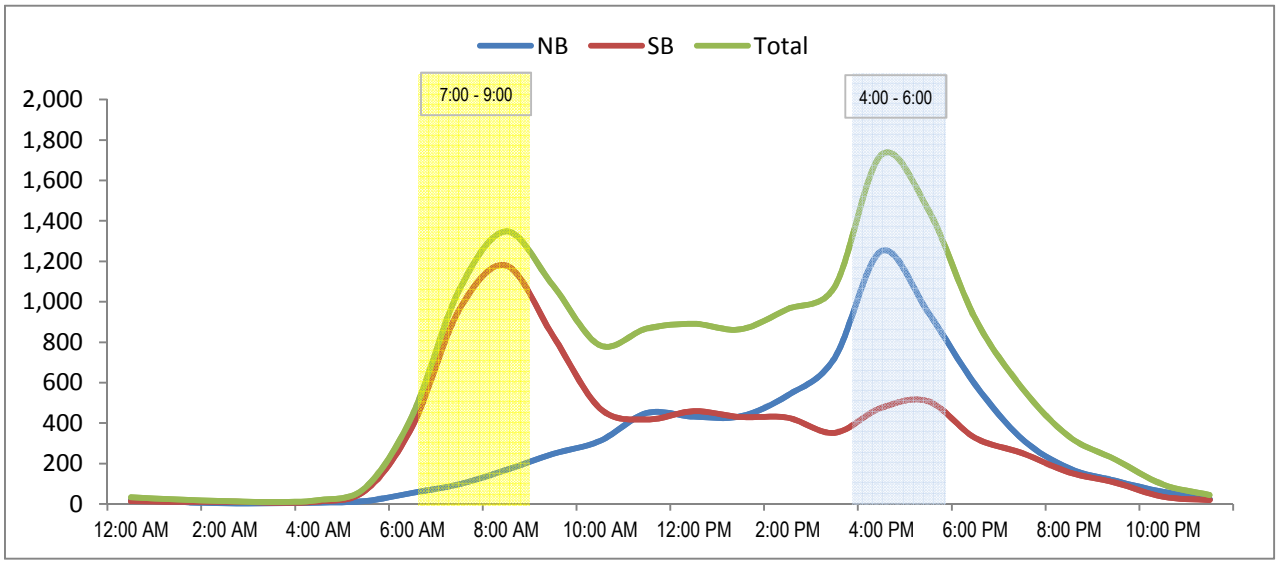
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*14,922*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	18	15	33
1:00 AM - 2:00 AM	11	11	22
2:00 AM - 3:00 AM	3	12	15
3:00 AM - 4:00 AM	3	7	10
4:00 AM - 5:00 AM	7	13	20
5:00 AM - 6:00 AM	15	67	82
6:00 AM - 7:00 AM	55	384	439
7:00 AM - 8:00 AM	98	961	1,059
8:00 AM - 9:00 AM	169	1,179	1,348
9:00 AM - 10:00 AM	248	832	1,080
10:00 AM - 11:00 AM	312	473	785
11:00 AM - 12:00 PM	450	418	868
Total	**1,389**	**4,372**	**5,761**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	432	459	891
1:00 PM - 2:00 PM	434	430	864
2:00 PM - 3:00 PM	537	427	964
3:00 PM - 4:00 PM	721	352	1,073
4:00 PM - 5:00 PM	1,251	476	1,727
5:00 PM - 6:00 PM	947	508	1,455
6:00 PM - 7:00 PM	591	327	918
7:00 PM - 8:00 PM	322	252	574
8:00 PM - 9:00 PM	177	157	334
9:00 PM - 10:00 PM	114	105	219
10:00 PM - 11:00 PM	61	36	97
11:00 PM - 12:00 AM	25	20	45
Total	**5,612**	**3,549**	**9,161**

24-Hour	*NB*	*Volume*	*7,001*	*24-Hour*	*SB*	*Volume*	*7,921*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 23. N. Torrey Pines Rd, South of Rovelle College Dr

Orientation: *North-South*

Date of Count: *Wednesday, April 29, 2015*

Analysts: *DASH*

Weather: *Sunny*

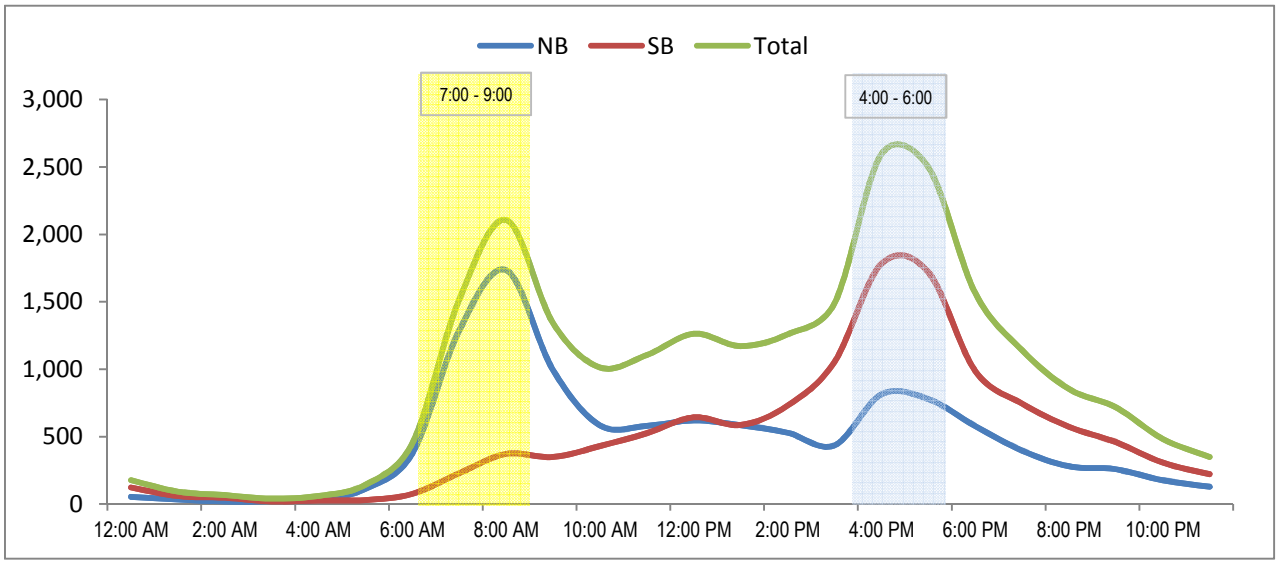
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*23,498*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	54	123	177
1:00 AM - 2:00 AM	33	59	92
2:00 AM - 3:00 AM	19	47	66
3:00 AM - 4:00 AM	21	20	41
4:00 AM - 5:00 AM	33	27	60
5:00 AM - 6:00 AM	113	30	143
6:00 AM - 7:00 AM	376	75	451
7:00 AM - 8:00 AM	1,288	229	1,517
8:00 AM - 9:00 AM	1,735	372	2,107
9:00 AM - 10:00 AM	993	349	1,342
10:00 AM - 11:00 AM	583	430	1,013
11:00 AM - 12:00 PM	580	525	1105
Total	**5,828**	**2,286**	**8,114**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	620	643	1,263
1:00 PM - 2:00 PM	585	586	1,171
2:00 PM - 3:00 PM	529	730	1,259
3:00 PM - 4:00 PM	435	1,054	1,489
4:00 PM - 5:00 PM	813	1,781	2,594
5:00 PM - 6:00 PM	779	1,720	2,499
6:00 PM - 7:00 PM	578	988	1,566
7:00 PM - 8:00 PM	396	745	1,141
8:00 PM - 9:00 PM	280	573	853
9:00 PM - 10:00 PM	258	459	717
10:00 PM - 11:00 PM	176	307	483
11:00 PM - 12:00 AM	128	221	349
Total	**5,577**	**9,807**	**15,384**

24-Hour	*NB*	*Volume*	*11,405*	*24-Hour*	*SB*	*Volume*	*12,093*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 55. Nobel Drive West of I-5 SB On Ramps

Orientation: *East-West*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

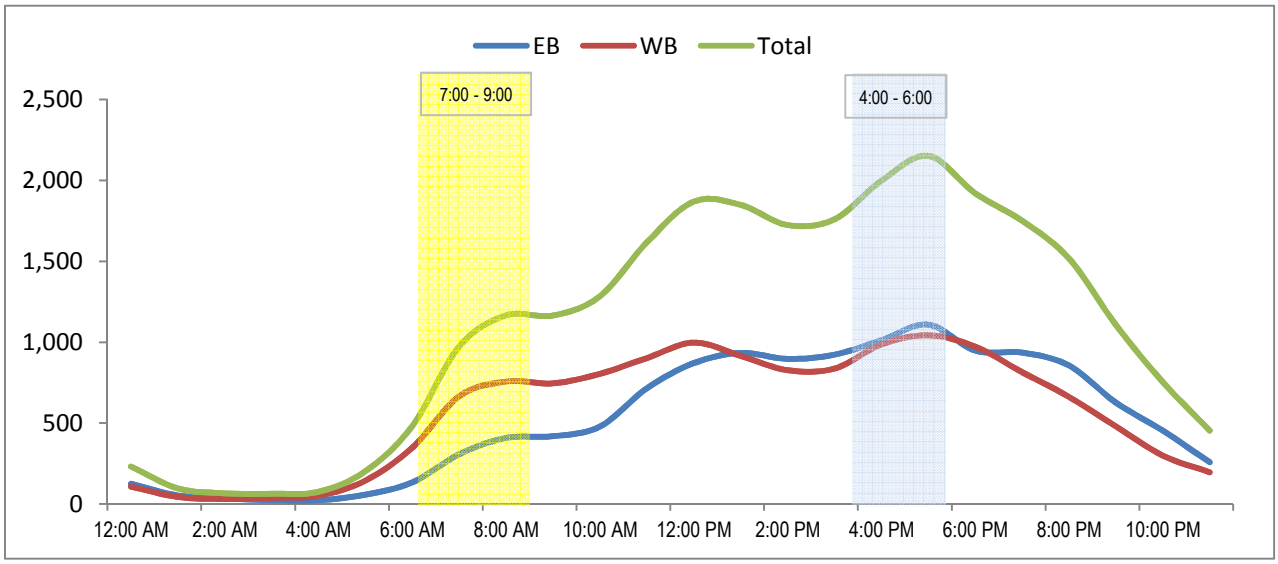
AVC Proj. No: *15-0345*

24 Hour Segment Volume			26,284

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	125	107	232
1:00 AM - 2:00 AM	53	44	97
2:00 AM - 3:00 AM	35	31	66
3:00 AM - 4:00 AM	25	39	64
4:00 AM - 5:00 AM	24	52	76
5:00 AM - 6:00 AM	58	145	203
6:00 AM - 7:00 AM	134	349	483
7:00 AM - 8:00 AM	308	666	974
8:00 AM - 9:00 AM	409	757	1,166
9:00 AM - 10:00 AM	419	746	1,165
10:00 AM - 11:00 AM	479	805	1,284
11:00 AM - 12:00 PM	715	902	1617
Total	**2,784**	**4,643**	**7,427**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	871	998	1,869
1:00 PM - 2:00 PM	934	915	1,849
2:00 PM - 3:00 PM	897	827	1,724
3:00 PM - 4:00 PM	923	837	1,760
4:00 PM - 5:00 PM	1,012	986	1,998
5:00 PM - 6:00 PM	1,109	1,043	2,152
6:00 PM - 7:00 PM	948	973	1,921
7:00 PM - 8:00 PM	936	815	1,751
8:00 PM - 9:00 PM	856	662	1,518
9:00 PM - 10:00 PM	627	480	1,107
10:00 PM - 11:00 PM	454	300	754
11:00 PM - 12:00 AM	258	196	454
Total	**9,825**	**9,032**	**18,857**

24-Hour EB Volume	12,609	24-Hour WB Volume	13,675



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 61. Nobel Drive Between I-5 NB & SB Ramps

Orientation: *East-West*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

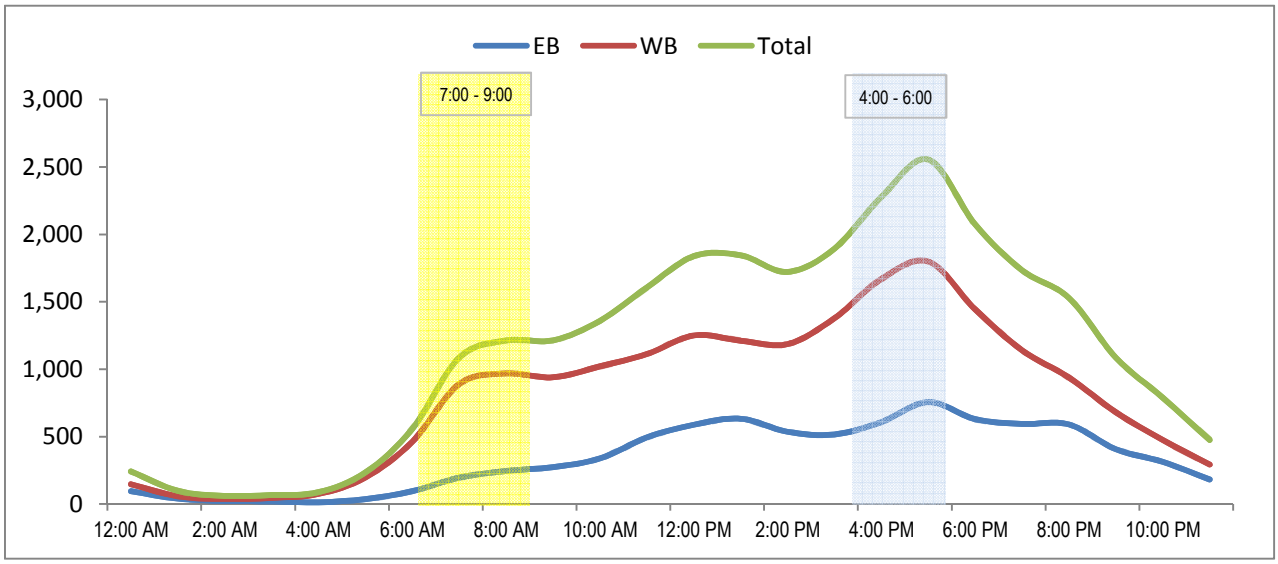
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*27,642*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	95	147	242
1:00 AM - 2:00 AM	40	58	98
2:00 AM - 3:00 AM	23	38	61
3:00 AM - 4:00 AM	20	46	66
4:00 AM - 5:00 AM	13	75	88
5:00 AM - 6:00 AM	37	197	234
6:00 AM - 7:00 AM	95	463	558
7:00 AM - 8:00 AM	196	890	1,086
8:00 AM - 9:00 AM	245	968	1,213
9:00 AM - 10:00 AM	274	940	1,214
10:00 AM - 11:00 AM	338	1,021	1,359
11:00 AM - 12:00 PM	494	1,112	1606
Total	**1,870**	**5,955**	**7,825**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	588	1,250	1,838
1:00 PM - 2:00 PM	633	1,212	1,845
2:00 PM - 3:00 PM	536	1,186	1,722
3:00 PM - 4:00 PM	516	1,378	1,894
4:00 PM - 5:00 PM	608	1,669	2,277
5:00 PM - 6:00 PM	756	1,799	2,555
6:00 PM - 7:00 PM	630	1,444	2,074
7:00 PM - 8:00 PM	594	1,140	1,734
8:00 PM - 9:00 PM	590	938	1,528
9:00 PM - 10:00 PM	406	680	1,086
10:00 PM - 11:00 PM	313	476	789
11:00 PM - 12:00 AM	182	293	475
Total	**6,352**	**13,465**	**19,817**

24-Hour	*EB*	*Volume*	*8,222*	*24-Hour*	*WB*	*Volume*	*19,420*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 54. Nobel Drive East of University Center Lane

Orientation: *East-West*

Date of Count: *Tuesday, April 28, 2015*

Analysts: *DASH*

Weather: *Sunny*

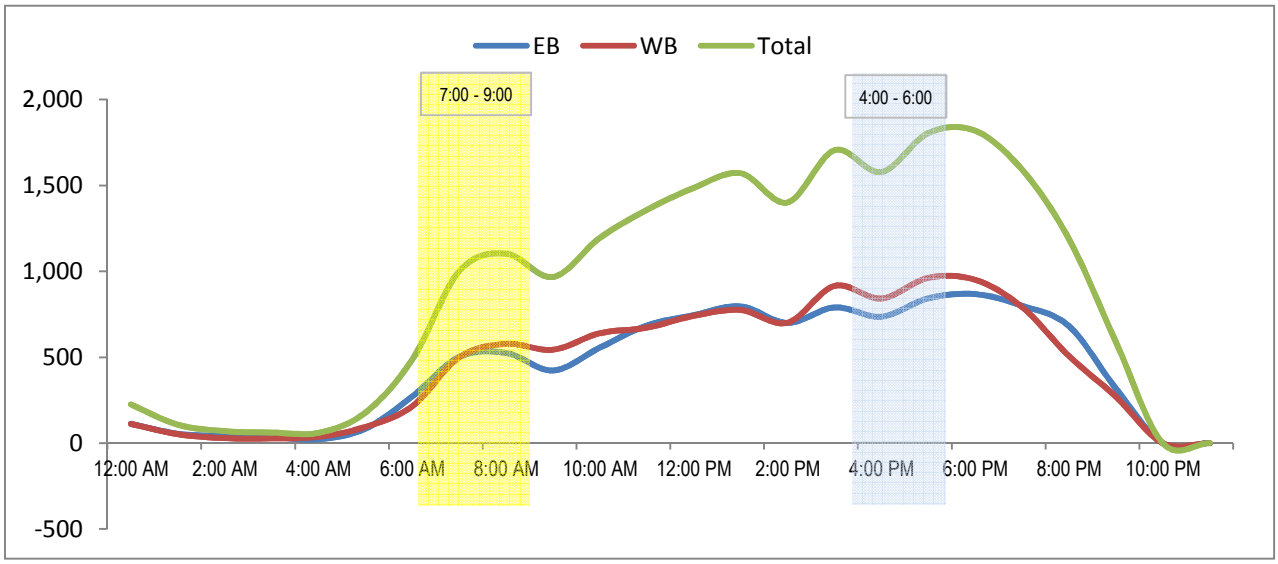
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*21,546*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	113	112	225
1:00 AM - 2:00 AM	55	52	107
2:00 AM - 3:00 AM	41	29	70
3:00 AM - 4:00 AM	35	27	62
4:00 AM - 5:00 AM	23	37	60
5:00 AM - 6:00 AM	84	94	178
6:00 AM - 7:00 AM	272	215	487
7:00 AM - 8:00 AM	502	499	1,001
8:00 AM - 9:00 AM	525	578	1,103
9:00 AM - 10:00 AM	423	544	967
10:00 AM - 11:00 AM	556	640	1,196
11:00 AM - 12:00 PM	685	672	1357
Total	**3,314**	**3,499**	**6,813**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	745	741	1,486
1:00 PM - 2:00 PM	796	775	1,571
2:00 PM - 3:00 PM	700	701	1,401
3:00 PM - 4:00 PM	790	915	1,705
4:00 PM - 5:00 PM	736	842	1,578
5:00 PM - 6:00 PM	843	962	1,805
6:00 PM - 7:00 PM	867	951	1,818
7:00 PM - 8:00 PM	800	792	1,592
8:00 PM - 9:00 PM	681	507	1,188
9:00 PM - 10:00 PM	318	271	589
10:00 PM - 11:00 PM	0	0	0
11:00 PM - 12:00 AM	0	0	0
Total	**7,276**	**7,457**	**14,733**

24-Hour	*EB*	*Volume*	*10,590*	*24-Hour*	*WB*	*Volume*	*10,956*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 51. Nobel Drive East of Lebon Drive

Orientation: *East-West*

Date of Count: *Tuesday, April 28, 2015*

Analysts: *DASH*

Weather: *Sunny*

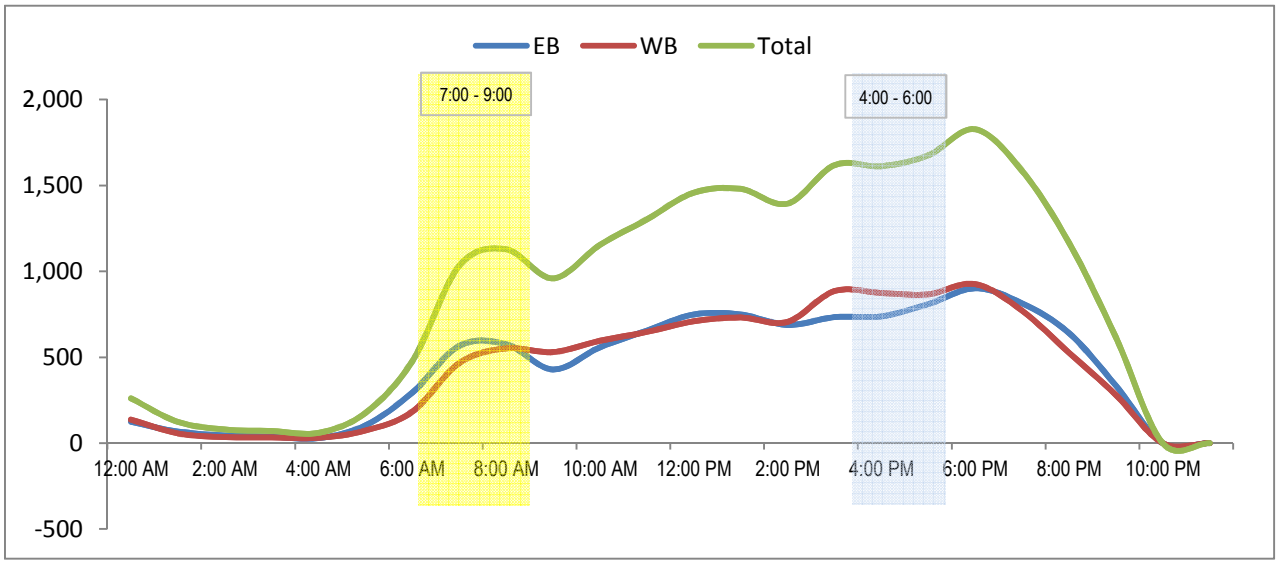
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*21,256*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	124	137	261
1:00 AM - 2:00 AM	67	57	124
2:00 AM - 3:00 AM	45	35	80
3:00 AM - 4:00 AM	38	33	71
4:00 AM - 5:00 AM	29	31	60
5:00 AM - 6:00 AM	103	73	176
6:00 AM - 7:00 AM	294	183	477
7:00 AM - 8:00 AM	566	466	1,032
8:00 AM - 9:00 AM	576	552	1,128
9:00 AM - 10:00 AM	429	530	959
10:00 AM - 11:00 AM	558	596	1,154
11:00 AM - 12:00 PM	655	647	1302
Total	**3,484**	**3,340**	**6,824**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	749	709	1,458
1:00 PM - 2:00 PM	749	731	1,480
2:00 PM - 3:00 PM	688	706	1,394
3:00 PM - 4:00 PM	733	885	1,618
4:00 PM - 5:00 PM	738	874	1,612
5:00 PM - 6:00 PM	809	866	1,675
6:00 PM - 7:00 PM	901	926	1,827
7:00 PM - 8:00 PM	814	771	1,585
8:00 PM - 9:00 PM	641	526	1,167
9:00 PM - 10:00 PM	335	281	616
10:00 PM - 11:00 PM	0	0	0
11:00 PM - 12:00 AM	0	0	0
Total	**7,157**	**7,275**	**14,432**

24-Hour	*EB*	*Volume*	*10,641*	*24-Hour*	*WB*	*Volume*	*10,615*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 50. Nobel Drive West of Regents Road

Orientation: *East-West*

Date of Count: *Wednesday, May 06, 2015*

Analysts: *DASH*

Weather: *Sunny*

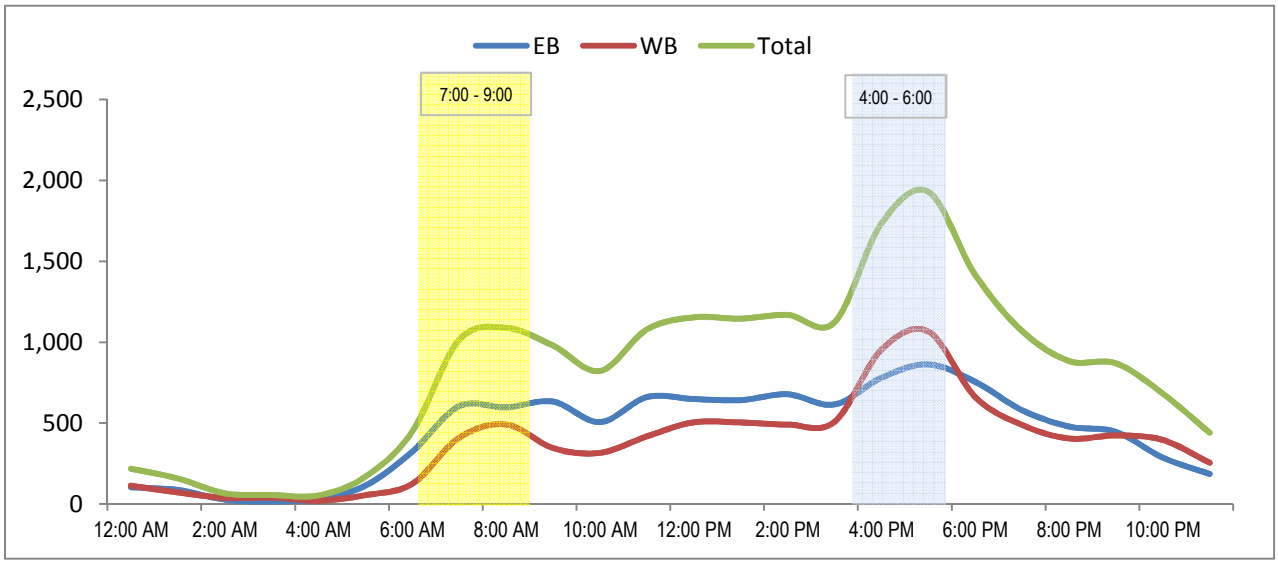
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*19,772*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	104	114	218
1:00 AM - 2:00 AM	87	71	158
2:00 AM - 3:00 AM	28	38	66
3:00 AM - 4:00 AM	16	40	56
4:00 AM - 5:00 AM	32	21	53
5:00 AM - 6:00 AM	114	55	169
6:00 AM - 7:00 AM	324	125	449
7:00 AM - 8:00 AM	605	410	1,015
8:00 AM - 9:00 AM	597	492	1,089
9:00 AM - 10:00 AM	633	346	979
10:00 AM - 11:00 AM	506	316	822
11:00 AM - 12:00 PM	661	418	1079
Total	**3,707**	**2,446**	**6,153**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	649	505	1,154
1:00 PM - 2:00 PM	642	504	1,146
2:00 PM - 3:00 PM	678	491	1,169
3:00 PM - 4:00 PM	615	508	1,123
4:00 PM - 5:00 PM	780	953	1,733
5:00 PM - 6:00 PM	863	1,067	1,930
6:00 PM - 7:00 PM	755	662	1,417
7:00 PM - 8:00 PM	580	489	1,069
8:00 PM - 9:00 PM	479	405	884
9:00 PM - 10:00 PM	446	424	870
10:00 PM - 11:00 PM	287	396	683
11:00 PM - 12:00 AM	186	255	441
Total	**6,960**	**6,659**	**13,619**

24-Hour	*EB*	*Volume*	*10,667*	*24-Hour*	*WB*	*Volume*	*9,105*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 11. Nobel Drive East of Genesee Avenue

Orientation: *East-West*

Date of Count: *Wednesday, May 06, 2015*

Analysts: *DASH*

Weather: *Sunny*

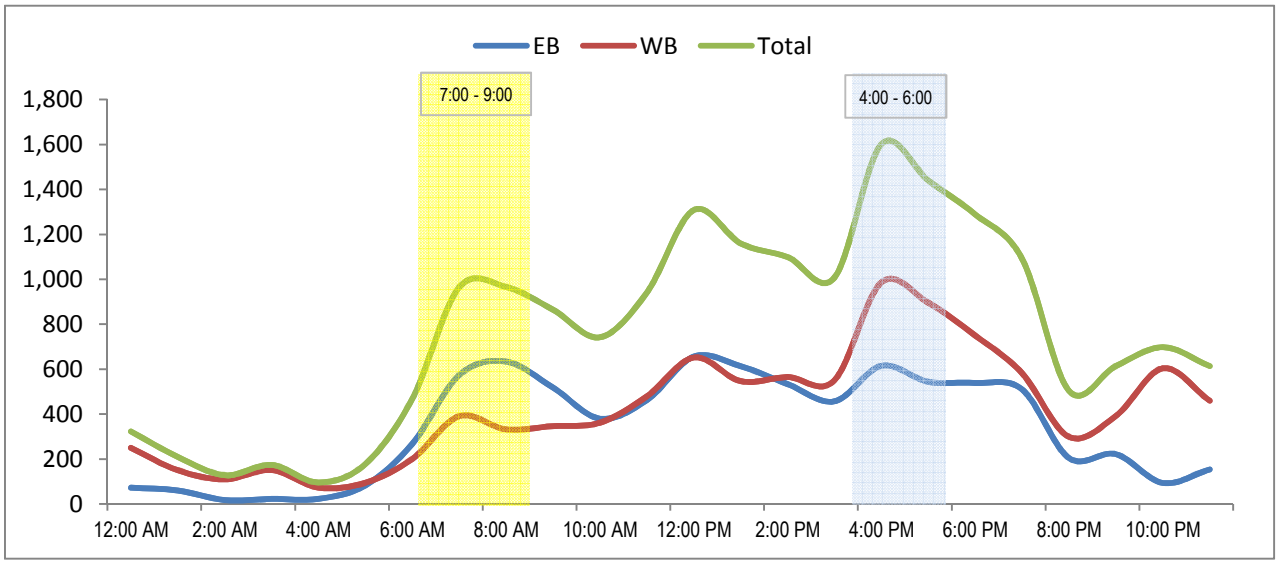
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*18,484*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	73	250	323
1:00 AM - 2:00 AM	60	150	210
2:00 AM - 3:00 AM	18	110	128
3:00 AM - 4:00 AM	23	151	174
4:00 AM - 5:00 AM	23	73	96
5:00 AM - 6:00 AM	83	95	178
6:00 AM - 7:00 AM	268	201	469
7:00 AM - 8:00 AM	574	391	965
8:00 AM - 9:00 AM	634	332	966
9:00 AM - 10:00 AM	518	347	865
10:00 AM - 11:00 AM	380	362	742
11:00 AM - 12:00 PM	462	479	941
Total	**3,116**	**2,941**	**6,057**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	656	652	1,308
1:00 PM - 2:00 PM	613	547	1,160
2:00 PM - 3:00 PM	534	565	1,099
3:00 PM - 4:00 PM	457	551	1,008
4:00 PM - 5:00 PM	615	986	1,601
5:00 PM - 6:00 PM	544	896	1,440
6:00 PM - 7:00 PM	539	750	1,289
7:00 PM - 8:00 PM	510	582	1,092
8:00 PM - 9:00 PM	205	299	504
9:00 PM - 10:00 PM	222	392	614
10:00 PM - 11:00 PM	94	604	698
11:00 PM - 12:00 AM	154	460	614
Total	**5,143**	**7,284**	**12,427**

24-Hour	*EB*	*Volume*	*8,259*	*24-Hour*	*WB*	*Volume*	*10,225*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 49. Nobel Drive East of Towne Center Dr

Orientation: *East-West*

Date of Count: *Wednesday, May 13, 2015*

Analysts: *DASH*

Weather: *Sunny*

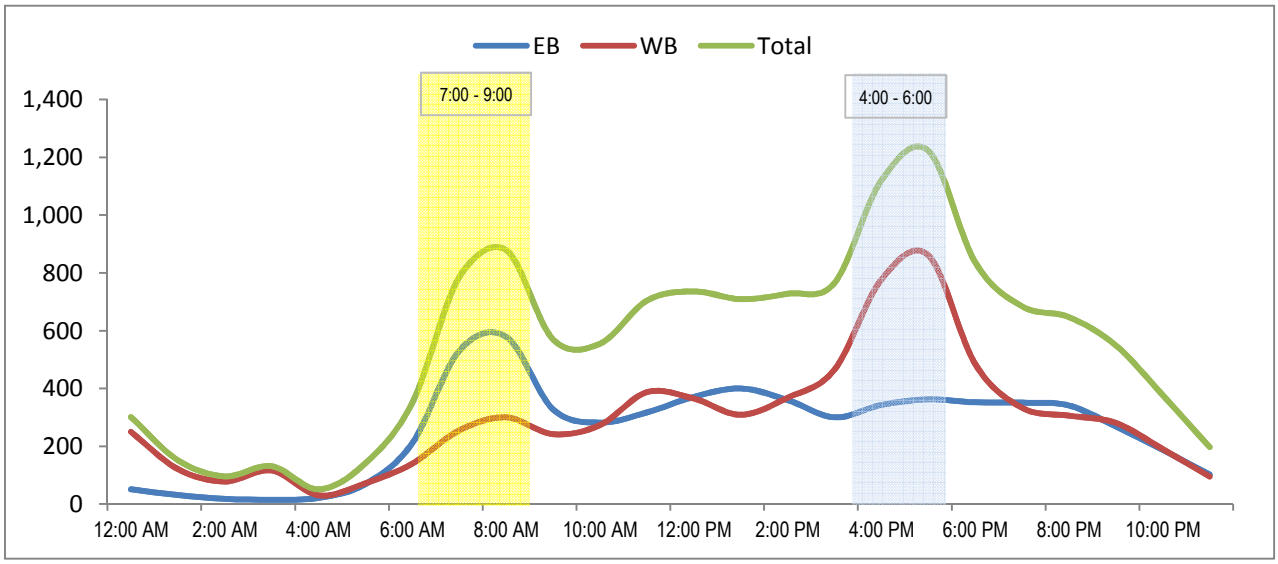
AVC Proj. No: *15-0345*

24 Hour Segment Volume			13,288

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	51	250	301
1:00 AM - 2:00 AM	31	121	152
2:00 AM - 3:00 AM	18	78	96
3:00 AM - 4:00 AM	15	116	131
4:00 AM - 5:00 AM	21	30	51
5:00 AM - 6:00 AM	69	72	141
6:00 AM - 7:00 AM	211	140	351
7:00 AM - 8:00 AM	530	255	785
8:00 AM - 9:00 AM	579	300	879
9:00 AM - 10:00 AM	328	242	570
10:00 AM - 11:00 AM	282	273	555
11:00 AM - 12:00 PM	317	387	704
Total	**2,452**	**2,264**	**4,716**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	371	365	736
1:00 PM - 2:00 PM	400	309	709
2:00 PM - 3:00 PM	360	368	728
3:00 PM - 4:00 PM	300	465	765
4:00 PM - 5:00 PM	343	777	1,120
5:00 PM - 6:00 PM	362	861	1,223
6:00 PM - 7:00 PM	352	485	837
7:00 PM - 8:00 PM	351	333	684
8:00 PM - 9:00 PM	341	306	647
9:00 PM - 10:00 PM	268	281	549
10:00 PM - 11:00 PM	187	190	377
11:00 PM - 12:00 AM	102	95	197
Total	**3,737**	**4,835**	**8,572**

24-Hour EB Volume	6,189	24-Hour WB Volume	7,099



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 48. Nobel Drive West of Judicial Dr

Orientation: *East-West*

Date of Count: *Wednesday, May 13, 2015*

Analysts: *DASH*

Weather: *Sunny*

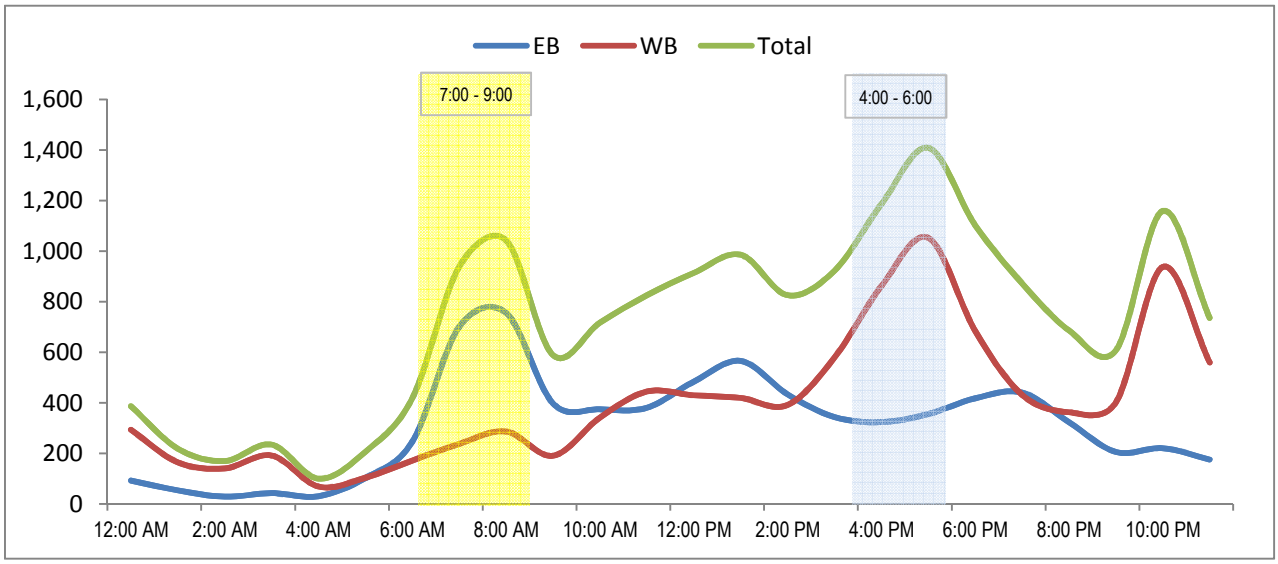
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*17,261*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	93	294	387
1:00 AM - 2:00 AM	54	165	219
2:00 AM - 3:00 AM	29	141	170
3:00 AM - 4:00 AM	43	192	235
4:00 AM - 5:00 AM	31	69	100
5:00 AM - 6:00 AM	103	104	207
6:00 AM - 7:00 AM	247	172	419
7:00 AM - 8:00 AM	701	238	939
8:00 AM - 9:00 AM	756	287	1,043
9:00 AM - 10:00 AM	398	191	589
10:00 AM - 11:00 AM	375	342	717
11:00 AM - 12:00 PM	381	445	826
Total	**3,211**	**2,640**	**5,851**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	484	430	914
1:00 PM - 2:00 PM	566	420	986
2:00 PM - 3:00 PM	434	392	826
3:00 PM - 4:00 PM	344	579	923
4:00 PM - 5:00 PM	324	862	1,186
5:00 PM - 6:00 PM	356	1,053	1,409
6:00 PM - 7:00 PM	418	685	1,103
7:00 PM - 8:00 PM	441	432	873
8:00 PM - 9:00 PM	324	363	687
9:00 PM - 10:00 PM	206	402	608
10:00 PM - 11:00 PM	221	938	1,159
11:00 PM - 12:00 AM	176	560	736
Total	**4,294**	**7,116**	**11,410**

24-Hour	*EB*	*Volume*	*7,505*	*24-Hour*	*WB*	*Volume*	*9,756*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 47. Nobel Drive East of Judicial Dr

Orientation: *East-West*

Date of Count: *Wednesday, May 13, 2015*

Analysts: *DASH*

Weather: *Sunny*

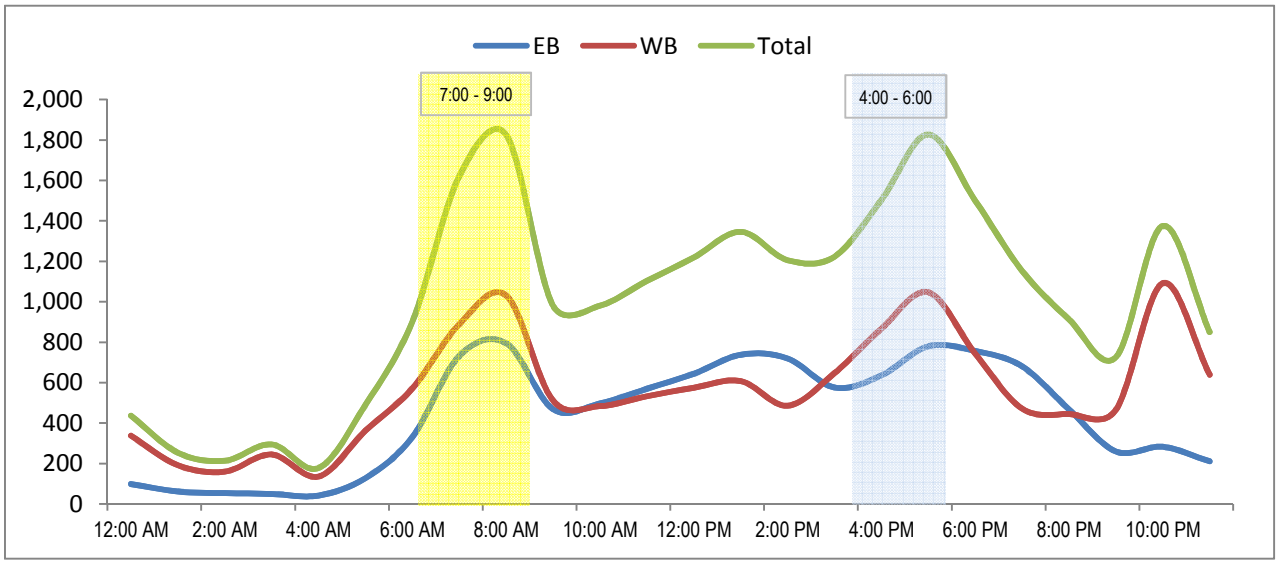
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*24,125*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	99	338	437
1:00 AM - 2:00 AM	62	192	254
2:00 AM - 3:00 AM	54	160	214
3:00 AM - 4:00 AM	50	245	295
4:00 AM - 5:00 AM	42	136	178
5:00 AM - 6:00 AM	128	363	491
6:00 AM - 7:00 AM	331	571	902
7:00 AM - 8:00 AM	732	889	1,621
8:00 AM - 9:00 AM	795	1,031	1,826
9:00 AM - 10:00 AM	469	512	981
10:00 AM - 11:00 AM	497	484	981
11:00 AM - 12:00 PM	570	533	1103
Total	**3,829**	**5,454**	**9,283**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	644	575	1,219
1:00 PM - 2:00 PM	738	608	1,346
2:00 PM - 3:00 PM	720	486	1,206
3:00 PM - 4:00 PM	576	647	1,223
4:00 PM - 5:00 PM	636	867	1,503
5:00 PM - 6:00 PM	780	1,047	1,827
6:00 PM - 7:00 PM	757	744	1,501
7:00 PM - 8:00 PM	681	472	1,153
8:00 PM - 9:00 PM	468	445	913
9:00 PM - 10:00 PM	260	466	726
10:00 PM - 11:00 PM	283	1,092	1,375
11:00 PM - 12:00 AM	211	639	850
Total	**6,754**	**8,088**	**14,842**

24-Hour	*EB*	*Volume*	*10,583*	*24-Hour*	*WB*	*Volume*	*13,542*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 64. Nobel Drive Between I-805 NB & SB Ramps

Orientation: *East-West*

Date of Count: *Wednesday, May 06, 2015*

Analysts: *DASH*

Weather: *Sunny*

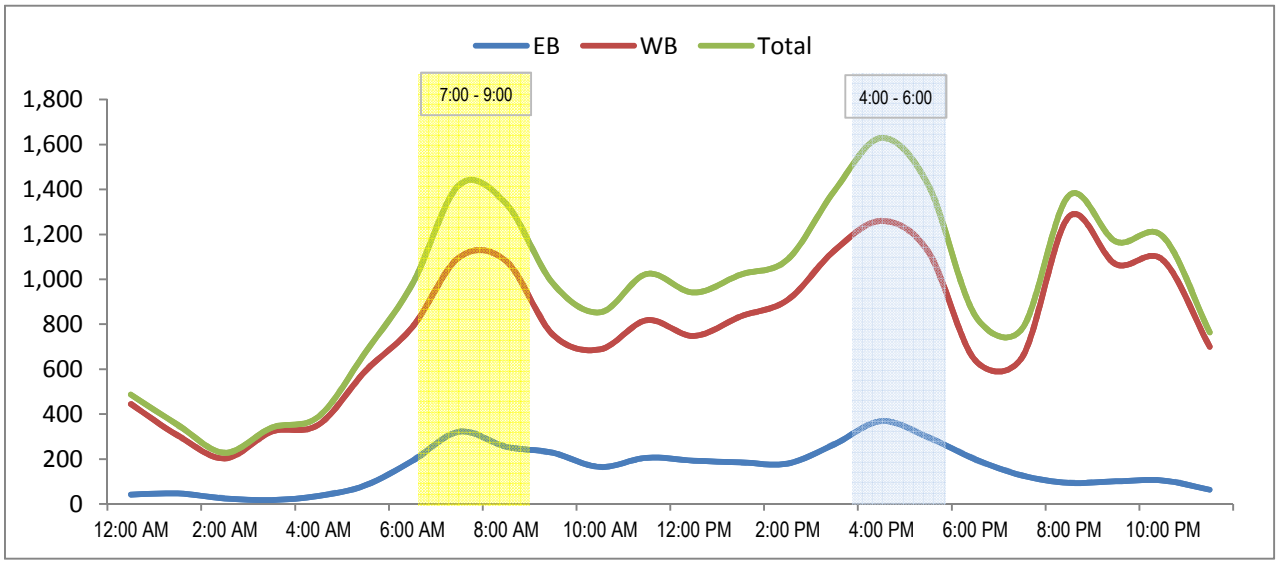
AVC Proj. No: *15-0345*

24 Hour Segment Volume			22,672

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	42	445	487
1:00 AM - 2:00 AM	47	305	352
2:00 AM - 3:00 AM	25	203	228
3:00 AM - 4:00 AM	18	322	340
4:00 AM - 5:00 AM	36	353	389
5:00 AM - 6:00 AM	83	592	675
6:00 AM - 7:00 AM	192	787	979
7:00 AM - 8:00 AM	322	1,098	1,420
8:00 AM - 9:00 AM	255	1,081	1,336
9:00 AM - 10:00 AM	228	753	981
10:00 AM - 11:00 AM	165	688	853
11:00 AM - 12:00 PM	206	818	1024
Total	**1,619**	**7,445**	**9,064**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	193	748	941
1:00 PM - 2:00 PM	186	835	1,021
2:00 PM - 3:00 PM	180	908	1,088
3:00 PM - 4:00 PM	266	1,128	1,394
4:00 PM - 5:00 PM	369	1,260	1,629
5:00 PM - 6:00 PM	297	1,123	1,420
6:00 PM - 7:00 PM	199	640	839
7:00 PM - 8:00 PM	127	653	780
8:00 PM - 9:00 PM	94	1,279	1,373
9:00 PM - 10:00 PM	101	1,067	1,168
10:00 PM - 11:00 PM	105	1,086	1,191
11:00 PM - 12:00 AM	64	700	764
Total	**2,181**	**11,427**	**13,608**

24-Hour EB Volume	3,800	24-Hour WB Volume	18,872



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 39. Nobel Drive South of Miramar Road

Orientation: *North-South*

Date of Count: *Wednesday, May 13, 2015*

Analysts: *DASH*

Weather: *Sunny*

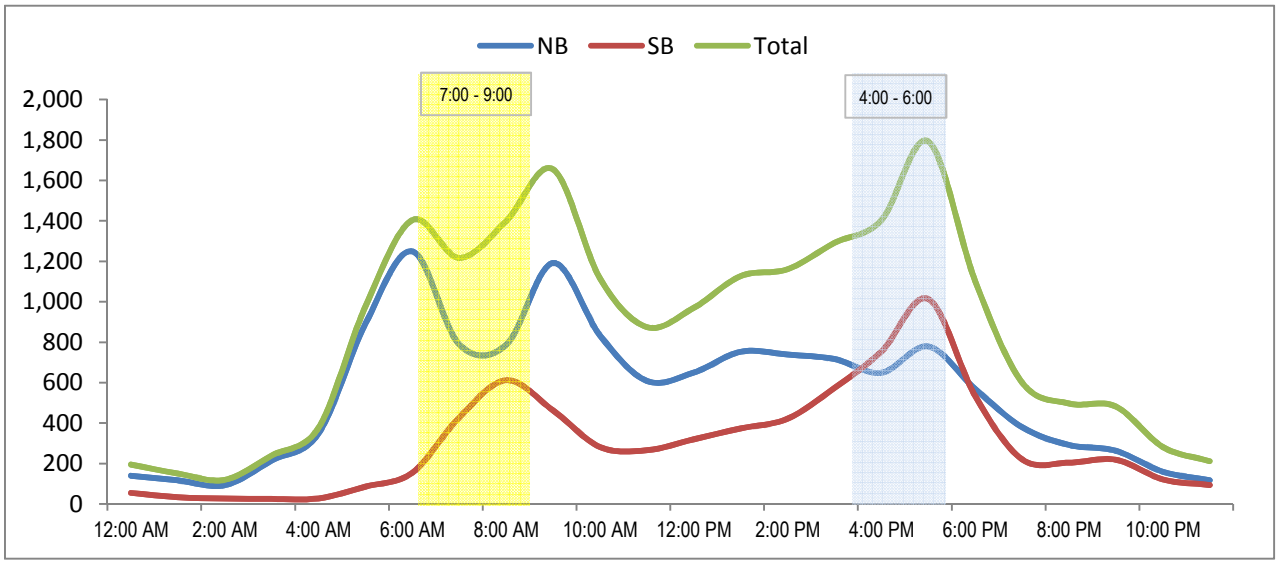
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*20,648*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	140	55	195
1:00 AM - 2:00 AM	117	34	151
2:00 AM - 3:00 AM	93	27	120
3:00 AM - 4:00 AM	215	25	240
4:00 AM - 5:00 AM	349	28	377
5:00 AM - 6:00 AM	891	86	977
6:00 AM - 7:00 AM	1,249	155	1,404
7:00 AM - 8:00 AM	789	428	1,217
8:00 AM - 9:00 AM	787	612	1,399
9:00 AM - 10:00 AM	1,192	463	1,655
10:00 AM - 11:00 AM	834	282	1,116
11:00 AM - 12:00 PM	609	266	875
Total	**7,265**	**2,461**	**9,726**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	650	320	970
1:00 PM - 2:00 PM	753	374	1,127
2:00 PM - 3:00 PM	739	422	1,161
3:00 PM - 4:00 PM	717	574	1,291
4:00 PM - 5:00 PM	649	754	1,403
5:00 PM - 6:00 PM	779	1,014	1,793
6:00 PM - 7:00 PM	569	534	1,103
7:00 PM - 8:00 PM	380	221	601
8:00 PM - 9:00 PM	292	205	497
9:00 PM - 10:00 PM	263	219	482
10:00 PM - 11:00 PM	160	122	282
11:00 PM - 12:00 AM	118	94	212
Total	**6,069**	**4,853**	**10,922**

24-Hour	*NB*	*Volume*	*13,334*	*24-Hour*	*SB*	*Volume*	*7,314*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 68. Regents Road South of Genesee Avenue

Orientation: *East-West*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

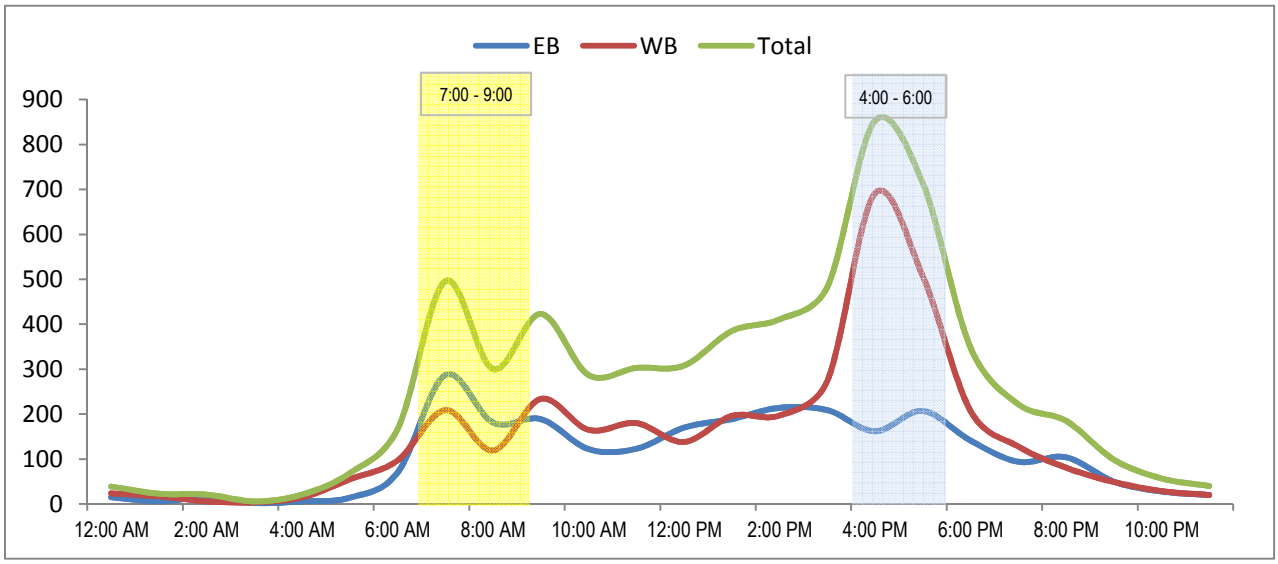
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*6,260*

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	15	24	39
1:00 AM - 2:00 AM	6	17	23
2:00 AM - 3:00 AM	15	6	21
3:00 AM - 4:00 AM	2	4	6
4:00 AM - 5:00 AM	6	15	21
5:00 AM - 6:00 AM	14	55	69
6:00 AM - 7:00 AM	70	97	167
7:00 AM - 8:00 AM	287	209	496
8:00 AM - 9:00 AM	181	119	300
9:00 AM - 10:00 AM	189	234	423
10:00 AM - 11:00 AM	122	165	287
11:00 AM - 12:00 PM	123	180	303
Total	**1,030**	**1,125**	**2,155**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	170	138	308
1:00 PM - 2:00 PM	189	196	385
2:00 PM - 3:00 PM	214	197	411
3:00 PM - 4:00 PM	209	274	483
4:00 PM - 5:00 PM	162	691	853
5:00 PM - 6:00 PM	207	507	714
6:00 PM - 7:00 PM	141	207	348
7:00 PM - 8:00 PM	94	128	222
8:00 PM - 9:00 PM	104	81	185
9:00 PM - 10:00 PM	50	49	99
10:00 PM - 11:00 PM	28	29	57
11:00 PM - 12:00 AM	20	20	40
Total	**1,588**	**2,517**	**4,105**

24-Hour	*EB*	*Volume*	*2,618*	*24-Hour*	*WB*	*Volume*	*3,642*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 40. Regents Rd, South of Executive Dr

Orientation: *North-South*

Date of Count: *Tuesday, May 12, 2015*

Analysts: *DASH*

Weather: *Sunny*

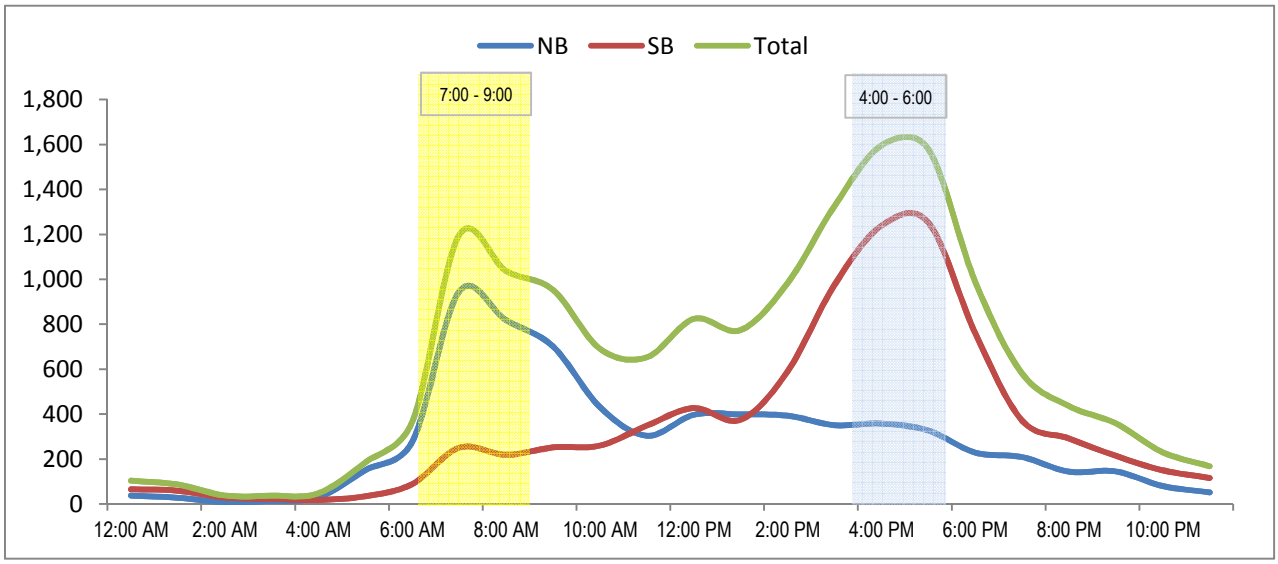
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*15,245*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	38	66	104
1:00 AM - 2:00 AM	28	59	87
2:00 AM - 3:00 AM	9	29	38
3:00 AM - 4:00 AM	14	23	37
4:00 AM - 5:00 AM	30	18	48
5:00 AM - 6:00 AM	151	35	186
6:00 AM - 7:00 AM	278	89	367
7:00 AM - 8:00 AM	946	251	1,197
8:00 AM - 9:00 AM	818	219	1,037
9:00 AM - 10:00 AM	701	252	953
10:00 AM - 11:00 AM	431	260	691
11:00 AM - 12:00 PM	304	349	653
Total	**3,748**	**1,650**	**5,398**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	397	427	824
1:00 PM - 2:00 PM	399	375	774
2:00 PM - 3:00 PM	393	590	983
3:00 PM - 4:00 PM	351	975	1,326
4:00 PM - 5:00 PM	358	1,238	1,596
5:00 PM - 6:00 PM	327	1,253	1,580
6:00 PM - 7:00 PM	229	761	990
7:00 PM - 8:00 PM	209	372	581
8:00 PM - 9:00 PM	144	292	436
9:00 PM - 10:00 PM	145	214	359
10:00 PM - 11:00 PM	80	150	230
11:00 PM - 12:00 AM	52	116	168
Total	**3,084**	**6,763**	**9,847**

24-Hour	*NB*	*Volume*	*6,832*	*24-Hour*	*SB*	*Volume*	*8,413*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 45. Regents Road South of La Jolla Village Dr

Orientation: *North-South*

Date of Count: *Tuesday, May 05, 2015*

Analysts: *DASH*

Weather: *Sunny*

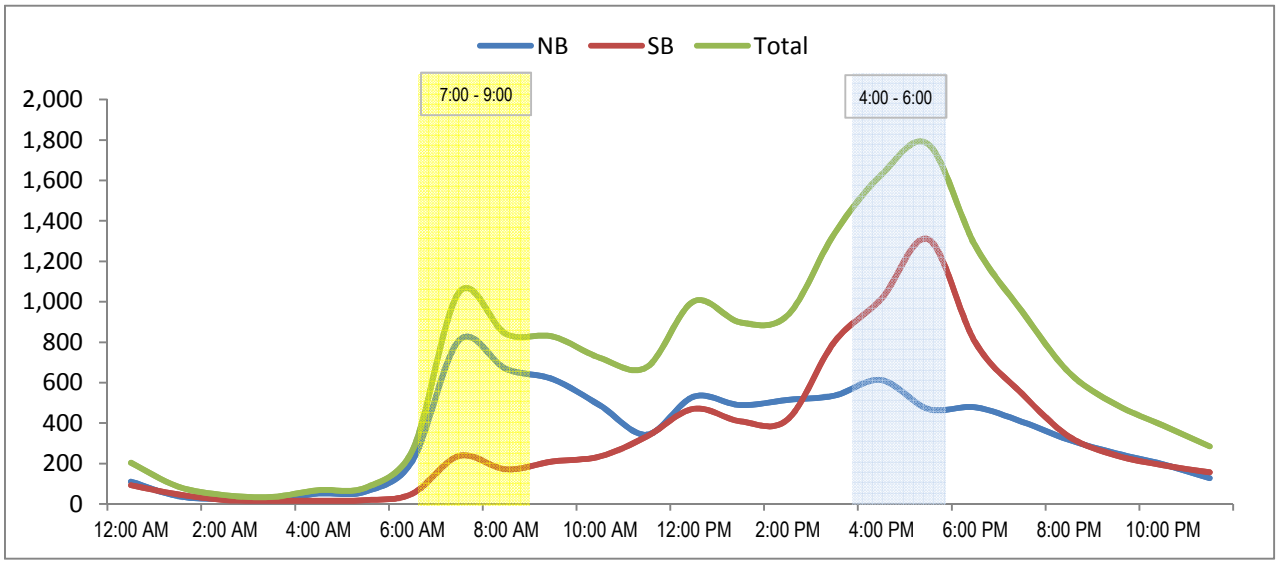
AVC Proj. No: *15-0345*

24 Hour Segment Volume			16,525

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	111	93	204
1:00 AM - 2:00 AM	39	48	87
2:00 AM - 3:00 AM	24	20	44
3:00 AM - 4:00 AM	19	16	35
4:00 AM - 5:00 AM	52	17	69
5:00 AM - 6:00 AM	62	19	81
6:00 AM - 7:00 AM	213	51	264
7:00 AM - 8:00 AM	810	238	1,048
8:00 AM - 9:00 AM	668	172	840
9:00 AM - 10:00 AM	617	211	828
10:00 AM - 11:00 AM	488	235	723
11:00 AM - 12:00 PM	343	334	677
Total	**3,446**	**1,454**	**4,900**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	531	471	1,002
1:00 PM - 2:00 PM	489	409	898
2:00 PM - 3:00 PM	515	418	933
3:00 PM - 4:00 PM	536	802	1,338
4:00 PM - 5:00 PM	613	1,015	1,628
5:00 PM - 6:00 PM	470	1,309	1,779
6:00 PM - 7:00 PM	478	800	1,278
7:00 PM - 8:00 PM	407	545	952
8:00 PM - 9:00 PM	317	334	651
9:00 PM - 10:00 PM	251	241	492
10:00 PM - 11:00 PM	197	192	389
11:00 PM - 12:00 AM	128	157	285
Total	**4,932**	**6,693**	**11,625**

24-Hour NB Volume	8,378	24-Hour SB Volume	8,147



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 46. Regents Road South of Nobel Drive

Orientation: *North-South*

Date of Count: *Wednesday, May 06, 2015*

Analysts: *DASH*

Weather: *Sunny*

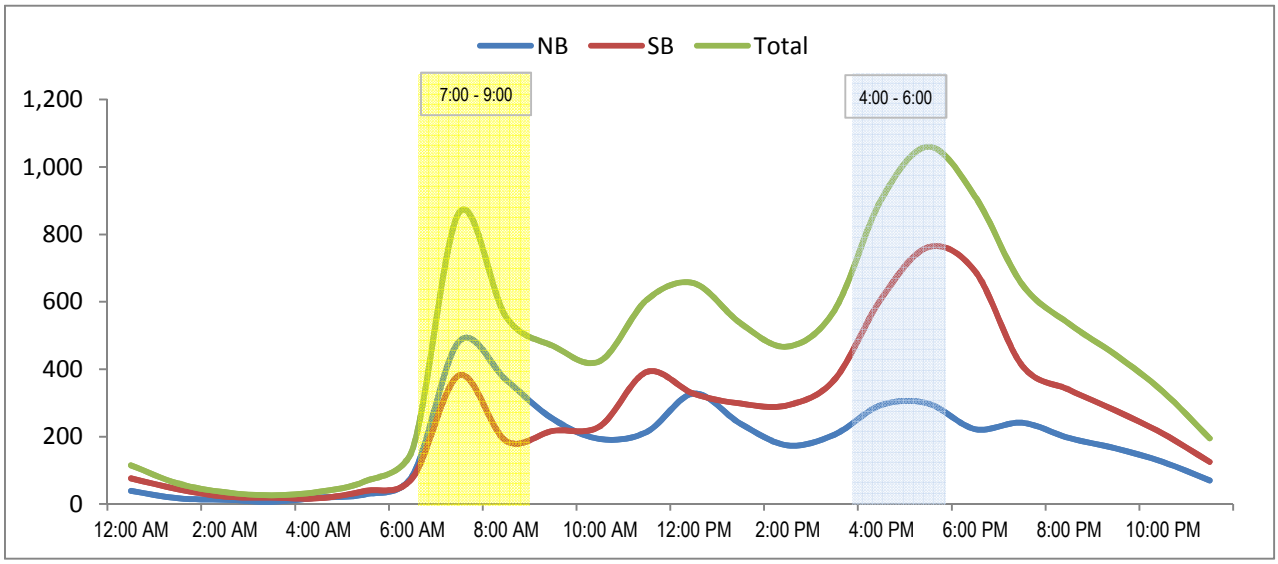
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*10,688*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	39	76	115
1:00 AM - 2:00 AM	17	44	61
2:00 AM - 3:00 AM	13	22	35
3:00 AM - 4:00 AM	7	19	26
4:00 AM - 5:00 AM	19	17	36
5:00 AM - 6:00 AM	29	39	68
6:00 AM - 7:00 AM	84	77	161
7:00 AM - 8:00 AM	483	382	865
8:00 AM - 9:00 AM	368	187	555
9:00 AM - 10:00 AM	252	217	469
10:00 AM - 11:00 AM	193	231	424
11:00 AM - 12:00 PM	214	392	606
Total	**1,718**	**1,703**	**3,421**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	328	327	655
1:00 PM - 2:00 PM	238	298	536
2:00 PM - 3:00 PM	174	293	467
3:00 PM - 4:00 PM	206	369	575
4:00 PM - 5:00 PM	294	610	904
5:00 PM - 6:00 PM	298	762	1,060
6:00 PM - 7:00 PM	222	690	912
7:00 PM - 8:00 PM	241	411	652
8:00 PM - 9:00 PM	196	339	535
9:00 PM - 10:00 PM	165	277	442
10:00 PM - 11:00 PM	125	209	334
11:00 PM - 12:00 AM	70	125	195
Total	**2,557**	**4,710**	**7,267**

24-Hour	*NB*	*Volume*	*4,275*	*24-Hour*	*SB*	*Volume*	*6,413*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 66. Regents Road Between SR-52 EB & WB Ramps

Orientation: *North-South*

Date of Count: *Tuesday, April 28, 2015*

Analysts: *DASH*

Weather: *Sunny*

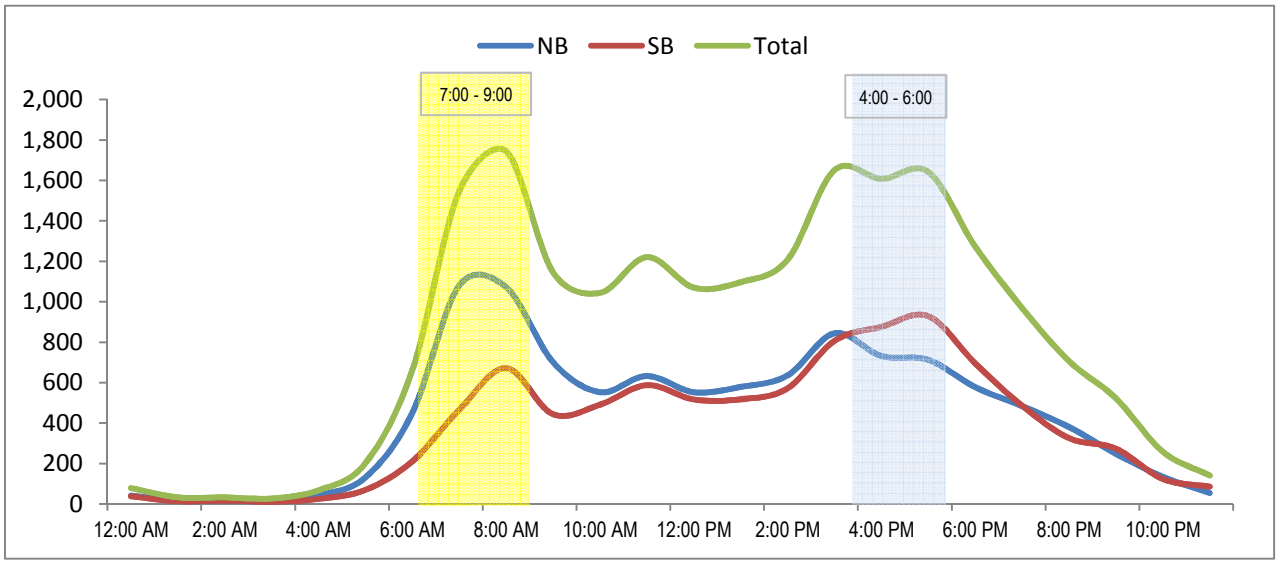
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*19,957*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	41	38	79
1:00 AM - 2:00 AM	19	14	33
2:00 AM - 3:00 AM	16	17	33
3:00 AM - 4:00 AM	16	12	28
4:00 AM - 5:00 AM	43	25	68
5:00 AM - 6:00 AM	132	70	202
6:00 AM - 7:00 AM	451	211	662
7:00 AM - 8:00 AM	1,081	466	1,547
8:00 AM - 9:00 AM	1,072	672	1,744
9:00 AM - 10:00 AM	702	444	1,146
10:00 AM - 11:00 AM	553	491	1,044
11:00 AM - 12:00 PM	633	588	1221
Total	**4,759**	**3,048**	**7,807**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	553	517	1,070
1:00 PM - 2:00 PM	579	518	1,097
2:00 PM - 3:00 PM	636	572	1,208
3:00 PM - 4:00 PM	844	807	1,651
4:00 PM - 5:00 PM	732	876	1,608
5:00 PM - 6:00 PM	713	929	1,642
6:00 PM - 7:00 PM	578	696	1,274
7:00 PM - 8:00 PM	484	486	970
8:00 PM - 9:00 PM	381	326	707
9:00 PM - 10:00 PM	249	274	523
10:00 PM - 11:00 PM	135	124	259
11:00 PM - 12:00 AM	55	86	141
Total	**5,939**	**6,211**	**12,150**

24-Hour	*NB*	*Volume*	*10,698*	*24-Hour*	*SB*	*Volume*	*9,259*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 24. Torrey Pines Road South of La Jolla Village Drive

Orientation: *North-South*

Date of Count: *Tuesday, May 05, 2015*

Analysts: *DASH*

Weather: *Sunny*

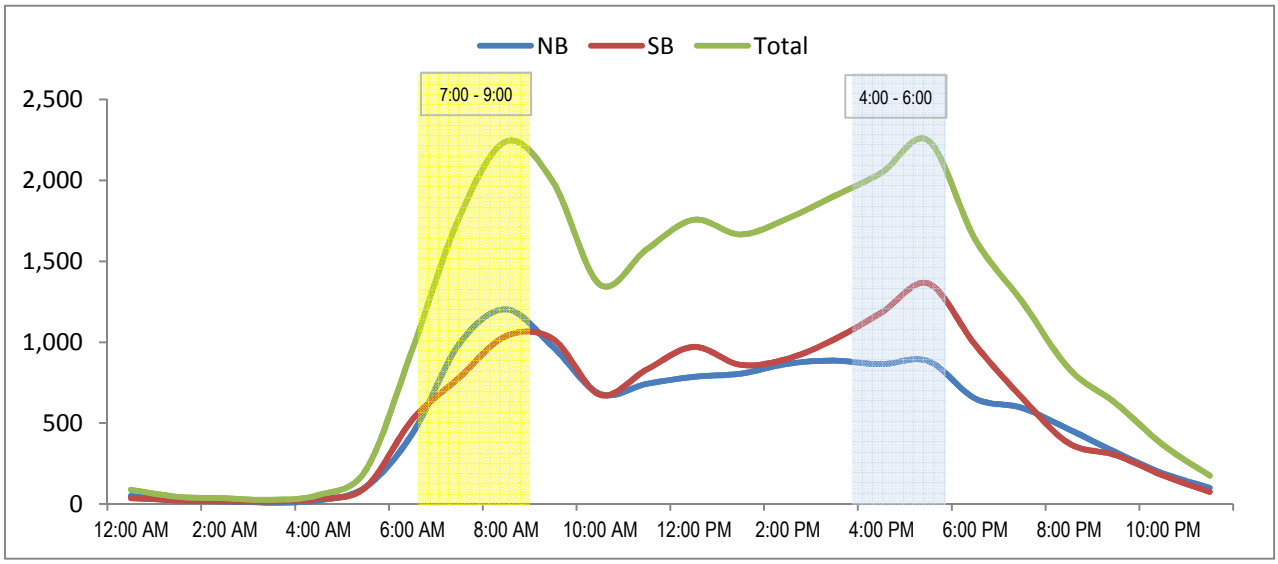
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*26,620*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	51	37	88
1:00 AM - 2:00 AM	21	24	45
2:00 AM - 3:00 AM	17	19	36
3:00 AM - 4:00 AM	9	17	26
4:00 AM - 5:00 AM	23	33	56
5:00 AM - 6:00 AM	104	102	206
6:00 AM - 7:00 AM	434	521	955
7:00 AM - 8:00 AM	990	782	1,772
8:00 AM - 9:00 AM	1,203	1,038	2,241
9:00 AM - 10:00 AM	970	1,020	1,990
10:00 AM - 11:00 AM	681	675	1,356
11:00 AM - 12:00 PM	743	832	1575
Total	**5,246**	**5,100**	**10,346**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	786	971	1,757
1:00 PM - 2:00 PM	806	860	1,666
2:00 PM - 3:00 PM	867	898	1,765
3:00 PM - 4:00 PM	886	1,018	1,904
4:00 PM - 5:00 PM	864	1,183	2,047
5:00 PM - 6:00 PM	884	1,363	2,247
6:00 PM - 7:00 PM	652	984	1,636
7:00 PM - 8:00 PM	594	657	1,251
8:00 PM - 9:00 PM	462	375	837
9:00 PM - 10:00 PM	320	302	622
10:00 PM - 11:00 PM	190	177	367
11:00 PM - 12:00 AM	100	75	175
Total	**7,411**	**8,863**	**16,274**

24-Hour	*NB*	*Volume*	*12,657*	*24-Hour*	*SB*	*Volume*	*13,963*



THURSDAY - NOVEMBER 17TH, 2016 CITY: UTC PROJECT: PTD16-1118-03

TOWNE CENTRE N-O EASTGATE MALL

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	4		8					12:00	98		140				
00:15	4		6					12:15	83		92				
00:30	3		3					12:30	100		77				
00:45	1	12	3	20			32	12:45	135	416	79	388			804
01:00	5		6					13:00	98		78				
01:15	2		3					13:15	98		49				
01:30	1		3					13:30	75		55				
01:45	1	9	2	14			23	13:45	79	350	72	254			604
02:00	3		4					14:00	44		84				
02:15	2		2					14:15	39		78				
02:30	2		2					14:30	37		102				
02:45	3	10	2	10			20	14:45	44	164	99	363			527
03:00	1		5					15:00	50		106				
03:15	2		2					15:15	33		106				
03:30	4		3					15:30	31		162				
03:45	0	7	1	11			18	15:45	22	136	136	510			646
04:00	5		1					16:00	15		177				
04:15	5		6					16:15	19		141				
04:30	9		2					16:30	22		215				
04:45	26	45	4	13			58	16:45	19	75	188	721			796
05:00	30		6					17:00	16		262				
05:15	47		13					17:15	18		199				
05:30	55		10					17:30	15		184				
05:45	96	228	6	35			263	17:45	16	65	159	804			869
06:00	89		10					18:00	15		117				
06:15	108		9					18:15	13		102				
06:30	168		14					18:30	25		93				
06:45	169	534	19	52			586	18:45	22	75	66	378			453
07:00	184		20					19:00	7		64				
07:15	151		19					19:15	11		32				
07:30	188		22					19:30	8		31				
07:45	195	718	28	89			807	19:45	2	28	21	148			176
08:00	188		19					20:00	4		29				
08:15	155		22					20:15	8		14				
08:30	162		23					20:30	11		13				
08:45	177	682	20	84			766	20:45	6	29	18	74			103
09:00	188		29					21:00	5		12				
09:15	136		28					21:15	4		8				
09:30	106		35					21:30	4		6				
09:45	103	533	31	123			656	21:45	5	18	4	30			48
10:00	80		37					22:00	5		6				
10:15	72		30					22:15	7		8				
10:30	61		42					22:30	2		8				
10:45	57	270	45	154			424	22:45	2	16	5	27			43
11:00	66		44					23:00	6		5				
11:15	70		35					23:15	4		8				
11:30	88		65					23:30	5		8				
11:45	95	319	88	232			551	23:45	8	23	5	26			49
Total Vol.		3367		837			**4204**			1395		3723			**5118**

Daily Totals

NB	SB	EB	WB	Combined
4762	4560			**9322**

	AM			PM		
Split %	80.1%	19.9%	**45.1%**	27.3%	72.7%	**54.9%**
Peak Hour	07:30	11:45	**07:30**	12:30	16:30	**16:30**
Volume	726	397	**817**	431	864	**939**
P.H.F.	0.93	0.71	**0.92**	0.80	0.82	**0.84**

Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 77. Towne Centre Dr North of La Jolla Village Dr.

Orientation: *North-South*

Date of Count: *Tuesday, May 05, 2015*

Analysts: *DASH*

Weather: *Sunny*

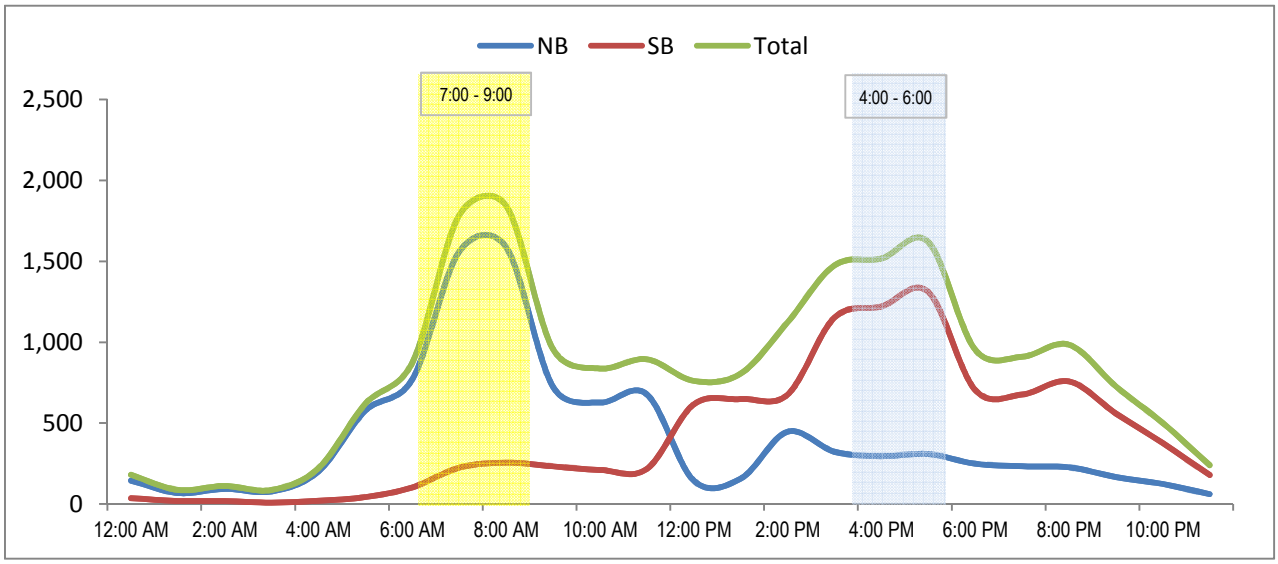
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*20,121*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	145	36	181
1:00 AM - 2:00 AM	68	19	87
2:00 AM - 3:00 AM	94	18	112
3:00 AM - 4:00 AM	78	9	87
4:00 AM - 5:00 AM	202	20	222
5:00 AM - 6:00 AM	578	43	621
6:00 AM - 7:00 AM	771	103	874
7:00 AM - 8:00 AM	1,560	225	1,785
8:00 AM - 9:00 AM	1,587	256	1,843
9:00 AM - 10:00 AM	724	233	957
10:00 AM - 11:00 AM	627	211	838
11:00 AM - 12:00 PM	678	217	895
Total	**7,112**	**1,390**	**8,502**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	145	616	761
1:00 PM - 2:00 PM	157	649	806
2:00 PM - 3:00 PM	447	676	1,123
3:00 PM - 4:00 PM	323	1,152	1,475
4:00 PM - 5:00 PM	296	1,221	1,517
5:00 PM - 6:00 PM	309	1,311	1,620
6:00 PM - 7:00 PM	249	705	954
7:00 PM - 8:00 PM	233	677	910
8:00 PM - 9:00 PM	227	758	985
9:00 PM - 10:00 PM	167	560	727
10:00 PM - 11:00 PM	124	377	501
11:00 PM - 12:00 AM	61	179	240
Total	**2,738**	**8,881**	**11,619**

24-Hour	*NB*	*Volume*	*9,850*	*24-Hour*	*SB*	*Volume*	*10,271*



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 78. Towne Centre Dr South of La Jolla Village Dr.

Orientation: *North-South*

Date of Count: *Tuesday, May 05, 2015*

Analysts: *DASH*

Weather: *Sunny*

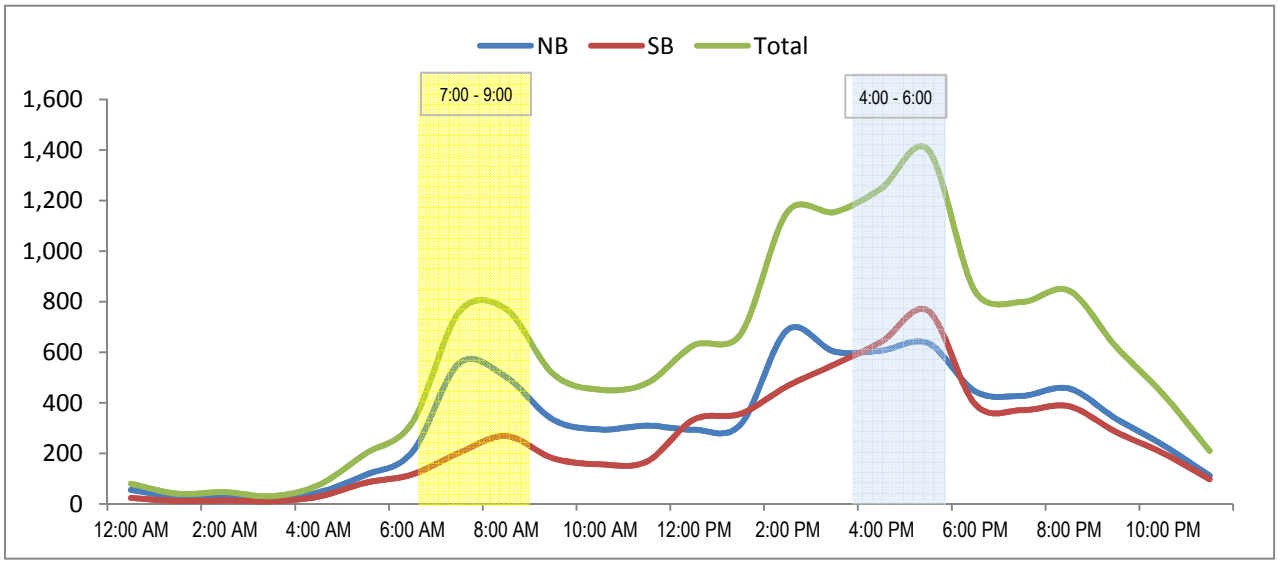
AVC Proj. No: *15-0345*

24 Hour Segment Volume			13,785

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	56	24	80
1:00 AM - 2:00 AM	29	12	41
2:00 AM - 3:00 AM	33	14	47
3:00 AM - 4:00 AM	20	11	31
4:00 AM - 5:00 AM	46	29	75
5:00 AM - 6:00 AM	115	84	199
6:00 AM - 7:00 AM	206	117	323
7:00 AM - 8:00 AM	557	203	760
8:00 AM - 9:00 AM	502	269	771
9:00 AM - 10:00 AM	334	181	515
10:00 AM - 11:00 AM	295	157	452
11:00 AM - 12:00 PM	310	168	478
Total	**2,503**	**1,269**	**3,772**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	294	334	628
1:00 PM - 2:00 PM	315	357	672
2:00 PM - 3:00 PM	689	467	1,156
3:00 PM - 4:00 PM	603	552	1,155
4:00 PM - 5:00 PM	607	642	1,249
5:00 PM - 6:00 PM	636	764	1,400
6:00 PM - 7:00 PM	446	395	841
7:00 PM - 8:00 PM	428	371	799
8:00 PM - 9:00 PM	457	387	844
9:00 PM - 10:00 PM	338	285	623
10:00 PM - 11:00 PM	234	202	436
11:00 PM - 12:00 AM	112	98	210
Total	**5,159**	**4,854**	**10,013**

24-Hour NB Volume	7,662	24-Hour SB Volume	6,123



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 29. Villa La Jolla Drive East of Gilman Dr

Orientation: *East-West*

Date of Count: *Thursday, April 30, 2015*

Analysts: *DASH*

Weather: *Sunny*

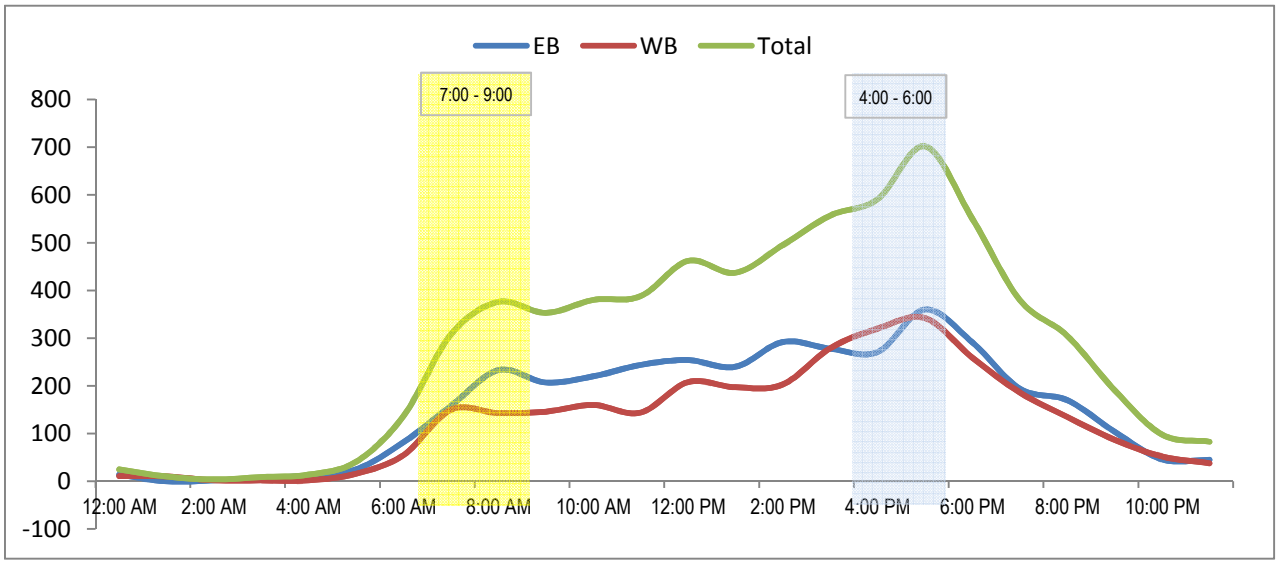
AVC Proj. No: *15-0345*

24 Hour Segment Volume			6,896

Time	Hourly Volume		
	EB	WB	Total
12:00 AM - 1:00 AM	14	11	25
1:00 AM - 2:00 AM	0	10	10
2:00 AM - 3:00 AM	2	2	4
3:00 AM - 4:00 AM	7	2	9
4:00 AM - 5:00 AM	12	2	14
5:00 AM - 6:00 AM	25	16	41
6:00 AM - 7:00 AM	82	55	137
7:00 AM - 8:00 AM	158	150	308
8:00 AM - 9:00 AM	233	143	376
9:00 AM - 10:00 AM	207	146	353
10:00 AM - 11:00 AM	220	160	380
11:00 AM - 12:00 PM	244	144	388
Total	**1,204**	**841**	**2,045**

Time	Hourly Volume		
	EB	WB	Total
12:00 PM - 1:00 PM	254	208	462
1:00 PM - 2:00 PM	240	197	437
2:00 PM - 3:00 PM	292	203	495
3:00 PM - 4:00 PM	278	279	557
4:00 PM - 5:00 PM	271	320	591
5:00 PM - 6:00 PM	360	342	702
6:00 PM - 7:00 PM	291	259	550
7:00 PM - 8:00 PM	194	186	380
8:00 PM - 9:00 PM	170	135	305
9:00 PM - 10:00 PM	104	87	191
10:00 PM - 11:00 PM	46	52	98
11:00 PM - 12:00 AM	45	38	83
Total	**2,545**	**2,306**	**4,851**

24-Hour EB Volume	3,749	24-Hour WB Volume	3,147



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 30. Villa La Jolla Drive North of Nobel Dr

Orientation: *North-South*

Date of Count: *Thursday, April 30, 2015*

Analysts: *DASH*

Weather: *Sunny*

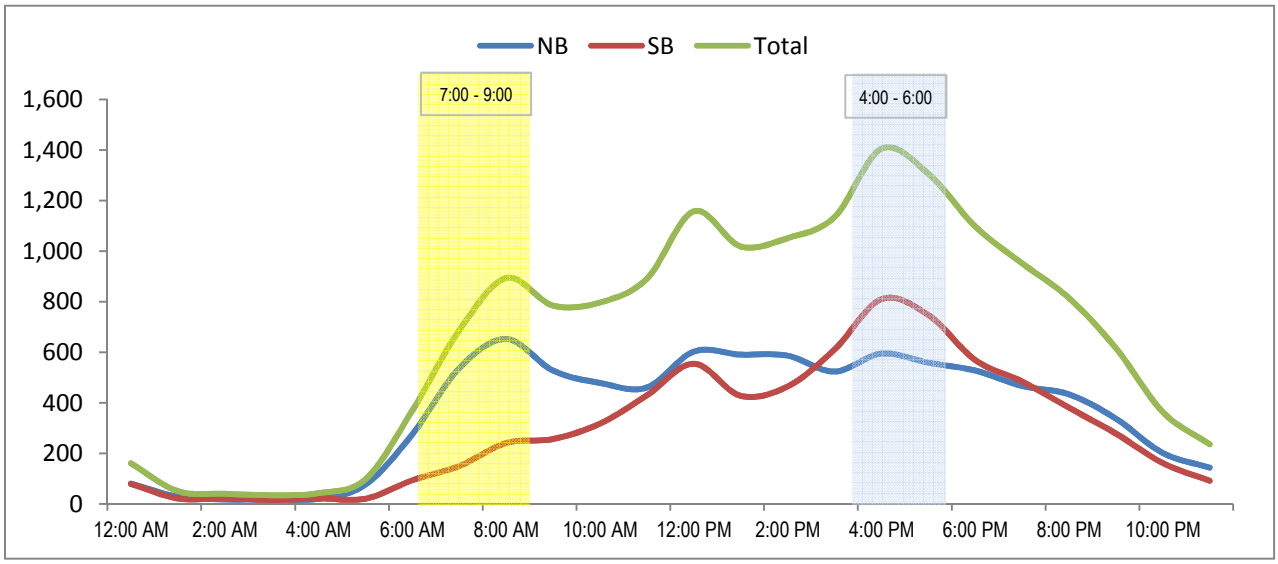
AVC Proj. No: *15-0345*

24 Hour Segment Volume			16,011

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	81	80	161
1:00 AM - 2:00 AM	29	22	51
2:00 AM - 3:00 AM	18	23	41
3:00 AM - 4:00 AM	19	16	35
4:00 AM - 5:00 AM	21	22	43
5:00 AM - 6:00 AM	77	21	98
6:00 AM - 7:00 AM	276	94	370
7:00 AM - 8:00 AM	537	150	687
8:00 AM - 9:00 AM	653	241	894
9:00 AM - 10:00 AM	528	257	785
10:00 AM - 11:00 AM	479	318	797
11:00 AM - 12:00 PM	461	430	891
Total	**3,179**	**1,674**	**4,853**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	603	555	1,158
1:00 PM - 2:00 PM	591	428	1,019
2:00 PM - 3:00 PM	587	465	1,052
3:00 PM - 4:00 PM	524	611	1,135
4:00 PM - 5:00 PM	595	810	1,405
5:00 PM - 6:00 PM	559	748	1,307
6:00 PM - 7:00 PM	528	570	1,098
7:00 PM - 8:00 PM	467	485	952
8:00 PM - 9:00 PM	434	381	815
9:00 PM - 10:00 PM	338	279	617
10:00 PM - 11:00 PM	202	162	364
11:00 PM - 12:00 AM	144	92	236
Total	**5,572**	**5,586**	**11,158**

24-Hour NB Volume	8,751	24-Hour SB Volume	7,260



Kimley»Horn

24 Hour Segment Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: 31. Villa La Jolla Drive North of La Jolla Village Dr

Orientation: *North-South*

Date of Count: *Wednesday, May 06, 2015*

Analysts: *DASH*

Weather: *Sunny*

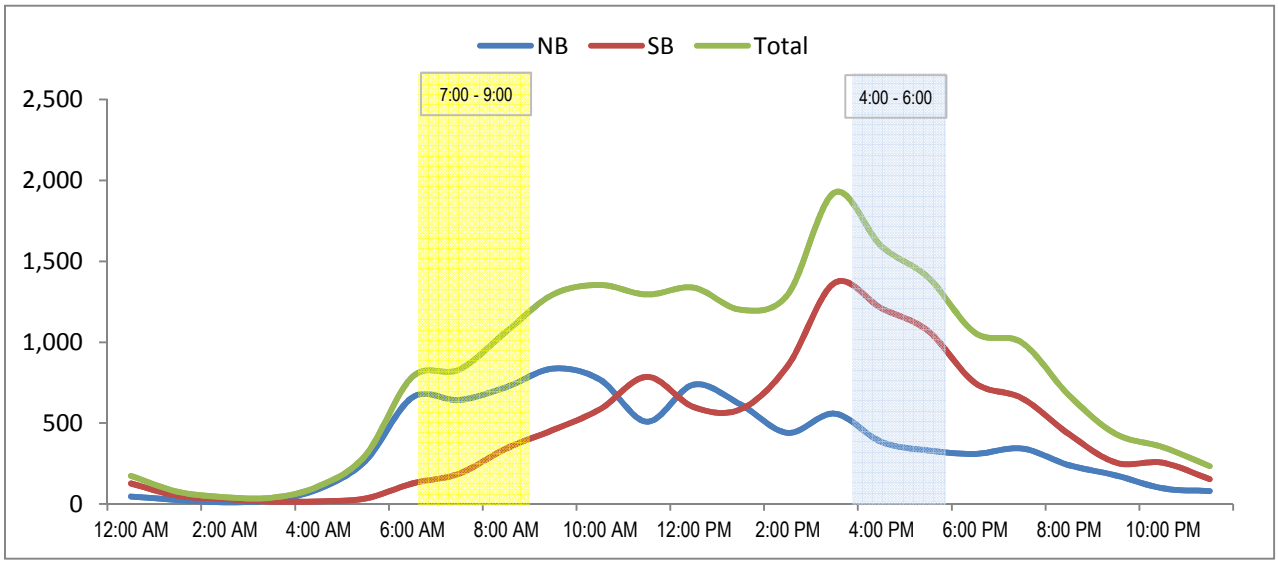
AVC Proj. No: *15-0345*

24 Hour Segment Volume			*19,865*

Time	Hourly Volume		
	NB	SB	Total
12:00 AM - 1:00 AM	47	127	174
1:00 AM - 2:00 AM	25	51	76
2:00 AM - 3:00 AM	11	32	43
3:00 AM - 4:00 AM	24	15	39
4:00 AM - 5:00 AM	93	17	110
5:00 AM - 6:00 AM	267	34	301
6:00 AM - 7:00 AM	659	127	786
7:00 AM - 8:00 AM	643	188	831
8:00 AM - 9:00 AM	722	343	1,065
9:00 AM - 10:00 AM	837	458	1,295
10:00 AM - 11:00 AM	769	585	1,354
11:00 AM - 12:00 PM	509	786	1295
Total	**4,606**	**2,763**	**7,369**

Time	Hourly Volume		
	NB	SB	Total
12:00 PM - 1:00 PM	738	599	1,337
1:00 PM - 2:00 PM	615	586	1,201
2:00 PM - 3:00 PM	440	853	1,293
3:00 PM - 4:00 PM	559	1,366	1,925
4:00 PM - 5:00 PM	384	1,210	1,594
5:00 PM - 6:00 PM	331	1,069	1,400
6:00 PM - 7:00 PM	310	748	1,058
7:00 PM - 8:00 PM	343	654	997
8:00 PM - 9:00 PM	240	432	672
9:00 PM - 10:00 PM	177	256	433
10:00 PM - 11:00 PM	97	255	352
11:00 PM - 12:00 AM	80	154	234
Total	**4,314**	**8,182**	**12,496**

24-Hour	*NB*	*Volume*	*8,920*	*24-Hour*	*SB*	*Volume*	*10,945*



APPENDIX F

SYNCHRO PEAK HOUR
INTERSECTION ANALYSIS SHEETS

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	401	321	443	949	471	293
Future Volume (veh/h)	401	321	443	949	471	293
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	472	378	487	1043	554	345
Adj No. of Lanes	3	1	2	3	2	2
Peak Hour Factor	0.85	0.85	0.91	0.91	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2601	810	559	3599	702	1020
Arrive On Green	0.51	0.51	0.05	0.23	0.20	0.20
Sat Flow, veh/h	5253	1583	3442	5253	3442	2787
Grp Volume(v), veh/h	472	378	487	1043	554	345
Grp Sat Flow(s),veh/h/ln	1695	1583	1721	1695	1721	1393
Q Serve(g_s), s	6.5	19.9	18.3	21.9	19.9	11.6
Cycle Q Clear(g_c), s	6.5	19.9	18.3	21.9	19.9	11.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2601	810	559	3599	702	1020
V/C Ratio(X)	0.18	0.47	0.87	0.29	0.79	0.34
Avail Cap(c_a), veh/h	2601	810	874	3599	1059	1310
HCM Platoon Ratio	1.00	1.00	0.33	0.33	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.97	0.97	0.95	0.95
Uniform Delay (d), s/veh	17.1	20.4	60.2	23.0	49.1	29.8
Incr Delay (d2), s/veh	0.2	1.9	3.7	0.2	2.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	9.1	9.0	10.4	9.7	4.5
LnGrp Delay(d),s/veh	17.2	22.3	63.9	23.2	51.9	30.0
LnGrp LOS	B	C	E	C	D	C
Approach Vol, veh/h	850			1530	899	
Approach Delay, s/veh	19.5			36.1	43.5	
Approach LOS	B			D	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	25.5	72.7				98.2		31.8
Change Period (Y+Rc), s	4.4	6.2				* 6.2		5.3
Max Green Setting (Gmax), s	33.0	39.6				* 79		40.0
Max Q Clear Time (g_c+I1), s	20.3	21.9				23.9		21.9
Green Ext Time (p_c), s	0.8	13.0				26.5		4.6

Intersection Summary	
HCM 2010 Ctrl Delay	33.8
HCM 2010 LOS	C

Notes

Phase Number	1	2	6	8
Movement	WBL	EBT	WBT	NBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize				
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	37.4	45.8	84.7	45.3
Maximum Split (%)	28.8%	35.2%	65.2%	34.8%
Minimum Split (s)	11.4	43.2	24	45.3
Yellow Time (s)	3.4	5.2	5	4.3
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	7	10	10	10
Vehicle Extension (s)	2	4	3.7	3.8
Minimum Gap (s)	2	4	3.7	3.8
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		30		33
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	81.5	118.9	81.5	36.2
End Time (s)	118.9	36.2	36.2	81.5
Yield/Force Off (s)	114.5	30	30.2	76.2
Yield/Force Off 170(s)	114.5	0	30.2	43.2
Local Start Time (s)	51.5	88.9	51.5	6.2
Local Yield (s)	84.5	0	0.2	46.2
Local Yield 170(s)	84.5	100	0.2	13.2

Intersection Summary	
Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 30 (23%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 1: N. Torrey Pines Rd. & Genesee Ave



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	87	607	1371	821	82	18		
Future Volume (veh/h)	87	607	1371	821	82	18		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	98	682	1459	873	112	25		
Adj No. of Lanes	1	3	5	1	2	1		
Peak Hour Factor	0.89	0.89	0.94	0.94	0.73	0.73		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	822	4351	2617	549	190	821		
Arrive On Green	0.93	1.00	0.35	0.35	0.06	0.06		
Sat Flow, veh/h	1774	5253	7898	1583	3442	1583		
Grp Volume(v), veh/h	98	682	1459	873	112	25		
Grp Sat Flow(s),veh/h/ln	1774	1695	1509	1583	1721	1583		
Q Serve(g_s), s	0.6	0.0	20.4	45.1	4.1	0.0		
Cycle Q Clear(g_c), s	0.6	0.0	20.4	45.1	4.1	0.0		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	822	4351	2617	549	190	821		
V/C Ratio(X)	0.12	0.16	0.56	1.59	0.59	0.03		
Avail Cap(c_a), veh/h	822	4351	2617	549	1393	1374		
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.98	0.98	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	2.6	0.0	34.4	42.4	60.0	15.3		
Incr Delay (d2), s/veh	0.0	0.1	0.9	273.8	6.1	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.3	0.0	8.6	61.5	2.1	0.9		
LnGrp Delay(d),s/veh	2.6	0.1	35.2	316.2	66.1	15.3		
LnGrp LOS	A	A	D	F	E	B		
Approach Vol, veh/h		780	2332		137			
Approach Delay, s/veh		0.4	140.4		56.8			
Approach LOS		A	F		E			

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		117.9		12.1	66.9	51.0		
Change Period (Y+Rc), s		6.7		4.9	6.7	* 5.9		
Max Green Setting (Gmax), s		45.1		52.6	17.1	* 45		
Max Q Clear Time (g_c+I1), s		2.0		6.1	2.6	47.1		
Green Ext Time (p_c), s		7.9		1.1	0.7	0.0		

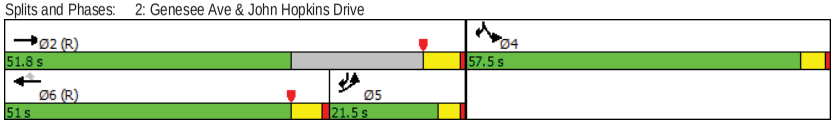
Intersection Summary	
HCM 2010 Ctrl Delay	103.3
HCM 2010 LOS	F

Notes

Phase Number	2	4	5	6
Movement	EBT	SBL	EBL	WBT
Lead/Lag			Lag	Lead
Lead-Lag Optimize			Yes	Yes
Recall Mode	C-Min	None	None	C-Min
Maximum Split (s)	51.8	57.5	21.5	51
Maximum Split (%)	39.8%	44.2%	16.5%	39.2%
Minimum Split (s)	16.7	11.9	9.5	15.9
Yellow Time (s)	5.7	3.9	3.4	4.9
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	10	7	4	10
Vehicle Extension (s)	4	5	2	3.9
Minimum Gap (s)	0.2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				7
Flash Dont Walk (s)				31
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	20.9	93.4	71.9	20.9
End Time (s)	93.4	20.9	93.4	71.9
Yield/Force Off (s)	86.7	16	89	66
Yield/Force Off 170(s)	86.7	16	89	35
Local Start Time (s)	84.9	27.4	5.9	84.9
Local Yield (s)	20.7	80	23	0
Local Yield 170(s)	20.7	80	23	99

Intersection Summary	
Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 66 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 2: Genesee Ave & John Hopkins Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	616	0	3	2177	275	0	0	0	27	0	15
Future Volume (veh/h)	75	616	0	3	2177	275	0	0	0	27	0	15
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	1863	1900
Adj Flow Rate, veh/h	85	700	0	3	2292	289				30	13	21
Adj No. of Lanes	1	3	0	1	3	1				1	1	0
Peak Hour Factor	0.88	0.88	0.92	0.92	0.95	0.95				0.70	0.92	0.70
Percent Heavy Veh, %	2	2	0	2	2	2				2	2	2
Cap, veh/h	597	4265	0	6	2507	834				59	21	35
Arrive On Green	0.34	0.84	0.00	0.00	0.49	0.49				0.03	0.03	0.03
Sat Flow, veh/h	1774	5253	0	1774	5085	1583				1774	642	1037
Grp Volume(v), veh/h	85	700	0	3	2292	289				30	0	34
Grp Sat Flow(s),veh/h/ln	1774	1695	0	1774	1695	1583				1774	0	1680
Q Serve(g_s), s	4.3	3.3	0.0	0.2	54.1	13.7				2.2	0.0	2.6
Cycle Q Clear(g_c), s	4.3	3.3	0.0	0.2	54.1	13.7				2.2	0.0	2.6
Prop In Lane	1.00		0.00	1.00		1.00				1.00		0.62
Lane Grp Cap(c), veh/h	597	4265	0	6	2507	834				59	0	56
V/C Ratio(X)	0.14	0.16	0.00	0.54	0.91	0.35				0.51	0.00	0.61
Avail Cap(c_a), veh/h	597	4265	0	124	2507	834				459	0	434
HCM Platoon Ratio	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	0.00	0.09	0.09	0.09				1.00	0.00	1.00
Uniform Delay (d), s/veh	30.1	2.0	0.0	64.7	30.4	17.8				61.8	0.0	62.0
Incr Delay (d2), s/veh	0.1	0.1	0.0	7.0	0.7	0.1				6.5	0.0	10.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	1.6	0.0	0.1	25.4	6.4				1.2	0.0	1.4
LnGrp Delay(d),s/veh	30.2	2.0	0.0	71.7	31.1	17.9				68.3	0.0	72.0
LnGrp LOS	C	A		E	C	B				E		E
Approach Vol, veh/h		785			2584						64	
Approach Delay, s/veh		5.1			29.7						70.3	
Approach LOS		A			C						E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	4.8	115.9		9.2	50.7	70.1		
Change Period (Y+Rc), s	4.4	6.9		4.9	6.9	* 6		
Max Green Setting (Gmax), s	9.1	50.6		33.6	17.0	* 64		
Max Q Clear Time (g_c+I1), s	2.2	5.3		4.6	6.3	56.1		
Green Ext Time (p_c), s	0.0	5.0		0.2	0.4	7.2		

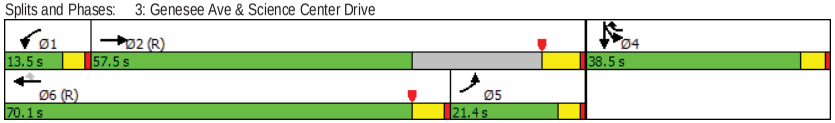
Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	5	6
Movement	WBL	EBT	SBTL	EBL	WBT
Lead/Lag	Lead	Lag		Lag	Lead
Lead-Lag Optimize	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max
Maximum Split (s)	13.5	57.5	38.5	21.4	70.1
Maximum Split (%)	10.4%	44.2%	29.6%	16.5%	53.9%
Minimum Split (s)	9.5	22.5	8.9	9.5	16
Yellow Time (s)	3.4	5.9	3.9	3.4	5
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)			7		7
Flash Dont Walk (s)			23		22
Dual Entry	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	104.9	118.4	66.4	45	104.9
End Time (s)	118.4	66.4	104.9	66.4	45
Yield/Force Off (s)	114	59.5	100	62	39
Yield/Force Off 170(s)	114	59.5	77	62	17
Local Start Time (s)	65.9	79.4	27.4	6	65.9
Local Yield (s)	75	20.5	61	23	0
Local Yield 170(s)	75	20.5	38	23	108

Intersection Summary	
Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	60
Offset: 39 (30%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 3: Genesee Ave & Science Center Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	419	184	85	1617	0	0	0	0	971	0	712
Future Volume (veh/h)	0	419	184	85	1617	0	0	0	0	971	0	712
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				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
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	423	0	91	1739	0				1403	0	559
Adj No. of Lanes	0	2	1	1	2	0				2	0	1
Peak Hour Factor	0.99	0.99	0.99	0.93	0.93	0.93				0.85	0.85	0.85
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1137	509	118	1557	0				1502	0	670
Arrive On Green	0.00	0.32	0.00	0.02	0.15	0.00				0.42	0.00	0.42
Sat Flow, veh/h	0	3632	1583	1774	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	423	0	91	1739	0				1403	0	559
Grp Sat Flow(s),veh/h/ln	0	1770	1583	1774	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	8.3	0.0	4.6	39.6	0.0				33.9	0.0	28.3
Cycle Q Clear(g_c), s	0.0	8.3	0.0	4.6	39.6	0.0				33.9	0.0	28.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1137	509	118	1557	0				1502	0	670
V/C Ratio(X)	0.00	0.37	0.00	0.77	1.12	0.00				0.93	0.00	0.83
Avail Cap(c_a), veh/h	0	1137	509	355	1557	0				1577	0	704
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	0.00	0.29	0.29	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	23.5	0.0	43.3	38.5	0.0				24.7	0.0	23.1
Incr Delay (d2), s/veh	0.0	0.9	0.0	1.2	55.5	0.0				10.1	0.0	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.2	0.0	2.3	31.4	0.0				18.7	0.0	13.7
LnGrp Delay(d),s/veh	0.0	24.5	0.0	44.5	94.0	0.0				34.8	0.0	30.7
LnGrp LOS		C		D	F					C		C
Approach Vol, veh/h		423			1830						1962	
Approach Delay, s/veh		24.5			91.5						33.7	
Approach LOS		C			F						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	10.7	36.1		43.2		46.8		
Change Period (Y+Rc), s	* 4.7	7.2		5.1		7.2		
Max Green Setting (Gmax), s	* 18	15.0		40.0		37.7		
Max Q Clear Time (g_c+I1), s	6.6	10.3		35.9		41.6		
Green Ext Time (p_c), s	0.1	3.6		2.2		0.0		

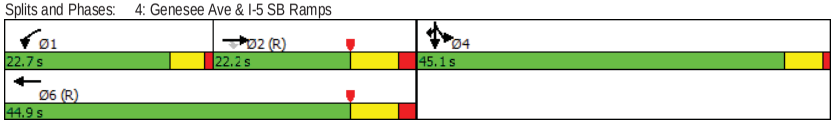
Intersection Summary	
HCM 2010 Ctrl Delay	57.9
HCM 2010 LOS	E

Notes

Phase Number	1	2	4	6
Movement	WBL	EBT	SBTL	WBT
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	Min	C-Max
Maximum Split (s)	22.7	22.2	45.1	44.9
Maximum Split (%)	25.2%	24.7%	50.1%	49.9%
Minimum Split (s)	9.7	17.2	18.1	17.2
Yellow Time (s)	3.7	5.2	4.1	5.2
All-Red Time (s)	1	2	1	2
Minimum Initial (s)	5	10	13	10
Vehicle Extension (s)	2	2	2	2
Minimum Gap (s)	2	2	2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	52.3	75	7.2	52.3
End Time (s)	75	7.2	52.3	7.2
Yield/Force Off (s)	70.3	0	47.2	0
Yield/Force Off 170(s)	70.3	0	47.2	0
Local Start Time (s)	52.3	75	7.2	52.3
Local Yield (s)	70.3	0	47.2	0
Local Yield 170(s)	70.3	0	47.2	0

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 4: Genesee Ave & I-5 SB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	188	1241	0	0	482	405	1193	8	566	0	0	0
Future Volume (veh/h)	188	1241	0	0	482	405	1193	8	566	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	219	1443	0	0	618	519	1362	0	0			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.86	0.86	0.86	0.78	0.78	0.78	0.88	0.88	0.88			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	261	1679	0	0	993	444	1380	0	616			
Arrive On Green	0.05	0.16	0.00	0.00	0.28	0.28	0.39	0.00	0.00			
Sat Flow, veh/h	1774	3632	0	0	3632	1583	3548	0	1583			
Grp Volume(v), veh/h	219	1443	0	0	618	519	1362	0	0			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1583	1774	0	1583			
Q Serve(g_s), s	11.0	35.8	0.0	0.0	13.7	25.2	34.3	0.0	0.0			
Cycle Q Clear(g_c), s	11.0	35.8	0.0	0.0	13.7	25.2	34.3	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	261	1679	0	0	993	444	1380	0	616			
V/C Ratio(X)	0.84	0.86	0.00	0.00	0.62	1.17	0.99	0.00	0.00			
Avail Cap(c_a), veh/h	552	1679	0	0	993	444	1380	0	616			
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.61	0.61	0.00	0.00	0.97	0.97	1.00	0.00	0.00			
Uniform Delay (d), s/veh	41.8	35.0	0.0	0.0	28.2	32.4	27.3	0.0	0.0			
Incr Delay (d2), s/veh	1.7	3.8	0.0	0.0	2.9	97.2	21.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.5	18.4	0.0	0.0	7.1	23.0	20.7	0.0	0.0			
LnGrp Delay(d),s/veh	43.5	38.8	0.0	0.0	31.1	129.6	48.3	0.0	0.0			
LnGrp LOS	D	D			C	F	D					
Approach Vol, veh/h		1662			1137			1362				
Approach Delay, s/veh		39.4			76.0			48.3				
Approach LOS		D			E			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		49.9			17.5	32.4		40.1
Change Period (Y+Rc), s		7.2			* 4.2	7.2		5.1
Max Green Setting (Gmax), s		42.7			* 28	10.5		35.0
Max Q Clear Time (g_c+I1), s		37.8			13.0	27.2		36.3
Green Ext Time (p_c), s		3.9			0.2	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	52.3
HCM 2010 LOS	D

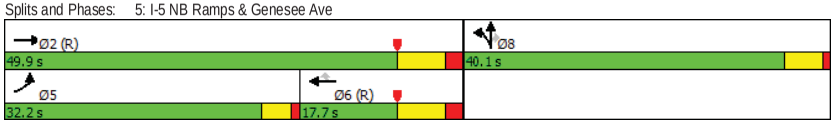
Notes

Phase Number	2	5	6	8
Movement	EBT	EBL	WBT	NBTL
Lead/Lag		Lead	Lag	
Lead-Lag Optimize		Yes	Yes	
Recall Mode	C-Max	Min	C-Max	Min
Maximum Split (s)	49.9	32.2	17.7	40.1
Maximum Split (%)	55.4%	35.8%	19.7%	44.6%
Minimum Split (s)	17.2	15.2	17.2	10.1
Yellow Time (s)	5.2	3.2	5.2	4.1
All-Red Time (s)	2	1	2	1
Minimum Initial (s)	10	11	10	5
Vehicle Extension (s)	2	2	2	2
Minimum Gap (s)	2	3	2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	2.3	2.3	34.5	52.2
End Time (s)	52.2	34.5	52.2	2.3
Yield/Force Off (s)	45	30.3	45	87.2
Yield/Force Off 170(s)	45	30.3	45	87.2
Local Start Time (s)	47.3	47.3	79.5	7.2
Local Yield (s)	0	75.3	0	42.2
Local Yield 170(s)	0	75.3	0	42.2

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	90

Offset: 45 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Splits and Phases: 5: I-5 NB Ramps & Genesee Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	0	116	0	0	0	208	824	0	5	1458	490
Future Volume (veh/h)	60	0	116	0	0	0	208	824	0	5	1458	490
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	0	1863				1863	1863	0	1863	1863	1863
Adj Flow Rate, veh/h	90	0	173				267	1056	0	5	1638	551
Adj No. of Lanes	2	0	1				1	3	0	1	3	1
Peak Hour Factor	0.67	0.92	0.67				0.78	0.78	0.92	0.92	0.89	0.89
Percent Heavy Veh, %	2	0	2				2	2	0	2	2	2
Cap, veh/h	432	0	199				284	3843	0	9	3056	952
Arrive On Green	0.13	0.00	0.13				0.32	1.00	0.00	0.01	0.60	0.60
Sat Flow, veh/h	3442	0	1583				1774	5253	0	1774	5085	1583
Grp Volume(v), veh/h	90	0	173				267	1056	0	5	1638	551
Grp Sat Flow(s),veh/h/ln	1721	0	1583				1774	1695	0	1774	1695	1583
Q Serve(g_s), s	3.1	0.0	14.2				19.3	0.0	0.0	0.4	25.0	28.1
Cycle Q Clear(g_c), s	3.1	0.0	14.2				19.3	0.0	0.0	0.4	25.0	28.1
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	432	0	199				284	3843	0	9	3056	952
V/C Ratio(X)	0.21	0.00	0.87				0.94	0.27	0.00	0.56	0.54	0.58
Avail Cap(c_a), veh/h	790	0	363				284	3843	0	122	3056	952
HCM Platoon Ratio	1.00	1.00	1.00				2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.92	0.92	0.00	0.37	0.37	0.37
Uniform Delay (d), s/veh	51.8	0.0	56.7				44.3	0.0	0.0	65.5	15.5	16.1
Incr Delay (d2), s/veh	0.1	0.0	4.5				35.7	0.2	0.0	7.2	0.3	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	6.4				12.2	0.1	0.0	0.2	11.8	12.5
LnGrp Delay(d),s/veh	51.9	0.0	61.2				80.0	0.2	0.0	72.7	15.8	17.1
LnGrp LOS	D		E				F	A		E	B	B
Approach Vol, veh/h		263						1323			2194	
Approach Delay, s/veh		58.0						16.3			16.2	
Approach LOS		E						B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	5.1	105.5		21.5	25.5	85.0		
Change Period (Y+Rc), s	4.4	5.7		4.9	4.4	5.7		
Max Green Setting (Gmax), s	9.1	76.6		30.3	21.1	65.6		
Max Q Clear Time (g_c+I1), s	2.4	2.0		16.2	21.3	30.1		
Green Ext Time (p_c), s	0.0	66.5		0.4	0.0	33.5		

Intersection Summary	
HCM 2010 Ctrl Delay	19.1
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6
Movement	SBL	NBT	EBL	NBL	SBT
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max
Maximum Split (s)	13.5	82.3	35.2	25.5	71.3
Maximum Split (%)	10.2%	62.3%	26.7%	19.3%	54.0%
Minimum Split (s)	9.5	22.5	11.9	9.5	30.5
Yellow Time (s)	3.4	4.7	3.9	3.4	4.7
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	4	10	7	4	10
Vehicle Extension (s)	2	5.2	2	2	4
Minimum Gap (s)	2	0.2	2	2	0.2
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)			7		7
Flash Dont Walk (s)			24		15
Dual Entry	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	117.9	131.4	82.7	117.9	11.4
End Time (s)	131.4	82.7	117.9	11.4	82.7
Yield/Force Off (s)	127	77	113	7	77
Yield/Force Off 170(s)	127	77	89	7	62
Local Start Time (s)	40.9	54.4	5.7	40.9	66.4
Local Yield (s)	50	0	36	62	0
Local Yield 170(s)	50	0	12	62	117

Intersection Summary	
Cycle Length	132
Control Type	Actuated-Coordinated
Natural Cycle	60
Offset: 77 (58%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 6: Genesee Ave & Scripps Hospital



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	13	96	19	12	52	380	921	371	325	700	469
Future Volume (veh/h)	152	13	96	19	12	52	380	921	371	325	700	469
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	179	0	107	18	20	63	432	1047	422	406	875	586
Adj No. of Lanes	2	0	1	1	1	2	2	3	1	2	3	1
Peak Hour Factor	0.90	0.90	0.90	0.83	0.83	0.83	0.88	0.88	0.88	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	0	135	92	96	164	482	1622	587	1321	2912	907
Arrive On Green	0.08	0.00	0.08	0.05	0.05	0.05	0.19	0.42	0.42	0.13	0.19	0.19
Sat Flow, veh/h	3548	0	1583	1774	1863	3167	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	179	0	107	18	20	63	432	1047	422	406	875	586
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1774	1863	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	6.4	0.0	8.8	1.3	1.4	2.5	16.2	21.5	29.0	14.2	19.5	45.1
Cycle Q Clear(g_c), s	6.4	0.0	8.8	1.3	1.4	2.5	16.2	21.5	29.0	14.2	19.5	45.1
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	301	0	135	92	96	164	482	1622	587	1321	2912	907
V/C Ratio(X)	0.59	0.00	0.80	0.20	0.21	0.38	0.90	0.65	0.72	0.31	0.30	0.65
Avail Cap(c_a), veh/h	734	0	327	243	255	434	550	1622	587	1321	2912	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	0.33	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86	0.82	0.82	0.82
Uniform Delay (d), s/veh	58.2	0.0	59.3	60.0	60.0	60.6	52.8	32.1	29.8	41.7	30.8	41.2
Incr Delay (d2), s/veh	0.7	0.0	4.0	0.4	0.4	0.6	13.2	1.7	6.5	0.0	0.1	1.5
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	3.2	0.0	4.0	0.6	0.7	1.1	8.6	10.3	14.7	6.8	9.2	20.2
LnGrp Delay(d),s/veh	58.9	0.0	63.3	60.3	60.4	61.1	66.0	33.8	36.3	41.7	30.9	42.7
LnGrp LOS	E		E	E	E	E	E	C	D	D	C	D
Approach Vol, veh/h		286			101			1901			1867	
Approach Delay, s/veh		60.5			60.8			41.7			36.9	
Approach LOS		E			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	56.4	47.8		11.7	22.9	81.3		16.1
Change Period (Y+Rc), s	5.7	* 5.7		4.9	4.4	5.7		4.9
Max Green Setting (Gmax), s	23.3	* 42		18.1	21.1	45.6		27.3
Max Q Clear Time (g_c+I1), s	16.2	31.0		4.5	18.2	47.1		10.8
Green Ext Time (p_c), s	4.7	7.1		0.1	0.3	0.0		0.5

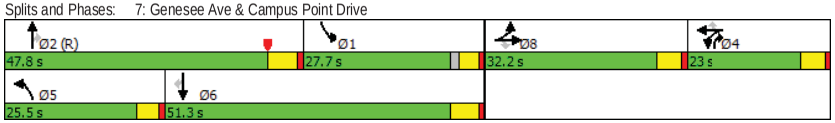
Intersection Summary	
HCM 2010 Ctrl Delay	41.3
HCM 2010 LOS	D

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	WBTL	NBL	SBT	EBTL
Lead/Lag	Lag	Lead		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	None	None
Maximum Split (s)	27.7	47.8	23	25.5	51.3	32.2
Maximum Split (%)	21.0%	36.2%	17.4%	19.3%	38.9%	24.4%
Minimum Split (s)	22.5	37.7	22.5	22.5	33.7	11.9
Yellow Time (s)	3.4	4.7	3.9	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	7	4	10	7
Vehicle Extension (s)	2	3.7	2	2	4	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		25			21	28
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	77.7	29.9	6.9	29.9	55.4	106.7
End Time (s)	106.7	77.7	29.9	55.4	106.7	6.9
Yield/Force Off (s)	102.3	72	25	51	101	2
Yield/Force Off 170(s)	102.3	47	25	51	80	106
Local Start Time (s)	5.7	89.9	66.9	89.9	115.4	34.7
Local Yield (s)	30.3	0	85	111	29	62
Local Yield 170(s)	30.3	107	85	111	8	34

Intersection Summary	
Cycle Length	132
Control Type	Actuated-Coordinated
Natural Cycle	95
Offset: 72 (55%), Referenced to phase 2:NBT, Start of Yellow	

Splits and Phases: 7: Genesee Ave & Campus Point Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	643	99	94	1277	0	190	0	77	0	0	0
Future Volume (veh/h)	89	643	99	94	1277	0	190	0	77	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	0	1976	1863	1900			
Adj Flow Rate, veh/h	97	960	148	104	1419	0	292	0	118			
Adj No. of Lanes	1	3	1	1	3	0	0	1	0			
Peak Hour Factor	0.92	0.67	0.67	0.90	0.90	0.92	0.65	0.92	0.65			
Percent Heavy Veh, %	2	2	2	2	2	0	0	2	0			
Cap, veh/h	119	2827	880	127	2851	0	316	0	128			
Arrive On Green	0.07	0.56	0.56	0.07	0.56	0.00	0.26	0.00	0.26			
Sat Flow, veh/h	1774	5085	1583	1774	5253	0	1221	0	493			
Grp Volume(v), veh/h	97	960	148	104	1419	0	410	0	0			
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1774	1695	0	1715	0	0			
Q Serve(g_s), s	7.1	13.6	6.0	7.6	22.4	0.0	30.8	0.0	0.0			
Cycle Q Clear(g_c), s	7.1	13.6	6.0	7.6	22.4	0.0	30.8	0.0	0.0			
Prop In Lane	1.00		1.00	1.00		0.00	0.71		0.29			
Lane Grp Cap(c), veh/h	119	2827	880	127	2851	0	443	0	0			
V/C Ratio(X)	0.81	0.34	0.17	0.82	0.50	0.00	0.92	0.00	0.00			
Avail Cap(c_a), veh/h	122	2827	880	257	2851	0	588	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.95	0.95	0.95	0.60	0.60	0.00	0.95	0.00	0.00			
Uniform Delay (d), s/veh	60.8	16.0	14.4	60.4	17.7	0.0	47.7	0.0	0.0			
Incr Delay (d2), s/veh	29.0	0.3	0.4	2.9	0.4	0.0	14.6	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.5	6.5	2.7	3.9	10.6	0.0	16.4	0.0	0.0			
LnGrp Delay(d),s/veh	89.7	16.4	14.7	63.3	18.0	0.0	62.3	0.0	0.0			
LnGrp LOS	F	B	B	E	B		E					
Approach Vol, veh/h		1205			1523			410				
Approach Delay, s/veh		22.1			21.1			62.3				
Approach LOS		C			C			E				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2			5	6		8
Phs Duration (G+Y+Rc), s	13.9	79.1			13.3	79.7		39.0
Change Period (Y+Rc), s	4.4	5.7			4.4	5.7		4.9
Max Green Setting (Gmax), s	19.1	52.6			9.1	32.8		45.3
Max Q Clear Time (g_c+I1), s	9.6	15.6			9.1	24.4		32.8
Green Ext Time (p_c), s	0.1	31.9			0.0	8.0		1.4

Intersection Summary		
HCM 2010 Ctrl Delay		26.9
HCM 2010 LOS		C

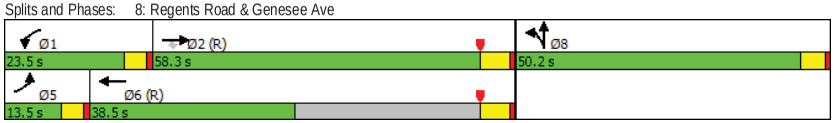
Notes

Phase Number	1	2	5	6	8
Movement	WBL	EBT	EBL	WBT	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	23.5	58.3	13.5	38.5	50.2
Maximum Split (%)	17.8%	44.2%	10.2%	29.2%	38.0%
Minimum Split (s)	9.5	22.7	9.5	22.5	37.9
Yellow Time (s)	3.4	4.7	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	4	10	4	10	7
Vehicle Extension (s)	2	5	2	3.9	2
Minimum Gap (s)	2	0.2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7			7
Flash Dont Walk (s)		10			26
Dual Entry	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	115.9	7.4	115.9	129.4	65.7
End Time (s)	7.4	65.7	129.4	65.7	115.9
Yield/Force Off (s)	3	60	125	60	111
Yield/Force Off 170(s)	3	50	125	60	85
Local Start Time (s)	55.9	79.4	55.9	69.4	5.7
Local Yield (s)	75	0	65	0	51
Local Yield 170(s)	75	122	65	0	25

Intersection Summary		
Cycle Length		132
Control Type	Actuated-Coordinated	
Natural Cycle		80

Offset: 60 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Splits and Phases: 8: Regents Road & Genesee Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	190	55	64	285	411	180	1110	249	206	371	96
Future Volume (veh/h)	56	190	55	64	285	411	180	1110	249	206	371	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	88	297	86	78	348	501	209	1291	290	294	530	137
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	2	3	0
Peak Hour Factor	0.64	0.64	0.64	0.82	0.82	0.82	0.86	0.86	0.86	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	109	500	425	99	488	415	234	1390	312	353	1197	302
Arrive On Green	0.06	0.27	0.27	0.06	0.26	0.26	0.26	0.67	0.67	0.03	0.10	0.10
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	4155	933	3442	4051	1022
Grp Volume(v), veh/h	88	297	86	78	348	501	209	1053	528	294	441	226
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1698	1721	1695	1682
Q Serve(g_s), s	6.5	18.3	5.5	5.7	22.4	34.6	15.0	35.9	35.9	11.2	16.2	16.7
Cycle Q Clear(g_c), s	6.5	18.3	5.5	5.7	22.4	34.6	15.0	35.9	35.9	11.2	16.2	16.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		0.61
Lane Grp Cap(c), veh/h	109	500	425	99	488	415	234	1134	568	353	1002	497
V/C Ratio(X)	0.80	0.59	0.20	0.79	0.71	1.21	0.89	0.93	0.93	0.83	0.44	0.45
Avail Cap(c_a), veh/h	142	500	425	233	488	415	286	1134	568	550	1002	497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	0.33	0.33	0.33
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	0.86	0.86	0.86	0.95	0.95	0.95
Uniform Delay (d), s/veh	61.1	42.0	37.4	61.6	44.2	48.7	47.7	20.5	20.5	62.6	49.3	49.5
Incr Delay (d2), s/veh	16.5	1.3	0.1	5.3	4.2	113.9	19.9	11.8	20.0	3.3	1.3	2.8
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	3.7	9.6	2.4	3.0	12.1	28.2	8.6	18.2	19.6	5.5	7.8	8.2
LnGrp Delay(d),s/veh	77.6	43.3	37.5	66.8	48.4	162.6	67.7	32.3	40.5	65.9	50.6	52.3
LnGrp LOS	E	D	D	E	D	F	E	C	D	E	D	D
Approach Vol, veh/h		471			927			1790			961	
Approach Delay, s/veh		48.7			111.7			38.9			55.7	
Approach LOS		D			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	49.8	11.7	40.5	23.1	44.7	12.5	39.7
Change Period (Y+Rc), s	4.4	5.7	4.4	* 5.1	5.7	* 5.7	4.4	5.1
Max Green Setting (Gmax), s	21.1	39.6	17.3	* 35	21.3	* 39	10.6	34.6
Max Q Clear Time (g_c+I1), s	13.2	37.9	7.7	20.3	17.0	18.7	8.5	36.6
Green Ext Time (p_c), s	0.3	1.5	0.0	3.1	0.4	5.9	0.0	0.0

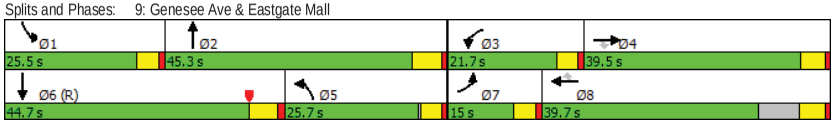
Intersection Summary	
HCM 2010 Ctrl Delay	60.1
HCM 2010 LOS	E

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	None
Maximum Split (s)	25.5	45.3	21.7	39.5	25.7	44.7	15	39.7
Maximum Split (%)	19.3%	34.3%	16.4%	29.9%	19.5%	33.9%	11.4%	30.1%
Minimum Split (s)	9.5	31.7	9.5	38.9	9.5	32.7	15	39.1
Yellow Time (s)	3.4	4.7	3.4	3.9	3.4	4.7	3.4	4.1
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	7	4	10	4	7
Vehicle Extension (s)	2	4.2	2	2	2	4.3	2	2
Minimum Gap (s)	2	0.2	2	2	2	0.2	2	2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		19		27		20		27
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	62	87.5	0.8	22.5	106.7	62	0.8	15.8
End Time (s)	87.5	0.8	22.5	62	0.8	106.7	15.8	62
Yield/Force Off (s)	83.1	127.1	18.1	57.1	128.4	101	11.4	56.9
Yield/Force Off 170(s)	83.1	108.1	18.1	30.1	128.4	81	11.4	29.9
Local Start Time (s)	93	118.5	31.8	53.5	5.7	93	31.8	46.8
Local Yield (s)	114.1	26.1	49.1	88.1	27.4	0	42.4	87.9
Local Yield 170(s)	114.1	7.1	49.1	61.1	27.4	112	42.4	60.9

Intersection Summary	
Cycle Length	132
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 101 (77%), Referenced to phase 6:SBT, Start of Yellow	

Splits and Phases: 9: Genesee Ave & Eastgate Mall



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	113	22	31	69	84	61	1170	275	56	346	23
Future Volume (veh/h)	21	113	22	31	69	84	61	1170	275	56	346	23
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	23	123	24	40	90	109	67	1286	302	76	468	31
Adj No. of Lanes	1	2	0	2	2	0	2	3	0	2	3	0
Peak Hour Factor	0.92	0.92	0.92	0.77	0.77	0.77	0.91	0.91	0.91	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	255	49	80	163	146	108	2925	687	120	3481	228
Arrive On Green	0.02	0.09	0.09	0.02	0.09	0.09	0.06	1.00	1.00	0.07	1.00	1.00
Sat Flow, veh/h	1774	2967	566	3442	1770	1583	3442	4116	966	3442	4876	320
Grp Volume(v), veh/h	23	72	75	40	90	109	67	1059	529	76	324	175
Grp Sat Flow(s),veh/h/ln	1774	1770	1763	1721	1770	1583	1721	1695	1692	1721	1695	1806
Q Serve(g_s), s	1.7	5.1	5.3	1.5	6.4	8.9	2.5	0.0	0.0	2.8	0.0	0.0
Cycle Q Clear(g_c), s	1.7	5.1	5.3	1.5	6.4	8.9	2.5	0.0	0.0	2.8	0.0	0.0
Prop In Lane	1.00		0.32	1.00		1.00	1.00		0.57	1.00		0.18
Lane Grp Cap(c), veh/h	31	152	151	80	163	146	108	2409	1203	120	2420	1289
V/C Ratio(X)	0.75	0.48	0.49	0.50	0.55	0.75	0.62	0.44	0.44	0.64	0.13	0.14
Avail Cap(c_a), veh/h	168	504	502	326	504	451	342	2409	1203	342	2420	1289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	0.90	0.90	0.90	0.94	0.94	0.94
Uniform Delay (d), s/veh	64.6	57.5	57.6	63.7	57.3	58.4	61.1	0.0	0.0	60.6	0.0	0.0
Incr Delay (d2), s/veh	12.7	0.9	0.9	1.7	1.0	2.7	1.9	0.5	1.1	2.0	0.1	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	0.9	2.5	2.7	0.7	3.2	4.0	1.2	0.2	0.4	1.4	0.0	0.1
LnGrp Delay(d),s/veh	77.3	58.4	58.5	65.4	58.4	61.1	63.0	0.5	1.1	62.6	0.1	0.2
LnGrp LOS	E	E	E	E	E	E	E	A	A	E	A	A
Approach Vol, veh/h		170			239			1655			575	
Approach Delay, s/veh		61.0			60.8			3.2			8.4	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	99.3	7.5	16.2	8.6	99.7	6.7	17.0
Change Period (Y+Rc), s	4.4	5.5	4.4	4.9	4.4	* 5.5	4.4	4.9
Max Green Setting (Gmax), s	13.1	49.6	12.5	37.6	13.1	* 50	12.5	37.6
Max Q Clear Time (g_c+I1), s	4.8	2.0	3.5	7.3	4.5	2.0	3.7	10.9
Green Ext Time (p_c), s	0.1	27.5	0.0	1.3	0.0	27.5	0.0	1.3

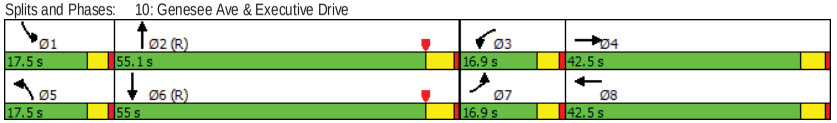
Intersection Summary	
HCM 2010 Ctrl Delay	13.3
HCM 2010 LOS	B

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	17.5	55.1	16.9	42.5	17.5	55	16.9	42.5
Maximum Split (%)	13.3%	41.7%	12.8%	32.2%	13.3%	41.7%	12.8%	32.2%
Minimum Split (s)	9.5	15.5	8.4	8.9	8.4	15.4	8.4	8.9
Yellow Time (s)	3.4	4.5	3.4	3.9	3.4	4.4	3.4	3.9
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	4	10	4	4
Vehicle Extension (s)	2	3.6	2	2	2	3.8	2	2
Minimum Gap (s)	2	0.2	2	2	2	0.2	2	2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		17		27		16		30
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	59.9	77.4	0.5	17.4	59.9	77.4	0.5	17.4
End Time (s)	77.4	0.5	17.4	59.9	77.4	0.5	17.4	59.9
Yield/Force Off (s)	73	127	13	55	73	127.1	13	55
Yield/Force Off 170(s)	73	110	13	28	73	111.1	13	25
Local Start Time (s)	64.9	82.4	5.5	22.4	64.9	82.4	5.5	22.4
Local Yield (s)	78	0	18	60	78	0.1	18	60
Local Yield 170(s)	78	115	18	33	78	116.1	18	30

Intersection Summary		
Cycle Length	132	
Control Type	Actuated-Coordinated	
Natural Cycle	60	
Offset: 127 (96%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow		

Splits and Phases: 10: Genesee Ave & Executive Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	3	36	9	4	9	281	1483	208	12	376	18
Future Volume (veh/h)	13	3	36	9	4	9	281	1483	208	12	376	18
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	11	0	47	15	7	15	293	1545	217	16	488	23
Adj No. of Lanes	1	0	2	1	1	0	2	3	0	1	3	0
Peak Hour Factor	0.87	0.87	0.87	0.61	0.61	0.61	0.96	0.96	0.96	0.77	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	47	0	85	40	12	26	351	3547	497	24	3476	163
Arrive On Green	0.03	0.00	0.03	0.02	0.02	0.02	0.10	0.79	0.79	0.03	1.00	1.00
Sat Flow, veh/h	1774	0	3167	1774	529	1134	3442	4509	632	1774	4979	233
Grp Volume(v), veh/h	11	0	47	15	0	22	293	1161	601	16	331	180
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1774	0	1663	1721	1695	1751	1774	1695	1822
Q Serve(g_s), s	0.8	0.0	1.9	1.1	0.0	1.7	11.0	14.7	14.7	1.2	0.0	0.0
Cycle Q Clear(g_c), s	0.8	0.0	1.9	1.1	0.0	1.7	11.0	14.7	14.7	1.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.68	1.00		0.36	1.00		0.13
Lane Grp Cap(c), veh/h	47	0	85	40	0	37	351	2667	1377	24	2367	1272
V/C Ratio(X)	0.23	0.00	0.56	0.38	0.00	0.59	0.84	0.44	0.44	0.67	0.14	0.14
Avail Cap(c_a), veh/h	176	0	314	165	0	155	654	2667	1377	149	2367	1272
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.41	0.41	0.41	0.99	0.99	0.99
Uniform Delay (d), s/veh	62.9	0.0	63.5	63.6	0.0	63.9	58.2	4.6	4.6	63.9	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	2.1	2.2	0.0	5.4	0.8	0.2	0.4	11.4	0.1	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	0.4	0.0	0.9	0.6	0.0	0.9	5.3	6.9	7.2	0.7	0.0	0.1
LnGrp Delay(d),s/veh	63.8	0.0	65.6	65.8	0.0	69.3	59.0	4.8	5.0	75.3	0.1	0.2
LnGrp LOS	E		E	E		E	E	A	A	E	A	A
Approach Vol, veh/h		58			37			2055			527	
Approach Delay, s/veh		65.3			67.8			12.6			2.4	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.2	109.5		8.4	17.8	97.9		7.9
Change Period (Y+Rc), s	4.4	5.7		4.9	4.4	5.7		4.9
Max Green Setting (Gmax), s	11.1	75.6		13.1	25.1	61.6		12.3
Max Q Clear Time (g_c+I1), s	3.2	16.7		3.9	13.0	2.0		3.7
Green Ext Time (p_c), s	0.0	33.6		0.0	0.4	33.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	15.5	81.3	18	29.5	67.3	17.2
Maximum Split (%)	11.7%	61.6%	13.6%	22.3%	51.0%	13.0%
Minimum Split (s)	8.4	15.7	8.9	8.4	15.7	8.9
Yellow Time (s)	3.4	4.7	3.9	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	3.9	2	2	2.2	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	
Flash Dont Walk (s)		14			19	
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	54.9	70.4	36.9	54.9	84.4	19.7
End Time (s)	70.4	19.7	54.9	84.4	19.7	36.9
Yield/Force Off (s)	66	14	50	80	14	32
Yield/Force Off 170(s)	66	0	50	80	127	32
Local Start Time (s)	40.9	56.4	22.9	40.9	70.4	5.7
Local Yield (s)	52	0	36	66	0	18
Local Yield 170(s)	52	118	36	66	113	18

Intersection Summary	
Cycle Length	132
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 14 (11%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 11: Genesee Ave & Executive Square



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	368	1491	79	112	1550	365	170	1017	104	180	165	52
Future Volume (veh/h)	368	1491	79	112	1550	365	170	1017	104	180	165	52
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	423	1714	91	137	1890	445	191	1143	117	237	217	68
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	3	1
Peak Hour Factor	0.87	0.87	0.87	0.82	0.82	0.82	0.89	0.89	0.89	0.76	0.76	0.76
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	475	1729	538	313	1521	604	240	1194	534	284	1780	554
Arrive On Green	0.05	0.11	0.11	0.18	0.60	0.60	0.14	0.67	0.67	0.08	0.35	0.35
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	1583	3442	5085	1583
Grp Volume(v), veh/h	423	1714	91	137	1890	445	191	1143	117	237	217	68
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1695	1583
Q Serve(g_s), s	17.1	47.1	5.7	5.0	41.9	31.8	7.5	41.5	2.9	9.5	4.1	4.1
Cycle Q Clear(g_c), s	17.1	47.1	5.7	5.0	41.9	31.8	7.5	41.5	2.9	9.5	4.1	4.1
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	475	1729	538	313	1521	604	240	1194	534	284	1780	554
V/C Ratio(X)	0.89	0.99	0.17	0.44	1.24	0.74	0.80	0.96	0.22	0.83	0.12	0.12
Avail Cap(c_a), veh/h	524	1729	538	313	1521	604	580	1249	559	307	1780	554
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.11	0.11	0.11	0.59	0.59	0.59	0.99	0.99	0.99
Uniform Delay (d), s/veh	65.7	61.9	27.6	54.1	28.1	21.0	59.3	21.8	8.7	63.3	30.9	30.9
Incr Delay (d2), s/veh	12.9	17.7	0.6	0.0	109.7	0.8	1.3	11.0	0.1	15.3	0.0	0.1
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	9.0	25.0	2.6	2.4	34.6	13.7	3.6	21.5	1.2	5.1	1.9	1.8
LnGrp Delay(d),s/veh	78.7	79.7	28.1	54.1	137.8	21.8	60.6	32.8	8.8	78.6	30.9	31.0
LnGrp LOS	E	E	C	D	F	C	E	C	A	E	C	C
Approach Vol, veh/h		2228			2472			1451			522	
Approach Delay, s/veh		77.4			112.3			34.6			52.6	
Approach LOS		E			F			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.2	52.9	14.2	54.7	23.7	47.4	15.9	52.9
Change Period (Y+Rc), s	5.5	* 5.3	4.4	* 5.7	4.4	5.5	4.4	5.7
Max Green Setting (Gmax), s	10.7	* 48	23.6	* 39	21.3	36.6	12.5	49.4
Max Q Clear Time (g_c+I1), s	7.0	49.1	9.5	6.1	19.1	43.9	11.5	43.5
Green Ext Time (p_c), s	0.7	0.0	0.3	15.1	0.2	0.0	0.0	3.7

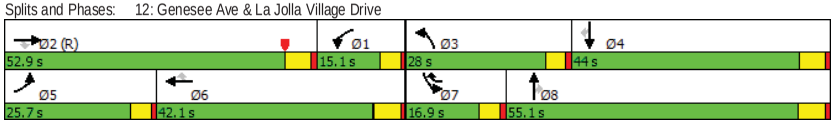
Intersection Summary	
HCM 2010 Ctrl Delay	79.1
HCM 2010 LOS	E

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	None	None	None
Maximum Split (s)	15.1	52.9	28	44	25.7	42.1	16.9	55.1
Maximum Split (%)	10.8%	37.8%	20.0%	31.4%	18.4%	30.1%	12.1%	39.4%
Minimum Split (s)	8.4	41.3	8.4	15.4	8.4	15.5	8.4	15.7
Yellow Time (s)	3.4	4.3	3.4	4.4	3.4	4.5	3.4	4.7
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	10	4	10	4	10
Vehicle Extension (s)	2	6	2	4.1	2	5.8	2	3.5
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7				
Flash Dont Walk (s)		29		31				
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	5.3	92.4	20.4	48.4	92.4	118.1	20.4	37.3
End Time (s)	20.4	5.3	48.4	92.4	118.1	20.4	37.3	92.4
Yield/Force Off (s)	16	0	44	87	113.7	14.9	32.9	86.7
Yield/Force Off 170(s)	16	111	44	56	113.7	14.9	32.9	86.7
Local Start Time (s)	5.3	92.4	20.4	48.4	92.4	118.1	20.4	37.3
Local Yield (s)	16	0	44	87	113.7	14.9	32.9	86.7
Local Yield 170(s)	16	111	44	56	113.7	14.9	32.9	86.7

Intersection Summary	
Cycle Length	140
Control Type	Actuated-Coordinated
Natural Cycle	140
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Yellow	

Splits and Phases: 12: Genesee Ave & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	8	30	57	14	108	50	1464	100	96	224	78
Future Volume (veh/h)	98	8	30	57	14	108	50	1464	100	96	224	78
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	142	0	41	63	0	195	54	1591	109	110	257	90
Adj No. of Lanes	2	0	1	1	0	2	1	2	1	2	3	0
Peak Hour Factor	0.73	0.73	0.73	0.68	0.68	0.68	0.92	0.92	0.92	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	0	87	139	0	248	69	2398	1073	156	2590	851
Arrive On Green	0.05	0.00	0.05	0.08	0.00	0.08	0.08	1.00	1.00	0.09	1.00	1.00
Sat Flow, veh/h	3548	0	1583	1774	0	3167	1774	3539	1583	3442	3788	1245
Grp Volume(v), veh/h	142	0	41	63	0	195	54	1591	109	110	228	119
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1774	0	1583	1774	1770	1583	1721	1695	1643
Q Serve(g_s), s	5.5	0.0	3.5	4.8	0.0	8.5	4.2	0.0	0.0	4.3	0.0	0.0
Cycle Q Clear(g_c), s	5.5	0.0	3.5	4.8	0.0	8.5	4.2	0.0	0.0	4.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	194	0	87	139	0	248	69	2398	1073	156	2318	1123
V/C Ratio(X)	0.73	0.00	0.47	0.45	0.00	0.79	0.78	0.66	0.10	0.71	0.10	0.11
Avail Cap(c_a), veh/h	332	0	148	469	0	837	153	2398	1073	297	2318	1123
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.50	0.50	0.50	0.98	0.98	0.98
Uniform Delay (d), s/veh	65.2	0.0	64.2	61.7	0.0	63.4	64.0	0.0	0.0	62.8	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	1.5	0.9	0.0	2.1	3.7	0.7	0.1	2.2	0.1	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	2.8	0.0	1.6	2.4	0.0	3.8	2.1	0.2	0.0	2.1	0.0	0.1
LnGrp Delay(d),s/veh	67.1	0.0	65.7	62.5	0.0	65.5	67.6	0.7	0.1	64.9	0.1	0.2
LnGrp LOS	E		E	E		E	E	A	A	E	A	A
Approach Vol, veh/h		183			258			1754			457	
Approach Delay, s/veh		66.8			64.7			2.8			15.7	
Approach LOS		E			E			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	100.8		12.6	9.8	101.7		15.9
Change Period (Y+Rc), s	4.4	6.0		4.9	4.4	* 6		4.9
Max Green Setting (Gmax), s	12.1	57.6		13.1	12.1	* 58		37.0
Max Q Clear Time (g_c+I1), s	6.3	2.0		7.5	6.2	2.0		10.5
Green Ext Time (p_c), s	0.1	32.2		0.1	0.0	32.2		0.5

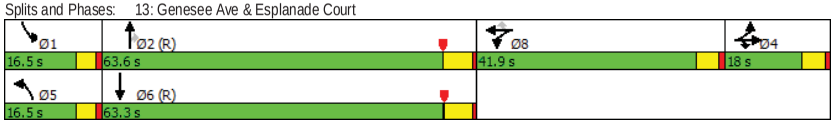
Intersection Summary	
HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	16.5	63.6	18	16.5	63.3	41.9
Maximum Split (%)	11.8%	45.4%	12.9%	11.8%	45.2%	29.9%
Minimum Split (s)	8.4	16	8.9	8.4	15.7	8.9
Yellow Time (s)	3.4	5	3.9	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	3.7	2	2	4.1	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		22			21	31
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0.9	17.4	122.9	0.9	17.4	81
End Time (s)	17.4	81	0.9	17.4	81	122.9
Yield/Force Off (s)	13	75	136	13	75.3	118
Yield/Force Off 170(s)	13	53	136	13	54.3	87
Local Start Time (s)	65.9	82.4	47.9	65.9	82.4	6
Local Yield (s)	78	0	61	78	0.3	43
Local Yield 170(s)	78	118	61	78	119.3	12

Intersection Summary	
Cycle Length	140
Control Type	Actuated-Coordinated
Natural Cycle	65
Offset: 75 (54%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 13: Genesee Ave & Esplanade Court



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	466	86	79	263	45	156	1424	163	55	228	42
Future Volume (veh/h)	106	466	86	79	263	45	156	1424	163	55	228	42
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	126	555	102	87	289	49	166	1515	173	75	312	58
Adj No. of Lanes	2	2	1	2	2	0	2	2	1	2	3	1
Peak Hour Factor	0.84	0.84	0.84	0.91	0.91	0.91	0.94	0.94	0.94	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	714	319	132	574	96	219	1418	634	718	2822	879
Arrive On Green	0.05	0.20	0.20	0.04	0.19	0.19	0.04	0.27	0.27	0.21	0.55	0.55
Sat Flow, veh/h	3442	3539	1583	3442	3034	508	3442	3539	1583	3442	5085	1583
Grp Volume(v), veh/h	126	555	102	87	167	171	166	1515	173	75	312	58
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1773	1721	1770	1583	1721	1695	1583
Q Serve(g_s), s	5.1	20.8	7.7	3.5	11.8	12.1	6.7	56.1	12.1	2.5	4.1	2.4
Cycle Q Clear(g_c), s	5.1	20.8	7.7	3.5	11.8	12.1	6.7	56.1	12.1	2.5	4.1	2.4
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	175	714	319	132	335	336	219	1418	634	718	2822	879
V/C Ratio(X)	0.72	0.78	0.32	0.66	0.50	0.51	0.76	1.07	0.27	0.10	0.11	0.07
Avail Cap(c_a), veh/h	371	925	414	334	463	464	710	1418	634	718	2822	879
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.93	0.93	0.93	0.61	0.61	0.61	0.99	0.99	0.99
Uniform Delay (d), s/veh	65.5	52.9	47.7	66.4	50.8	50.9	65.9	51.2	35.1	44.8	14.8	14.4
Incr Delay (d2), s/veh	2.0	3.6	0.8	2.0	0.5	0.5	1.2	40.0	0.6	0.0	0.0	0.0
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	2.4	10.5	3.4	1.7	5.8	6.0	3.2	35.3	5.4	1.2	1.9	1.0
LnGrp Delay(d),s/veh	67.5	56.5	48.5	68.4	51.3	51.4	67.2	91.2	35.7	44.8	14.8	14.4
LnGrp LOS	E	E	D	E	D	D	E	F	D	D	B	B
Approach Vol, veh/h		783			425			1854			445	
Approach Delay, s/veh		57.2			54.8			83.9			19.8	
Approach LOS		E			D			F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	35.1	61.8	9.8	33.3	13.3	83.6	11.5	31.6
Change Period (Y+Rc), s	5.9	* 5.7	4.4	* 5.1	4.4	5.9	4.4	5.1
Max Green Setting (Gmax), s	11.3	* 56	13.6	* 37	28.9	39.6	15.1	36.6
Max Q Clear Time (g_c+I1), s	4.5	58.1	5.5	22.8	8.7	6.1	7.1	14.1
Green Ext Time (p_c), s	0.3	0.0	0.1	5.4	0.2	3.2	0.1	6.8

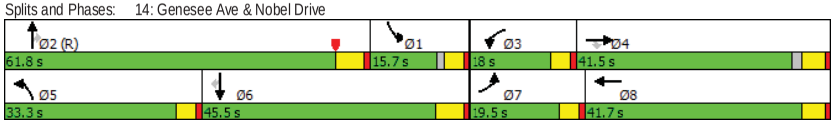
Intersection Summary	
HCM 2010 Ctrl Delay	66.3
HCM 2010 LOS	E

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	None	None	None
Maximum Split (s)	15.7	61.8	18	41.5	33.3	45.5	19.5	41.7
Maximum Split (%)	11.2%	44.1%	12.9%	29.6%	23.8%	32.5%	13.9%	29.8%
Minimum Split (s)	8.4	15.7	8.4	14.9	8.4	15.9	8.4	15.1
Yellow Time (s)	3.4	4.7	3.4	3.9	3.4	4.9	3.4	4.1
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	10	4	10	4	10
Vehicle Extension (s)	2	8	2	4	2	4	2	2.1
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		23		26		26		28
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	70.7	8.9	87.7	105.7	8.9	42.2	87.7	107.2
End Time (s)	87.7	70.7	105.7	8.9	42.2	87.7	107.2	8.9
Yield/Force Off (s)	83.3	65	101.3	4	37.8	81.8	102.8	3.8
Yield/Force Off 170(s)	83.3	42	101.3	118	37.8	55.8	102.8	115.8
Local Start Time (s)	5.7	83.9	22.7	40.7	83.9	117.2	22.7	42.2
Local Yield (s)	18.3	0	36.3	79	112.8	16.8	37.8	78.8
Local Yield 170(s)	18.3	117	36.3	53	112.8	130.8	37.8	50.8

Intersection Summary		
Cycle Length		140
Control Type	Actuated-Coordinated	
Natural Cycle		80
Offset: 65 (46%), Referenced to phase 2:NBT, Start of Yellow		

Splits and Phases: 14: Genesee Ave & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	28	173	55	24	22	149	1702	121	8	521	41
Future Volume (veh/h)	24	28	173	55	24	22	149	1702	121	8	521	41
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	29	141	134	65	28	26	160	1830	130	11	695	55
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.84	0.84	0.84	0.85	0.85	0.85	0.93	0.93	0.93	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	65	272	282	106	45	31	181	2359	166	18	2030	161
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.20	1.00	1.00	0.01	0.61	0.61
Sat Flow, veh/h	198	1526	1583	369	252	174	1774	3355	236	1774	3323	263
Grp Volume(v), veh/h	170	0	134	119	0	0	160	955	1005	11	370	380
Grp Sat Flow(s),veh/h/ln	1724	0	1583	795	0	0	1774	1770	1821	1774	1770	1816
Q Serve(g_s), s	0.0	0.0	10.6	10.2	0.0	0.0	12.3	0.0	0.0	0.9	14.4	14.4
Cycle Q Clear(g_c), s	12.1	0.0	10.6	22.3	0.0	0.0	12.3	0.0	0.0	0.9	14.4	14.4
Prop In Lane	0.17		1.00	0.55		0.22	1.00		0.13	1.00		0.14
Lane Grp Cap(c), veh/h	338	0	282	181	0	0	181	1244	1281	18	1081	1110
V/C Ratio(X)	0.50	0.00	0.47	0.66	0.00	0.00	0.88	0.77	0.78	0.62	0.34	0.34
Avail Cap(c_a), veh/h	389	0	329	220	0	0	242	1244	1281	141	1081	1110
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.22	0.22	0.22	0.99	0.99	0.99
Uniform Delay (d), s/veh	52.1	0.0	51.6	59.4	0.0	0.0	54.9	0.0	0.0	69.0	13.4	13.4
Incr Delay (d2), s/veh	0.4	0.0	0.5	2.9	0.0	0.0	5.7	1.1	1.1	12.5	0.9	0.8
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	6.0	0.0	4.7	4.7	0.0	0.0	6.2	0.4	0.4	0.5	7.2	7.4
LnGrp Delay(d),s/veh	52.5	0.0	52.1	62.3	0.0	0.0	60.6	1.1	1.1	81.5	14.2	14.2
LnGrp LOS	D		D	E			E	A	A	F	B	B
Approach Vol, veh/h		304			119			2120			761	
Approach Delay, s/veh		52.3			62.3			5.6			15.2	
Approach LOS		D			E			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.7	91.4		29.9	5.8	104.3		29.9
Change Period (Y+Rc), s	4.4	5.9		4.9	4.4	* 5.9		4.9
Max Green Setting (Gmax), s	19.1	76.6		29.1	11.1	* 85		29.1
Max Q Clear Time (g_c+I1), s	14.3	16.4		24.3	2.9	2.0		14.1
Green Ext Time (p_c), s	0.1	51.4		0.7	0.0	66.9		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6	8
Movement	NBL	SBT	WBTL	SBL	NBT	EBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	23.5	82.5	34	15.5	90.3	34
Maximum Split (%)	16.8%	58.9%	24.3%	11.1%	64.5%	24.3%
Minimum Split (s)	8.4	28.9	33.9	8.4	30.7	33.9
Yellow Time (s)	3.4	4.9	3.9	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	3.7	2	2	4.3	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		16	22		18	22
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	83.9	107.4	49.9	83.9	99.4	49.9
End Time (s)	107.4	49.9	83.9	99.4	49.9	83.9
Yield/Force Off (s)	103	44	79	95	44.2	79
Yield/Force Off 170(s)	103	28	57	95	26.2	57
Local Start Time (s)	39.9	63.4	5.9	39.9	55.4	5.9
Local Yield (s)	59	0	35	51	0.2	35
Local Yield 170(s)	59	124	13	51	122.2	13

Intersection Summary	
Cycle Length	140
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 44 (31%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow	

Splits and Phases: 15: Genesee Ave & Decoro Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	300	0	212	0	1752	278	169	578	0
Future Volume (veh/h)	0	0	0	300	0	212	0	1752	278	169	578	0
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln				1863	0	1863	1863	1863	1863	1863	1863	0
Adj Flow Rate, veh/h				612	0	433	0	1884	299	209	714	0
Adj No. of Lanes				1	0	1	1	2	1	2	2	0
Peak Hour Factor				0.49	0.92	0.49	0.92	0.93	0.93	0.81	0.81	0.92
Percent Heavy Veh, %				2	0	2	2	2	2	2	2	0
Cap, veh/h				451	0	403	1	1978	885	257	2354	0
Arrive On Green				0.25	0.00	0.25	0.00	0.56	0.56	0.15	1.00	0.00
Sat Flow, veh/h				1774	0	1583	1774	3539	1583	3442	3632	0
Grp Volume(v), veh/h				612	0	433	0	1884	299	209	714	0
Grp Sat Flow(s),veh/h/ln				1774	0	1583	1774	1770	1583	1721	1770	0
Q Serve(g_s), s				35.6	0.0	35.6	0.0	70.3	14.4	8.2	0.0	0.0
Cycle Q Clear(g_c), s				35.6	0.0	35.6	0.0	70.3	14.4	8.2	0.0	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				451	0	403	1	1978	885	257	2354	0
V/C Ratio(X)				1.36	0.00	1.08	0.00	0.95	0.34	0.81	0.30	0.00
Avail Cap(c_a), veh/h				451	0	403	141	1978	885	445	2354	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.29	0.29	0.95	0.95	0.00
Uniform Delay (d), s/veh				52.2	0.0	52.2	0.0	29.1	16.8	58.6	0.0	0.0
Incr Delay (d2), s/veh				174.5	0.0	66.5	0.0	4.3	0.3	2.3	0.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				39.3	0.0	23.0	0.0	35.5	6.3	4.0	0.1	0.0
LnGrp Delay(d),s/veh				226.7	0.0	118.7	0.0	33.4	17.1	60.9	0.3	0.0
LnGrp LOS				F		F		C	B	E	A	
Approach Vol, veh/h					1045			2183			923	
Approach Delay, s/veh					181.9			31.2			14.0	
Approach LOS					F			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	0.0	99.5		40.5	14.8	84.7		
Change Period (Y+Rc), s	4.4	6.4		4.9	4.4	* 6.4		
Max Green Setting (Gmax), s	11.1	77.6		35.6	18.1	* 71		
Max Q Clear Time (g_c+I1), s	0.0	2.0		37.6	10.2	72.3		
Green Ext Time (p_c), s	0.0	62.2		0.0	0.2	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	65.3
HCM 2010 LOS	E

Notes

Phase Number	1	2	4	5	6
Movement	NBL	SBT	WBL	SBL	NBT
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max
Maximum Split (s)	15.5	84	40.5	22.5	76.3
Maximum Split (%)	11.1%	60.0%	28.9%	16.1%	54.5%
Minimum Split (s)	8.4	16.4	34.9	8.4	28.7
Yellow Time (s)	3.4	5.4	3.9	3.4	4.7
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	4	10	7	4	10
Vehicle Extension (s)	2	3.4	2	2	4.2
Minimum Gap (s)	2	0.2	2	2	0.2
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)			7		7
Flash Dont Walk (s)			23		16
Dual Entry	No	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	89.9	105.4	49.4	89.9	112.4
End Time (s)	105.4	49.4	89.9	112.4	49.4
Yield/Force Off (s)	101	43	85	108	43.7
Yield/Force Off 170(s)	101	43	62	108	27.7
Local Start Time (s)	46.9	62.4	6.4	46.9	69.4
Local Yield (s)	58	0	42	65	0.7
Local Yield 170(s)	58	0	19	65	124.7

Intersection Summary		
Cycle Length		140
Control Type	Actuated-Coordinated	
Natural Cycle		140

Offset: 43 (31%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Splits and Phases: 16: Genesee Ave & Centurion Square



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	455	306	142	247	236	249	71	1349	223	181	499	256
Future Volume (veh/h)	455	306	142	247	236	249	71	1349	223	181	499	256
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1937	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	583	392	182	325	311	328	79	1499	248	213	587	301
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	2	2	1
Peak Hour Factor	0.78	0.78	0.78	0.76	0.76	0.76	0.90	0.90	0.90	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	628	1046	468	369	811	349	97	1463	655	254	1532	685
Arrive On Green	0.18	0.30	0.30	0.11	0.22	0.22	0.05	0.41	0.41	0.07	0.43	0.43
Sat Flow, veh/h	3442	3539	1583	3442	3681	1583	1774	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	583	392	182	325	311	328	79	1499	248	213	587	301
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1840	1583	1774	1770	1583	1721	1770	1583
Q Serve(g_s), s	30.2	15.9	16.6	16.9	13.1	36.9	8.0	75.0	19.8	11.1	20.5	24.1
Cycle Q Clear(g_c), s	30.2	15.9	16.6	16.9	13.1	36.9	8.0	75.0	19.8	11.1	20.5	24.1
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	628	1046	468	369	811	349	97	1463	655	254	1532	685
V/C Ratio(X)	0.93	0.37	0.39	0.88	0.38	0.94	0.82	1.02	0.38	0.84	0.38	0.44
Avail Cap(c_a), veh/h	759	1046	468	664	852	367	293	1463	655	569	1532	685
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	73.0	50.6	50.8	79.8	60.2	69.5	84.9	53.2	37.0	82.9	35.0	36.0
Incr Delay (d2), s/veh	14.6	0.1	0.3	2.7	0.4	31.7	6.2	29.9	0.3	2.8	0.2	0.5
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	15.7	7.8	7.3	8.2	6.7	19.3	4.1	42.7	8.7	5.4	10.1	10.6
LnGrp Delay(d),s/veh	87.5	50.7	51.2	82.5	60.6	101.2	91.1	83.1	37.3	85.7	35.2	36.5
LnGrp LOS	F	D	D	F	E	F	F	F	D	F	D	D
Approach Vol, veh/h		1157			964			1826			1101	
Approach Delay, s/veh		69.3			81.8			77.2			45.3	
Approach LOS		E			F			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	80.9	23.9	58.8	14.3	84.4	37.5	45.2
Change Period (Y+Rc), s	4.4	5.9	4.4	5.2	4.4	* 5.9	4.4	5.2
Max Green Setting (Gmax), s	30.0	75.0	35.0	42.0	30.0	* 75	40.0	42.0
Max Q Clear Time (g_c+I1), s	13.1	77.0	18.9	18.6	10.0	26.1	32.2	38.9
Green Ext Time (p_c), s	0.3	0.0	0.6	7.6	0.1	29.6	0.9	1.0

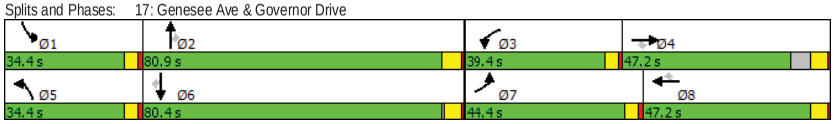
Intersection Summary	
HCM 2010 Ctrl Delay	69.3
HCM 2010 LOS	E

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	34.4	80.9	39.4	47.2	34.4	80.4	44.4	47.2
Maximum Split (%)	16.6%	39.1%	19.0%	22.8%	16.6%	38.9%	21.5%	22.8%
Minimum Split (s)	8.4	36.9	8.4	44.2	8.4	38.4	8.4	44.2
Yellow Time (s)	3.4	4.9	3.4	4.2	3.4	4.4	3.4	4.2
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	8	4	8	4	8	4	8
Vehicle Extension (s)	2	2.9	2	2.3	2	3.5	2	3.8
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		24		32		26		32
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	115.3	154.7	0	34.4	115.3	159.7
End Time (s)	34.4	115.3	154.7	0	34.4	115.3	159.7	0
Yield/Force Off (s)	30	109.4	150.3	201.7	30	109.9	155.3	201.7
Yield/Force Off 170(s)	30	109.4	150.3	169.7	30	109.9	155.3	169.7
Local Start Time (s)	97.5	131.9	5.9	45.3	97.5	131.9	5.9	50.3
Local Yield (s)	127.5	0	40.9	92.3	127.5	0.5	45.9	92.3
Local Yield 170(s)	127.5	0	40.9	60.3	127.5	0.5	45.9	60.3

Intersection Summary		
Cycle Length	206.9	
Control Type	Actuated-Uncoordinated	
Natural Cycle	150	

Splits and Phases: 17: Genesee Ave & Governor Drive



Intersection	
Int Delay, s/veh	5.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	131	420	942	887	113
Future Vol, veh/h	0	131	420	942	887	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Free
Storage Length	-	0	265	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	164	506	1135	1069	136

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	-	1069	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	-
Pot Cap-1 Maneuver	0	0	648	-	-	0
Stage 1	0	0	-	-	-	0
Stage 2	0	0	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	-	648	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	8.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT
Capacity (veh/h)	648	- -	-
HCM Lane V/C Ratio	0.781	- -	-
HCM Control Delay (s)	27.5	- 0	-
HCM Lane LOS	D	- A	-
HCM 95th %tile Q(veh)	7.5	- -	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	132	170	1187	721	437	581
Future Volume (veh/h)	132	170	1187	721	437	581
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	159	205	1430	0	520	692
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.83	0.83	0.83	0.83	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	285	254	1438	643	412	2453
Arrive On Green	0.16	0.16	0.41	0.00	0.23	0.69
Sat Flow, veh/h	1774	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	159	205	1430	0	520	692
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	1774	1770
Q Serve(g_s), s	7.1	10.8	34.7	0.0	20.0	6.4
Cycle Q Clear(g_c), s	7.1	10.8	34.7	0.0	20.0	6.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	285	254	1438	643	412	2453
V/C Ratio(X)	0.56	0.81	0.99	0.00	1.26	0.28
Avail Cap(c_a), veh/h	618	551	1438	643	412	2465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	34.9	25.5	0.0	33.1	5.0
Incr Delay (d2), s/veh	1.7	5.9	22.3	0.0	136.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	5.1	21.3	0.0	25.3	3.1
LnGrp Delay(d),s/veh	35.0	40.8	47.8	0.0	169.4	5.1
LnGrp LOS	D	D	D		F	A
Approach Vol, veh/h	364		1430			1212
Approach Delay, s/veh	38.3		47.8			75.6
Approach LOS	D		D			E

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	24.7	42.5		18.9		67.2		
Change Period (Y+Rc), s	* 4.7	7.5		5.1		7.5		
Max Green Setting (Gmax), s	* 20	35.0		30.0		60.0		
Max Q Clear Time (g_c+I1), s	22.0	36.7		12.8		8.4		
Green Ext Time (p_c), s	0.0	0.0		1.1		24.5		

Intersection Summary	
HCM 2010 Ctrl Delay	57.8
HCM 2010 LOS	E

Notes

Phase Number	1	2	4	6
Movement	SBL	NBT	WBL	SBT
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	Min	None	Min
Maximum Split (s)	24.7	42.5	35.1	67.5
Maximum Split (%)	24.1%	41.4%	34.2%	65.8%
Minimum Split (s)	10.7	20.5	10.1	17.5
Yellow Time (s)	3.7	5.5	4.1	5.5
All-Red Time (s)	1	2	1	2
Minimum Initial (s)	5	13	5	10
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7	7	
Flash Dont Walk (s)		24	25	
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	24.7	67.5	0
End Time (s)	24.7	67.5	0	67.5
Yield/Force Off (s)	20	60	97.5	60
Yield/Force Off 170(s)	20	60	72.5	60
Local Start Time (s)	77.9	0	42.8	77.9
Local Yield (s)	97.9	35.3	72.8	35.3
Local Yield 170(s)	97.9	35.3	47.8	35.3

Intersection Summary	
Cycle Length	102.6
Control Type	Actuated-Uncoordinated
Natural Cycle	100

Splits and Phases: 19: Genesee Ave & SR-52 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	390	18	45	33	37	276	12	1242	8	46	592	75
Future Volume (veh/h)	390	18	45	33	37	276	12	1242	8	46	592	75
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1937	1900	1900	1937	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	470	22	54	37	42	310	16	1613	10	58	749	95
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.83	0.83	0.83	0.89	0.89	0.89	0.77	0.77	0.77	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	294	11	27	77	87	504	25	1707	11	75	1586	201
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.01	0.47	0.47	0.04	0.50	0.50
Sat Flow, veh/h	675	32	78	119	254	1463	1774	3606	22	1774	3161	401
Grp Volume(v), veh/h	546	0	0	389	0	0	16	791	832	58	419	425
Grp Sat Flow(s),veh/h/ln	784	0	0	1836	0	0	1774	1770	1859	1774	1770	1792
Q Serve(g_s), s	17.3	0.0	0.0	0.0	0.0	0.0	1.0	46.0	46.1	3.5	16.7	16.7
Cycle Q Clear(g_c), s	37.2	0.0	0.0	19.9	0.0	0.0	1.0	46.0	46.1	3.5	16.7	16.7
Prop In Lane	0.86		0.10	0.10		0.80	1.00		0.01	1.00		0.22
Lane Grp Cap(c), veh/h	332	0	0	669	0	0	25	838	880	75	888	899
V/C Ratio(X)	1.64	0.00	0.00	0.58	0.00	0.00	0.64	0.94	0.95	0.77	0.47	0.47
Avail Cap(c_a), veh/h	332	0	0	669	0	0	215	838	880	182	888	899
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	41.9	0.0	0.0	30.0	0.0	0.0	53.0	27.1	27.1	51.2	17.6	17.6
Incr Delay (d2), s/veh	303.4	0.0	0.0	1.3	0.0	0.0	23.9	20.2	19.6	14.7	1.7	1.7
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	37.8	0.0	0.0	10.0	0.0	0.0	0.6	27.1	28.4	2.0	8.6	8.7
LnGrp Delay(d),s/veh	345.3	0.0	0.0	31.2	0.0	0.0	76.9	47.2	46.7	66.0	19.3	19.3
LnGrp LOS	F			C			E	D	D	E	B	B
Approach Vol, veh/h		546			389			1639			902	
Approach Delay, s/veh		345.3			31.2			47.3			22.3	
Approach LOS		F			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	56.9		42.1	5.9	60.0		42.1
Change Period (Y+Rc), s	4.4	* 5.8		4.9	4.4	5.8		4.9
Max Green Setting (Gmax), s	11.1	* 45		37.2	13.1	42.6		37.2
Max Q Clear Time (g_c+I1), s	5.5	48.1		21.9	3.0	18.7		39.2
Green Ext Time (p_c), s	0.0	0.0		6.8	0.0	17.4		0.0

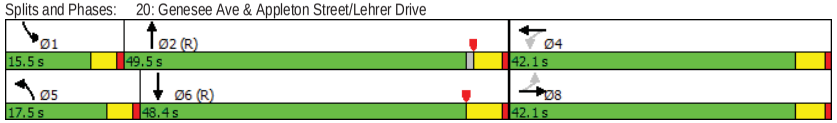
Intersection Summary		
HCM 2010 Ctrl Delay	85.8	
HCM 2010 LOS	F	

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	WBTL	NBL	SBT	EBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	15.5	49.5	42.1	17.5	48.4	42.1
Maximum Split (%)	14.4%	45.8%	39.0%	16.2%	44.8%	39.0%
Minimum Split (s)	8.4	14.9	10.9	8.4	15.8	10.9
Yellow Time (s)	3.4	3.9	3.9	3.4	4.8	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	6	4	10	6
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		13	19		11	19
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	54.9	70.4	12.8	54.9	72.4	12.8
End Time (s)	70.4	12.8	54.9	72.4	12.8	54.9
Yield/Force Off (s)	66	7.9	50	68	7	50
Yield/Force Off 170(s)	66	102.9	31	68	104	31
Local Start Time (s)	47.9	63.4	5.8	47.9	65.4	5.8
Local Yield (s)	59	0.9	43	61	0	43
Local Yield 170(s)	59	95.9	24	61	97	24

Intersection Summary	
Cycle Length	108
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 7 (6%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 20: Genesee Ave & Appleton Street/Lehrer Drive



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	336	47	1004	1465	210	999
Future Volume (veh/h)	336	47	1004	1465	210	999
Number	2	12	1	6	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	405	57	1080	1575	250	1189
Adj No. of Lanes	3	1	2	3	2	2
Peak Hour Factor	0.83	0.83	0.93	0.93	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	866	270	1513	3289	900	1954
Arrive On Green	0.34	0.34	0.88	1.00	0.26	0.26
Sat Flow, veh/h	5253	1583	3442	5253	3442	2787
Grp Volume(v), veh/h	405	57	1080	1575	250	1189
Grp Sat Flow(s),veh/h/ln	1695	1583	1721	1695	1721	1393
Q Serve(g_s), s	7.5	3.1	12.2	0.0	6.9	26.7
Cycle Q Clear(g_c), s	7.5	3.1	12.2	0.0	6.9	26.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	866	270	1513	3289	900	1954
V/C Ratio(X)	0.47	0.21	0.71	0.48	0.28	0.61
Avail Cap(c_a), veh/h	1170	364	1513	3289	1078	2098
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.61	0.61	1.00	1.00
Uniform Delay (d), s/veh	35.3	33.8	4.8	0.0	35.3	9.3
Incr Delay (d2), s/veh	1.1	1.1	0.9	0.3	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	1.4	5.3	0.1	3.3	25.6
LnGrp Delay(d),s/veh	36.4	34.9	5.6	0.3	35.3	9.6
LnGrp LOS	D	C	A	A	D	A
Approach Vol, veh/h	462			2655	1439	
Approach Delay, s/veh	36.2			2.5	14.1	
Approach LOS	D			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	57.2	25.8		37.0		83.0		
Change Period (Y+Rc), s	4.4	5.4		5.6		* 5.4		
Max Green Setting (Gmax), s	39.4	27.6		37.6		* 39		
Max Q Clear Time (g_c+I1), s	14.2	9.5		28.7		2.0		
Green Ext Time (p_c), s	2.2	11.0		2.7		35.6		

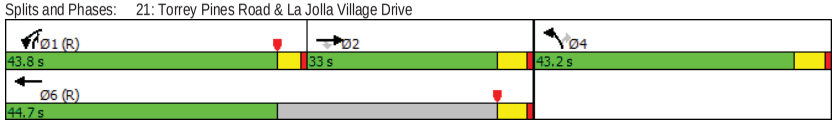
Intersection Summary		
HCM 2010 Ctrl Delay	9.6	
HCM 2010 LOS	A	

Notes

Phase Number	1	2	4	6
Movement	WBL	EBT	NBL	WBT
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	C-Max	None	None	C-Max
Maximum Split (s)	43.8	33	43.2	44.7
Maximum Split (%)	36.5%	27.5%	36.0%	37.3%
Minimum Split (s)	8.4	15.4	39.6	15.3
Yellow Time (s)	3.4	4.4	4.6	4.3
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	4	10	4	10
Vehicle Extension (s)	2	5.5	2	8
Minimum Gap (s)	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7	7	
Flash Dont Walk (s)		21	27	
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	75.6	119.4	32.4	75.6
End Time (s)	119.4	32.4	75.6	32.4
Yield/Force Off (s)	115	27	70	27.1
Yield/Force Off 170(s)	115	6	43	27.1
Local Start Time (s)	80.6	4.4	37.4	80.6
Local Yield (s)	0	32	75	32.1
Local Yield 170(s)	0	11	48	32.1

Intersection Summary		
Cycle Length		120
Control Type	Actuated-Coordinated	
Natural Cycle		90
Offset: 115 (96%), Referenced to phase 1:WBL and 6:WBT, Start of Yellow		

Splits and Phases: 21: Torrey Pines Road & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1306	29	328	2113	0	356	0	399	0	0	0
Future Volume (veh/h)	0	1306	29	328	2113	0	356	0	399	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	0	1484	33	342	2201	0	419	0	469	0	0	0
Adj No. of Lanes	0	3	0	2	3	0	0	1	2	0	1	0
Peak Hour Factor	0.92	0.88	0.88	0.96	0.96	0.92	0.85	0.92	0.85	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	2250	50	402	3015	0	503	0	1199	0	584	0
Arrive On Green	0.00	0.29	0.29	0.12	0.59	0.00	0.31	0.00	0.31	0.00	0.00	0.00
Sat Flow, veh/h	0	5287	114	3442	5253	0	1412	0	2787	0	1863	0
Grp Volume(v), veh/h	0	983	534	342	2201	0	419	0	469	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1695	1843	1721	1695	0	1412	0	1393	0	1863	0
Q Serve(g_s), s	0.0	30.5	30.5	11.7	37.3	0.0	34.8	0.0	13.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	30.5	30.5	11.7	37.3	0.0	34.8	0.0	13.8	0.0	0.0	0.0
Prop In Lane	0.00		0.06	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	1490	810	402	3015	0	503	0	1199	0	584	0
V/C Ratio(X)	0.00	0.66	0.66	0.85	0.73	0.00	0.83	0.00	0.39	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	1490	810	531	3015	0	522	0	1238	0	584	0
HCM Platoon Ratio	1.00	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.82	0.82	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	34.5	34.5	52.0	17.5	0.0	40.2	0.0	23.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	3.4	8.0	1.6	0.0	10.0	0.0	0.1	0.0	0.0	0.0
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	14.7	16.3	6.0	17.8	0.0	14.9	0.0	5.3	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	36.4	37.9	59.9	19.1	0.0	50.2	0.0	23.5	0.0	0.0	0.0
LnGrp LOS		D	D	E	B		D		C			
Approach Vol, veh/h		1517			2543			888			0	
Approach Delay, s/veh		36.9			24.6			36.1			0.0	
Approach LOS		D			C			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	18.4	58.5		43.1		76.9		43.1
Change Period (Y+Rc), s	4.4	5.7		* 5.5		* 5.7		5.5
Max Green Setting (Gmax), s	18.5	46.6		* 32		* 70		39.3
Max Q Clear Time (g_c+I1), s	13.7	32.5		0.0		39.3		36.8
Green Ext Time (p_c), s	0.3	14.1		0.0		30.0		0.9

Intersection Summary		
HCM 2010 Ctrl Delay		30.4
HCM 2010 LOS		C

Notes

Phase Number	1	2	4	6	8
Movement	WBL	EBT	SBTL	WBT	NBTL
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	22.9	52.3	36.5	74.8	44.8
Maximum Split (%)	19.1%	43.6%	30.4%	62.3%	37.3%
Minimum Split (s)	8.4	15.7	35.5	15.3	9.5
Yellow Time (s)	3.4	4.7	3.5	4.3	4.5
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	4	10	5	10	4
Vehicle Extension (s)	2	4	3	5.9	2
Minimum Gap (s)	2	4	3	5.9	2
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7		
Flash Dont Walk (s)		20	24		
Dual Entry	No	No	Yes	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	84.5	107.4	39.7	84.5	39.7
End Time (s)	107.4	39.7	84.5	39.7	84.5
Yield/Force Off (s)	103	34	80	34.4	79
Yield/Force Off 170(s)	103	14	56	34.4	79
Local Start Time (s)	50.5	73.4	5.7	50.5	5.7
Local Yield (s)	69	0	46	0.4	45
Local Yield 170(s)	69	100	22	0.4	45

Intersection Summary		
Cycle Length		120
Control Type	Actuated-Coordinated	
Natural Cycle		90
Offset: 34 (28%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow		

Splits and Phases: 22: La Jolla Scenic Drive & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	49	0	193	415	564	0	0	119	17
Future Volume (veh/h)	0	0	0	49	0	193	415	564	0	0	119	17
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln				1900	1863	1900	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				54	0	214	461	627	0	0	143	0
Adj No. of Lanes				0	1	0	1	2	0	0	2	1
Peak Hour Factor				0.90	0.90	0.90	0.90	0.90	0.90	0.83	0.83	0.83
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				71	0	281	540	2010	0	0	648	290
Arrive On Green				0.22	0.00	0.22	0.30	0.57	0.00	0.00	0.18	0.00
Sat Flow, veh/h				326	0	1292	1774	3632	0	0	3632	1583
Grp Volume(v), veh/h				268	0	0	461	627	0	0	143	0
Grp Sat Flow(s),veh/h/ln				1618	0	0	1774	1770	0	0	1770	1583
Q Serve(g_s), s				8.5	0.0	0.0	13.3	5.1	0.0	0.0	1.9	0.0
Cycle Q Clear(g_c), s				8.5	0.0	0.0	13.3	5.1	0.0	0.0	1.9	0.0
Prop In Lane				0.20		0.80	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				352	0	0	540	2010	0	0	648	290
V/C Ratio(X)				0.76	0.00	0.00	0.85	0.31	0.00	0.00	0.22	0.00
Avail Cap(c_a), veh/h				889	0	0	975	3890	0	0	3890	1740
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				20.0	0.0	0.0	17.9	6.2	0.0	0.0	19.0	0.0
Incr Delay (d2), s/veh				3.4	0.0	0.0	4.0	0.1	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh				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	0.0	0.0	7.0	2.5	0.0	0.0	0.9	0.0
LnGrp Delay(d),s/veh				23.4	0.0	0.0	21.8	6.3	0.0	0.0	19.2	0.0
LnGrp LOS				C			C	A			B	
Approach Vol, veh/h					268			1088			143	
Approach Delay, s/veh					23.4			12.9			19.2	
Approach LOS					C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		37.8			21.0	16.8		16.8
Change Period (Y+Rc), s		* 6.8			4.4	6.8		4.9
Max Green Setting (Gmax), s		* 60			30.0	60.0		30.0
Max Q Clear Time (g_c+I1), s		7.1			15.3	3.9		10.5
Green Ext Time (p_c), s		6.0			1.3	6.0		1.6

Intersection Summary		
HCM 2010 Ctrl Delay	15.4	
HCM 2010 LOS	B	

Notes

Phase Number	2	5	6	8
Movement	NBT	NBL	SBT	WBTL
Lead/Lag		Lead	Lag	
Lead-Lag Optimize		Yes	Yes	
Recall Mode	Min	None	Min	None
Maximum Split (s)	65.9	34.4	66.8	34.9
Maximum Split (%)	48.4%	25.3%	49.1%	25.6%
Minimum Split (s)	15.9	8.4	16.8	8.9
Yellow Time (s)	4.9	3.4	5.8	3.9
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	10	4	10	4
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	0.2	2	0.2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7		7	7
Flash Dont Walk (s)	5		5	23
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	0	34.4	101.2
End Time (s)	101.2	34.4	101.2	0
Yield/Force Off (s)	95.3	30	94.4	131.2
Yield/Force Off 170(s)	95.3	30	94.4	108.2
Local Start Time (s)	4.9	4.9	39.3	106.1
Local Yield (s)	100.2	34.9	99.3	0
Local Yield 170(s)	100.2	34.9	99.3	113.1

Intersection Summary		
Cycle Length		136.1
Control Type	Actuated-Uncoordinated	
Natural Cycle		60

Splits and Phases: 23: Gilman Drive & La Jolla Village Drive WB Off



Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	3	284	0	0	0	0	935	102	45	123	0
Future Vol, veh/h	43	3	284	0	0	0	0	935	102	45	123	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	330	-	-	-	-	-	100	70	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	64	64	64	25	25	25	92	92	92	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	5	444	0	0	0	0	1016	111	51	140	0

Major/Minor	Minor2					Major1			Major2		
Conflicting Flow All	750	1258	70			-	0	0	1016	0	0
Stage 1	242	242	-			-	-	-	-	-	-
Stage 2	508	1016	-			-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94			-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-			-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-			-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32			-	-	-	2.22	-	-
Pot Cap-1 Maneuver	347	170	978			0	-	-	678	-	0
Stage 1	776	704	-			0	-	-	-	-	0
Stage 2	569	314	-			0	-	-	-	-	0
Platoon blocked, %							-	-		-	
Mov Cap-1 Maneuver	321	0	978			-	-	-	678	-	-
Mov Cap-2 Maneuver	321	0	-			-	-	-	-	-	-
Stage 1	718	0	-			-	-	-	-	-	-
Stage 2	569	0	-			-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0	2.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	321	978	678	-
HCM Lane V/C Ratio	-	-	0.209	0.454	0.075	-
HCM Control Delay (s)	-	-	19.2	11.7	10.7	-
HCM Lane LOS	-	-	C	B	B	-
HCM 95th %tile Q(veh)	-	-	0.8	2.4	0.2	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	1203	28	325	1791	434	296	167	311	268	50	25
Future Volume (veh/h)	153	1203	28	325	1791	434	296	167	311	268	50	25
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	176	1383	32	357	1968	477	389	362	314	339	63	32
Adj No. of Lanes	1	3	1	2	3	1	2	1	1	2	1	0
Peak Hour Factor	0.87	0.87	0.87	0.91	0.91	0.91	0.76	0.76	0.76	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	204	2159	865	427	2206	876	432	289	245	412	189	96
Arrive On Green	0.11	0.42	0.42	0.04	0.14	0.14	0.12	0.16	0.16	0.12	0.16	0.16
Sat Flow, veh/h	1774	5085	1583	3442	5085	1583	3548	1863	1583	3442	1166	592
Grp Volume(v), veh/h	176	1383	32	357	1968	477	389	362	314	339	0	95
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1695	1583	1774	1863	1583	1721	0	1758
Q Serve(g_s), s	11.7	25.8	1.1	12.4	45.6	12.7	13.0	18.6	14.1	11.5	0.0	5.7
Cycle Q Clear(g_c), s	11.7	25.8	1.1	12.4	45.6	12.7	13.0	18.6	14.1	11.5	0.0	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.34
Lane Grp Cap(c), veh/h	204	2159	865	427	2206	876	432	289	245	412	0	285
V/C Ratio(X)	0.86	0.64	0.04	0.84	0.89	0.54	0.90	1.25	1.28	0.82	0.00	0.33
Avail Cap(c_a), veh/h	305	2159	865	749	2206	876	432	289	245	760	0	463
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.33	0.33	0.33	0.90	0.90	0.90	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.2	27.3	12.6	56.3	48.7	12.2	52.0	50.7	28.9	51.6	0.0	44.5
Incr Delay (d2), s/veh	10.7	1.5	0.1	0.6	2.1	0.8	19.4	137.2	150.8	1.6	0.0	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	6.3	12.3	0.5	5.9	21.9	5.8	7.5	20.5	16.4	5.6	0.0	2.8
LnGrp Delay(d),s/veh	62.9	28.8	12.7	56.9	50.8	13.0	71.4	187.9	179.8	53.2	0.0	44.8
LnGrp LOS	E	C	B	E	D	B	E	F	F	D		D
Approach Vol, veh/h		1591			2802			1065			434	
Approach Delay, s/veh		32.2			45.1			142.9			51.3	
Approach LOS		C			D			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	57.4	19.0	24.4	18.2	58.5	19.3	24.1
Change Period (Y+Rc), s	4.4	6.4	4.4	4.9	4.4	* 6.4	4.9	* 5.5
Max Green Setting (Gmax), s	26.1	27.6	14.6	31.6	20.6	* 34	26.5	* 19
Max Q Clear Time (g_c+I1), s	14.4	27.8	15.0	7.7	13.7	47.6	13.5	20.6
Green Ext Time (p_c), s	0.5	0.0	0.0	0.9	0.1	0.0	0.8	0.0

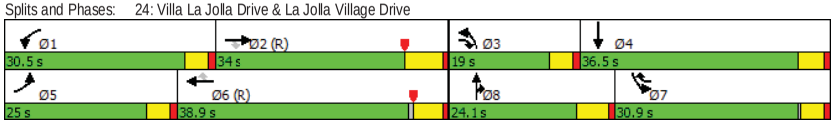
Intersection Summary	
HCM 2010 Ctrl Delay	59.8
HCM 2010 LOS	E

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	30.5	34	19	36.5	25	38.9	30.9	24.1
Maximum Split (%)	25.4%	28.3%	15.8%	30.4%	20.8%	32.4%	25.8%	20.1%
Minimum Split (s)	8.4	16.4	8.4	8.9	8.4	15.3	8.4	9.5
Yellow Time (s)	3.4	5.4	3.4	3.9	3.4	4.3	3.4	4.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	4	10	4	4
Vehicle Extension (s)	2	4.4	2	2	2	4.7	2	3.3
Minimum Gap (s)	2	0.2	2	2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		
Flash Dont Walk (s)		26		31		22		
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	6.9	37.4	71.4	90.4	6.9	31.9	95.5	71.4
End Time (s)	37.4	71.4	90.4	6.9	31.9	71.4	6.9	95.5
Yield/Force Off (s)	33	65	86	2	27.5	66.1	2.5	90
Yield/Force Off 170(s)	33	39	86	91	27.5	44.1	2.5	90
Local Start Time (s)	61.9	92.4	6.4	25.4	61.9	86.9	30.5	6.4
Local Yield (s)	88	0	21	57	82.5	1.1	57.5	25
Local Yield 170(s)	88	94	21	26	82.5	99.1	57.5	25

Intersection Summary		
Cycle Length	120	
Control Type	Actuated-Coordinated	
Natural Cycle	100	
Offset: 65 (54%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow		

Splits and Phases: 24: Villa La Jolla Drive & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1562	221	0	1284	314	0	0	0	559	0	1266
Future Volume (veh/h)	1	1562	221	0	1284	314	0	0	0	559	0	1266
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				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
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	1	1680	0	0	1366	0				665	0	1507
Adj No. of Lanes	1	4	1	0	3	1				2	0	2
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94				0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	0	2	2				2	0	2
Cap, veh/h	665	4576	1131	0	1526	475				660	0	1579
Arrive On Green	0.38	0.71	0.00	0.00	0.60	0.00				0.19	0.00	0.19
Sat Flow, veh/h	1774	6408	1583	0	5253	1583				3442	0	2787
Grp Volume(v), veh/h	1	1680	0	0	1366	0				665	0	1507
Grp Sat Flow(s),veh/h/ln	1774	1602	1583	0	1695	1583				1721	0	1393
Q Serve(g_s), s	0.0	12.2	0.0	0.0	27.9	0.0				23.0	0.0	23.0
Cycle Q Clear(g_c), s	0.0	12.2	0.0	0.0	27.9	0.0				23.0	0.0	23.0
Prop In Lane	1.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	665	4576	1131	0	1526	475				660	0	1579
V/C Ratio(X)	0.00	0.37	0.00	0.00	0.90	0.00				1.01	0.00	0.95
Avail Cap(c_a), veh/h	665	4576	1131	0	1526	475				660	0	1579
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.00	0.00	0.90	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	23.5	6.6	0.0	0.0	22.4	0.0				48.5	0.0	24.5
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	7.8	0.0				37.1	0.0	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.4	0.0	0.0	13.7	0.0				14.3	0.0	38.7
LnGrp Delay(d),s/veh	23.5	6.8	0.0	0.0	30.1	0.0				85.6	0.0	37.8
LnGrp LOS	C	A			C					F		D
Approach Vol, veh/h		1681			1366						2172	
Approach Delay, s/veh		6.8			30.1						52.4	
Approach LOS		A			C						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		91.9		28.1	49.7	42.2		
Change Period (Y+Rc), s		6.2		5.1	* 4.7	6.2		
Max Green Setting (Gmax), s		36.0		23.0	* 45	36.0		
Max Q Clear Time (g_c+I1), s		14.2		25.0	2.0	29.9		
Green Ext Time (p_c), s		15.5		0.0	0.0	5.4		

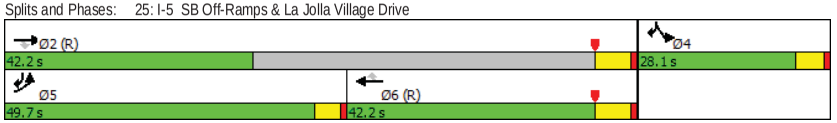
Intersection Summary	
HCM 2010 Ctrl Delay	31.9
HCM 2010 LOS	C

Notes

Phase Number	2	4	5	6
Movement	EBT	SBL	EBL	WBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	C-Max	Min	Max	C-Max
Maximum Split (s)	42.2	28.1	49.7	42.2
Maximum Split (%)	35.2%	23.4%	41.4%	35.2%
Minimum Split (s)	16.2	10.1	11.7	21.2
Yellow Time (s)	5.2	4.1	3.7	5.2
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	10	5	7	15
Vehicle Extension (s)	2	2	3	2
Minimum Gap (s)	2	2	3	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				7
Flash Dont Walk (s)				23
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	104.3	76.2	104.3	34
End Time (s)	76.2	104.3	34	76.2
Yield/Force Off (s)	70	99.2	29.3	70
Yield/Force Off 170(s)	70	99.2	29.3	47
Local Start Time (s)	34.3	6.2	34.3	84
Local Yield (s)	0	29.2	79.3	0
Local Yield 170(s)	0	29.2	79.3	97

Intersection Summary	
Cycle Length	120
Control Type	Actuated-Coordinated
Natural Cycle	70
Offset: 70 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 25: I-5 SB Off-Ramps & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1229	844	1	1221	488	459	0	780	0	0	0
Future Volume (veh/h)	0	1229	844	1	1221	488	459	0	780	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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			
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	1254	0	1	1327	0	499	0	848			
Adj No. of Lanes	0	3	1	1	3	1	2	0	2			
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2			
Cap, veh/h	0	2728	849	31	3014	939	1078	0	920			
Arrive On Green	0.00	1.00	0.00	0.02	0.59	0.00	0.31	0.00	0.31			
Sat Flow, veh/h	0	5253	1583	1774	5085	1583	3442	0	2787			
Grp Volume(v), veh/h	0	1254	0	1	1327	0	499	0	848			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	1774	1695	1583	1721	0	1393			
Q Serve(g_s), s	0.0	0.0	0.0	0.1	17.3	0.0	14.0	0.0	35.2			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.1	17.3	0.0	14.0	0.0	35.2			
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2728	849	31	3014	939	1078	0	920			
V/C Ratio(X)	0.00	0.46	0.00	0.03	0.44	0.00	0.46	0.00	0.92			
Avail Cap(c_a), veh/h	0	2728	849	356	3014	939	1090	0	930			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.82	0.00	0.84	0.84	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	58.0	13.5	0.0	33.1	0.0	38.7			
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.4	0.4	0.0	0.1	0.0	13.8			
Initial Q Delay(d3),s/veh	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	0.1	0.0	0.0	8.1	0.0	6.7	0.0	15.2			
LnGrp Delay(d),s/veh	0.0	0.5	0.0	58.3	13.9	0.0	33.2	0.0	52.5			
LnGrp LOS		A		E	B		C		D			
Approach Vol, veh/h		1254			1328			1347				
Approach Delay, s/veh		0.5			13.9			45.3				
Approach LOS		A			B			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.8	70.6				77.3		42.7
Change Period (Y+Rc), s	* 4.7	6.2				6.2		5.1
Max Green Setting (Gmax), s	* 24	41.9				41.9		38.0
Max Q Clear Time (g_c+I1), s	2.1	2.0				19.3		37.2
Green Ext Time (p_c), s	0.0	17.7				13.4		0.4

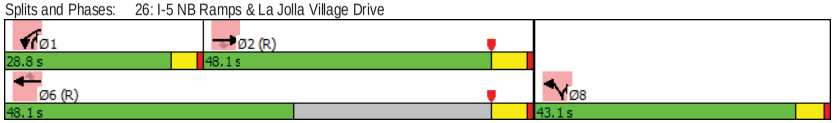
Intersection Summary		
HCM 2010 Ctrl Delay		20.4
HCM 2010 LOS		C

Notes

Phase Number	1	2	6	8
Movement	WBL	EBT	WBT	NBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	Min	C-Max	C-Max	Min
Maximum Split (s)	28.8	48.1	48.1	43.1
Maximum Split (%)	24.0%	40.1%	40.1%	35.9%
Minimum Split (s)	9.5	36.2	22.2	21.1
Yellow Time (s)	3.7	5.2	5.2	4.1
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	2	16	16	5
Vehicle Extension (s)	3	2	2	2
Minimum Gap (s)	3	2	2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		
Flash Dont Walk (s)		23		
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	4.3	33.1	4.3	81.2
End Time (s)	33.1	81.2	81.2	4.3
Yield/Force Off (s)	28.4	75	75	119.2
Yield/Force Off 170(s)	28.4	52	75	119.2
Local Start Time (s)	49.3	78.1	49.3	6.2
Local Yield (s)	73.4	0	0	44.2
Local Yield 170(s)	73.4	97	0	44.2

Intersection Summary		
Cycle Length		120
Control Type		Actuated-Coordinated
Natural Cycle		70
Offset: 75 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow		

Splits and Phases: 26: I-5 NB Ramps & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	1330	143	147	1201	11	525	7	170	15	2	23
Future Volume (veh/h)	3	1330	143	147	1201	11	525	7	170	15	2	23
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	4	1684	181	156	1278	12	625	0	207	19	3	29
Adj No. of Lanes	1	3	1	2	3	0	2	0	2	0	1	1
Peak Hour Factor	0.79	0.79	0.79	0.94	0.94	0.94	0.84	0.84	0.84	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	2762	1221	202	3105	29	809	0	722	43	7	44
Arrive On Green	0.00	0.54	0.54	0.12	1.00	1.00	0.23	0.00	0.23	0.03	0.03	0.03
Sat Flow, veh/h	1774	5085	1583	3442	5196	49	3548	0	3167	1542	244	1583
Grp Volume(v), veh/h	4	1684	181	156	834	456	625	0	207	22	0	29
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1695	1854	1774	0	1583	1786	0	1583
Q Serve(g_s), s	0.3	31.7	4.1	6.2	0.0	0.0	23.1	0.0	7.6	1.7	0.0	2.5
Cycle Q Clear(g_c), s	0.3	31.7	4.1	6.2	0.0	0.0	23.1	0.0	7.6	1.7	0.0	2.5
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	0.86		1.00
Lane Grp Cap(c), veh/h	7	2762	1221	202	2026	1108	809	0	722	50	0	44
V/C Ratio(X)	0.55	0.61	0.15	0.77	0.41	0.41	0.77	0.00	0.29	0.44	0.00	0.65
Avail Cap(c_a), veh/h	128	2762	1221	273	2026	1108	940	0	839	93	0	83
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.51	0.51	0.51	0.97	0.00	0.97	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.6	21.8	4.1	60.9	0.0	0.0	50.6	0.0	44.6	67.0	0.0	67.4
Incr Delay (d2), s/veh	17.2	0.8	0.2	3.2	0.3	0.6	6.9	0.0	1.0	2.2	0.0	5.9
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	0.2	15.0	3.7	3.0	0.1	0.2	12.1	0.0	3.4	0.9	0.0	1.2
LnGrp Delay(d),s/veh	86.8	22.6	4.3	64.1	0.3	0.6	57.5	0.0	45.6	69.2	0.0	73.3
LnGrp LOS	F	C	A	E	A	A	E		D	E		E
Approach Vol, veh/h		1869			1446			832			51	
Approach Delay, s/veh		21.0			7.3			54.5			71.5	
Approach LOS		C			A			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.6	81.7		8.8	5.0	89.4		36.8
Change Period (Y+Rc), s	4.4	* 5.7		4.9	4.4	5.7		4.9
Max Green Setting (Gmax), s	11.1	* 65		7.3	10.1	65.6		37.1
Max Q Clear Time (g_c+I1), s	8.2	33.7		4.5	2.3	2.0		25.1
Green Ext Time (p_c), s	0.1	30.5		0.0	0.0	62.0		6.8

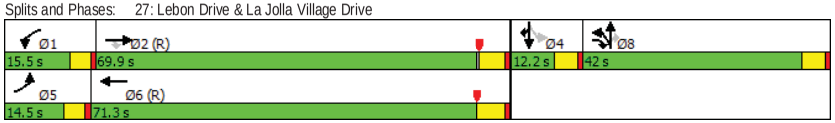
Intersection Summary	
HCM 2010 Ctrl Delay	23.5
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	15.5	69.9	12.2	14.5	71.3	42
Maximum Split (%)	11.1%	49.9%	8.7%	10.4%	50.9%	30.0%
Minimum Split (s)	8.4	15.3	8.9	8.4	15.7	39.9
Yellow Time (s)	3.4	4.3	3.9	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	7
Vehicle Extension (s)	2	6.1	2	2	5.6	6.5
Minimum Gap (s)	2	0.2	2	2	0.2	0.2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		25			11	28
Dual Entry	No	Yes	Yes	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	2.9	18.4	88.7	2.9	17.4	100.9
End Time (s)	18.4	88.7	100.9	17.4	88.7	2.9
Yield/Force Off (s)	14	83.4	96	13	83	138
Yield/Force Off 170(s)	14	58.4	96	13	72	110
Local Start Time (s)	59.9	75.4	5.7	59.9	74.4	17.9
Local Yield (s)	71	0.4	13	70	0	55
Local Yield 170(s)	71	115.4	13	70	129	27

Intersection Summary	
Cycle Length	140
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 83 (59%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 27: Lebon Drive & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	777	1047	21	64	619	100	231	470	109	107	153	258
Future Volume (veh/h)	777	1047	21	64	619	100	231	470	109	107	153	258
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	903	1217	24	76	737	119	321	653	151	147	210	353
Adj No. of Lanes	2	3	0	2	3	0	2	2	1	1	2	1
Peak Hour Factor	0.86	0.86	0.86	0.84	0.84	0.84	0.72	0.72	0.72	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	777	2428	48	119	1247	200	288	882	394	170	951	425
Arrive On Green	0.45	0.95	0.95	0.03	0.28	0.28	0.08	0.25	0.25	0.10	0.27	0.27
Sat Flow, veh/h	3442	5134	101	3442	4421	707	3442	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	903	804	437	76	564	292	321	653	151	147	210	353
Grp Sat Flow(s),veh/h/ln	1721	1695	1845	1721	1695	1738	1721	1770	1583	1774	1770	1583
Q Serve(g_s), s	31.6	3.4	3.4	3.1	20.0	20.3	11.7	23.8	11.1	11.4	6.5	29.4
Cycle Q Clear(g_c), s	31.6	3.4	3.4	3.1	20.0	20.3	11.7	23.8	11.1	11.4	6.5	29.4
Prop In Lane	1.00		0.05	1.00		0.41	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	777	1604	873	119	956	490	288	882	394	170	951	425
V/C Ratio(X)	1.16	0.50	0.50	0.64	0.59	0.60	1.12	0.74	0.38	0.86	0.22	0.83
Avail Cap(c_a), veh/h	777	1604	873	261	956	490	288	1112	498	172	1150	515
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.09	0.09	0.09	0.92	0.92	0.92	0.97	0.97	0.97
Uniform Delay (d), s/veh	38.4	2.1	2.1	66.7	43.3	43.4	64.1	48.4	43.6	62.4	39.8	48.2
Incr Delay (d2), s/veh	83.6	0.8	1.5	0.5	0.2	0.5	86.0	1.9	0.6	32.5	0.1	9.1
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	23.9	1.5	1.8	1.5	9.4	9.8	9.0	11.8	4.9	7.1	3.2	13.9
LnGrp Delay(d),s/veh	122.0	2.9	3.6	67.2	43.5	43.9	150.1	50.3	44.2	94.9	39.9	57.2
LnGrp LOS	F	A	A	E	D	D	F	D	D	F	D	E
Approach Vol, veh/h		2144			932			1125			710	
Approach Delay, s/veh		53.2			45.6			77.9			59.9	
Approach LOS		D			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	71.6	16.1	43.0	36.0	44.9	18.8	40.3
Change Period (Y+Rc), s	4.4	* 5.4	4.4	5.4	4.4	5.4	5.4	* 5.4
Max Green Setting (Gmax), s	10.6	* 17	11.7	45.5	31.6	30.3	13.6	* 44
Max Q Clear Time (g_c+I1), s	5.1	5.4	13.7	31.4	33.6	22.3	13.4	25.8
Green Ext Time (p_c), s	0.1	8.4	0.0	6.2	0.0	6.3	0.0	7.1

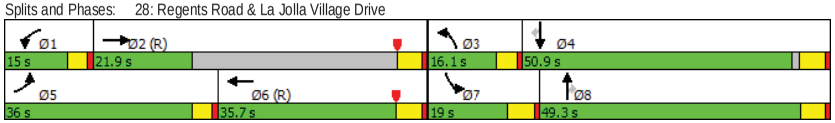
Intersection Summary	
HCM 2010 Ctrl Delay	58.4
HCM 2010 LOS	E

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	Min	None	C-Min	Min	Min
Maximum Split (s)	15	21.9	16.1	50.9	36	35.7	19	49.3
Maximum Split (%)	10.7%	15.6%	11.5%	36.4%	25.7%	25.5%	13.6%	35.2%
Minimum Split (s)	8.4	15.3	8.4	15.4	8.4	15.4	15.4	15.3
Yellow Time (s)	3.4	4.3	3.4	4.4	3.4	4.4	4.4	4.3
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	10	4	10	10	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		29		23		23		29
Dual Entry	No	Yes	No	Yes	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	128.7	3.7	60.4	76.5	128.7	24.7	60.4	79.4
End Time (s)	3.7	60.4	76.5	128.7	24.7	60.4	79.4	128.7
Yield/Force Off (s)	139.3	55.1	72.1	123.3	20.3	55	74	123.4
Yield/Force Off 170(s)	139.3	26.1	72.1	123.3	20.3	32	74	123.4
Local Start Time (s)	73.7	88.7	5.4	21.5	73.7	109.7	5.4	24.4
Local Yield (s)	84.3	0.1	17.1	68.3	105.3	0	19	68.4
Local Yield 170(s)	84.3	111.1	17.1	68.3	105.3	117	19	68.4

Intersection Summary	
Cycle Length	140
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 55 (39%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 28: Regents Road & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	1738	55	67	2120	323	17	20	75	44	9	19
Future Volume (veh/h)	62	1738	55	67	2120	323	17	20	75	44	9	19
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	68	1910	60	77	2437	371	20	24	88	66	13	28
Adj No. of Lanes	1	3	1	2	3	0	1	1	2	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.87	0.87	0.87	0.85	0.85	0.85	0.67	0.67	0.67
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	3721	1159	119	3218	470	77	81	137	91	90	81
Arrive On Green	0.10	1.00	1.00	0.07	1.00	1.00	0.04	0.04	0.04	0.05	0.05	0.05
Sat Flow, veh/h	1774	5085	1583	3442	4482	655	1774	1863	3167	1774	1770	1583
Grp Volume(v), veh/h	68	1910	60	77	1818	990	20	24	88	66	13	28
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1695	1747	1774	1863	1583	1774	1770	1583
Q Serve(g_s), s	5.3	0.0	0.0	3.1	0.0	0.0	1.5	1.7	3.8	5.1	1.0	2.4
Cycle Q Clear(g_c), s	5.3	0.0	0.0	3.1	0.0	0.0	1.5	1.7	3.8	5.1	1.0	2.4
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	3721	1159	119	2434	1254	77	81	137	91	90	81
V/C Ratio(X)	0.79	0.51	0.05	0.65	0.75	0.79	0.26	0.30	0.64	0.73	0.14	0.35
Avail Cap(c_a), veh/h	191	3721	1159	224	2434	1254	528	555	943	115	115	103
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.30	0.30	0.30	0.23	0.23	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.6	0.0	0.0	64.3	0.0	0.0	64.8	64.9	65.9	65.5	63.5	64.2
Incr Delay (d2), s/veh	1.9	0.2	0.0	0.5	0.5	1.2	0.7	0.8	1.9	35.3	2.8	9.5
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	2.6	0.1	0.0	1.5	0.2	0.4	0.8	0.9	1.7	3.4	0.5	1.3
LnGrp Delay(d),s/veh	64.5	0.2	0.0	64.9	0.5	1.2	65.5	65.7	67.7	100.7	66.3	73.6
LnGrp LOS	E	A	A	E	A	A	E	E	E	F	E	E
Approach Vol, veh/h		2038			2885			132			107	
Approach Delay, s/veh		2.3			2.5			67.0			89.5	
Approach LOS		A			A			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.2	107.7		12.1	11.2	105.8		11.0
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	9.1	60.6		9.1	15.1	54.6		41.7
Max Q Clear Time (g_c+I1), s	5.1	2.0		7.1	7.3	2.0		5.8
Green Ext Time (p_c), s	0.0	58.4		0.1	0.0	52.4		0.3

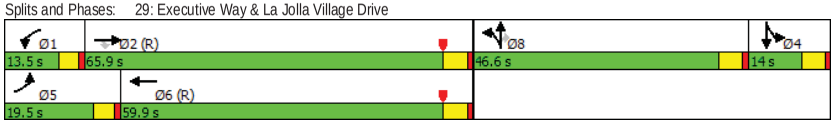
Intersection Summary	
HCM 2010 Ctrl Delay	5.9
HCM 2010 LOS	A

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	13.5	65.9	14	19.5	59.9	46.6
Maximum Split (%)	9.6%	47.1%	10.0%	13.9%	42.8%	33.3%
Minimum Split (s)	8.4	39.3	8.9	8.4	34.3	45.9
Yellow Time (s)	3.4	4.3	3.9	3.4	4.3	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	5.8	6.1	2	5.5	2
Minimum Gap (s)	2	2	0.2	2	2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		27			22	34
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	85.9	99.4	71.9	85.9	105.4	25.3
End Time (s)	99.4	25.3	85.9	105.4	25.3	71.9
Yield/Force Off (s)	95	20	81	101	20	67
Yield/Force Off 170(s)	95	133	81	101	138	33
Local Start Time (s)	65.9	79.4	51.9	65.9	85.4	5.3
Local Yield (s)	75	0	61	81	0	47
Local Yield 170(s)	75	113	61	81	118	13

Intersection Summary	
Cycle Length	140
Control Type	Actuated-Coordinated
Natural Cycle	145
Offset: 20 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 29: Executive Way & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	366	1453	50	171	2392	989	87	241	313	194	21	31
Future Volume (veh/h)	366	1453	50	171	2392	989	87	241	313	194	21	31
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	394	1562	54	190	2658	1099	112	309	401	211	23	34
Adj No. of Lanes	2	3	1	2	3	2	2	2	2	2	2	0
Peak Hour Factor	0.93	0.93	0.93	0.90	0.90	0.90	0.78	0.78	0.78	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	675	2769	862	246	2103	1152	160	594	667	262	349	313
Arrive On Green	0.39	1.00	1.00	0.07	0.41	0.41	0.05	0.17	0.17	0.08	0.20	0.20
Sat Flow, veh/h	3442	5085	1583	3442	5085	2787	3442	3539	2787	3442	1770	1583
Grp Volume(v), veh/h	394	1562	54	190	2658	1099	112	309	401	211	23	34
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1393	1721	1770	1393	1721	1770	1583
Q Serve(g_s), s	12.6	0.0	0.0	7.6	57.9	40.2	4.5	11.1	17.9	8.4	1.5	2.5
Cycle Q Clear(g_c), s	12.6	0.0	0.0	7.6	57.9	40.2	4.5	11.1	17.9	8.4	1.5	2.5
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	675	2769	862	246	2103	1152	160	594	667	262	349	313
V/C Ratio(X)	0.58	0.56	0.06	0.77	1.26	0.95	0.70	0.52	0.60	0.80	0.07	0.11
Avail Cap(c_a), veh/h	675	2769	862	497	2103	1152	283	935	935	344	501	448
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	0.89	0.89	0.89	0.97	0.97	0.97
Uniform Delay (d), s/veh	38.1	0.0	0.0	63.9	41.0	22.5	65.8	53.1	47.3	63.6	45.7	46.1
Incr Delay (d2), s/veh	0.9	0.6	0.1	5.1	122.7	17.5	4.8	0.6	0.8	9.7	0.1	0.1
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	6.0	0.2	0.0	3.8	51.0	18.2	2.2	5.5	7.0	4.4	0.7	1.1
LnGrp Delay(d),s/veh	39.0	0.6	0.1	69.0	163.7	39.9	70.6	53.7	48.1	73.3	45.8	46.2
LnGrp LOS	D	A	A	E	F	D	E	D	D	E	D	D
Approach Vol, veh/h		2010			3947			822			268	
Approach Delay, s/veh		8.1			124.7			53.3			67.5	
Approach LOS		A			F			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	81.7	10.9	32.9	32.9	63.2	15.1	28.8
Change Period (Y+Rc), s	4.4	5.5	4.4	5.3	5.5	* 5.3	4.4	* 5.3
Max Green Setting (Gmax), s	20.2	49.1	11.5	39.6	11.6	* 58	14.0	* 37
Max Q Clear Time (g_c+I1), s	9.6	2.0	6.5	4.5	14.6	59.9	10.4	19.9
Green Ext Time (p_c), s	0.4	18.9	0.1	4.2	0.0	0.0	0.2	3.6

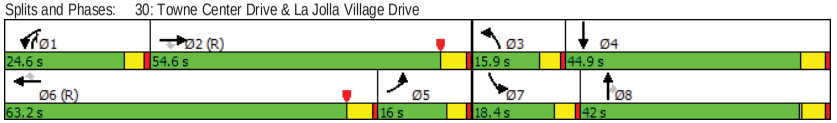
Intersection Summary	
HCM 2010 Ctrl Delay	81.0
HCM 2010 LOS	F

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	24.6	54.6	15.9	44.9	16	63.2	18.4	42
Maximum Split (%)	17.6%	39.0%	11.4%	32.1%	11.4%	45.1%	13.1%	30.0%
Minimum Split (s)	8.4	33.5	8.4	41.3	8.4	33.3	8.4	42
Yellow Time (s)	3.4	4.5	3.4	4.3	3.4	4.3	3.4	4
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	4	10	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		5
Flash Dont Walk (s)		21		29		21		32
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	95.1	119.7	34.3	50.2	18.3	95.1	34.3	52.7
End Time (s)	119.7	34.3	50.2	95.1	34.3	18.3	52.7	95.1
Yield/Force Off (s)	115.3	28.8	45.8	89.8	29.9	13	48.3	90.1
Yield/Force Off 170(s)	115.3	7.8	45.8	60.8	29.9	132	48.3	58.1
Local Start Time (s)	82.1	106.7	21.3	37.2	5.3	82.1	21.3	39.7
Local Yield (s)	102.3	15.8	32.8	76.8	16.9	0	35.3	77.1
Local Yield 170(s)	102.3	134.8	32.8	47.8	16.9	119	35.3	45.1

Intersection Summary	
Cycle Length	140
Control Type	Actuated-Coordinated
Natural Cycle	145
Offset: 13 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 30: Towne Center Drive & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1520	441	0	1942	497	0	0	0	640	0	1610
Future Volume (veh/h)	1	1520	441	0	1942	497	0	0	0	640	0	1610
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				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
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	1	1652	479	0	2023	518				831	0	2091
Adj No. of Lanes	1	3	0	0	3	1				2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.96	0.96	0.96				0.77	0.77	0.77
Percent Heavy Veh, %	2	2	2	0	2	2				2	0	2
Cap, veh/h	296	2030	577	0	1576	1085				1291	0	1509
Arrive On Green	0.17	0.52	0.52	0.00	0.41	0.41				0.38	0.00	0.38
Sat Flow, veh/h	1774	3936	1119	0	5253	1583				3442	0	2787
Grp Volume(v), veh/h	1	1418	713	0	2023	518				831	0	2091
Grp Sat Flow(s),veh/h/ln	1774	1695	1665	0	1695	1583				1721	0	1393
Q Serve(g_s), s	0.1	41.8	43.5	0.0	37.2	18.6				23.9	0.0	45.0
Cycle Q Clear(g_c), s	0.1	41.8	43.5	0.0	37.2	18.6				23.9	0.0	45.0
Prop In Lane	1.00		0.67	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	296	1749	859	0	1576	1085				1291	0	1509
V/C Ratio(X)	0.00	0.81	0.83	0.00	1.28	0.48				0.64	0.00	1.39
Avail Cap(c_a), veh/h	296	1749	859	0	1576	1085				1291	0	1509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.63	0.63				1.00	0.00	1.00
Uniform Delay (d), s/veh	41.7	24.2	24.6	0.0	35.3	7.6				30.9	0.0	27.5
Incr Delay (d2), s/veh	0.0	4.2	9.1	0.0	130.6	0.9				0.9	0.0	177.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	20.5	22.0	0.0	36.4	17.4				11.5	0.0	73.7
LnGrp Delay(d),s/veh	41.7	28.4	33.7	0.0	165.9	8.5				31.8	0.0	205.1
LnGrp LOS	D	C	C		F	A				C		F
Approach Vol, veh/h		2132			2541						2922	
Approach Delay, s/veh		30.2			133.8						155.8	
Approach LOS		C			F						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		69.4		50.6	24.7	44.7		
Change Period (Y+Rc), s		7.5		5.6	* 4.7	7.5		
Max Green Setting (Gmax), s		37.2		45.0	* 20	37.2		
Max Q Clear Time (g_c+I1), s		45.5		47.0	2.1	39.2		
Green Ext Time (p_c), s		0.0		0.0	0.0	0.0		

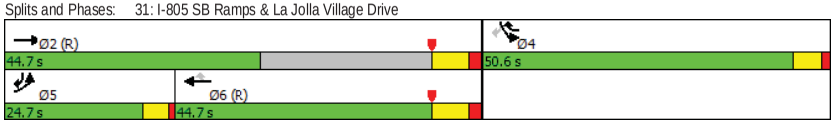
Intersection Summary	
HCM 2010 Ctrl Delay	113.2
HCM 2010 LOS	F

Notes

Phase Number	2	4	5	6
Movement	EBT	SBL	EBL	WBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	C-Max	None	Max	C-Max
Maximum Split (s)	44.7	50.6	24.7	44.7
Maximum Split (%)	37.3%	42.2%	20.6%	37.3%
Minimum Split (s)	22.5	10.6	9.7	22.5
Yellow Time (s)	5.5	4.1	3.7	5.5
All-Red Time (s)	2	1.5	1	2
Minimum Initial (s)	15	5	5	15
Vehicle Extension (s)	2	2	2	2
Minimum Gap (s)	2	2	2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				7
Flash Dont Walk (s)				37
Dual Entry	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	68.1	17.5	68.1	92.8
End Time (s)	17.5	68.1	92.8	17.5
Yield/Force Off (s)	10	62.5	88.1	10
Yield/Force Off 170(s)	10	62.5	88.1	93
Local Start Time (s)	58.1	7.5	58.1	82.8
Local Yield (s)	0	52.5	78.1	0
Local Yield 170(s)	0	52.5	78.1	83

Intersection Summary	
Cycle Length	120
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 10 (8%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 31: I-805 SB Ramps & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1358	802	0	1464	481	975	0	491	0	0	0
Future Volume (veh/h)	0	1358	802	0	1464	481	975	0	491	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1900	1863	0	1863			
Adj Flow Rate, veh/h	0	1509	891	0	1525	501	1108	0	558			
Adj No. of Lanes	0	3	1	0	4	0	2	0	2			
Peak Hour Factor	0.90	0.90	0.90	0.96	0.96	0.96	0.88	0.88	0.88			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	2835	1410	0	2682	881	1147	0	929			
Arrive On Green	0.00	1.00	1.00	0.00	0.56	0.56	0.33	0.00	0.33			
Sat Flow, veh/h	0	5253	1583	0	5071	1580	3442	0	2787			
Grp Volume(v), veh/h	0	1509	891	0	1524	502	1108	0	558			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	0	1602	1584	1721	0	1393			
Q Serve(g_s), s	0.0	0.0	66.9	0.0	24.6	24.7	38.0	0.0	20.0			
Cycle Q Clear(g_c), s	0.0	0.0	66.9	0.0	24.6	24.7	38.0	0.0	20.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2835	1410	0	2679	883	1147	0	929			
V/C Ratio(X)	0.00	0.53	0.63	0.00	0.57	0.57	0.97	0.00	0.60			
Avail Cap(c_a), veh/h	0	2835	1410	0	2679	883	1147	0	929			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.58	0.58	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	17.2	17.2	39.3	0.0	33.3			
Incr Delay (d2), s/veh	0.0	0.4	1.3	0.0	0.9	2.7	18.8	0.0	0.8			
Initial Q Delay(d3),s/veh	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	0.1	0.5	0.0	11.1	11.4	21.0	0.0	7.8			
LnGrp Delay(d),s/veh	0.0	0.4	1.3	0.0	18.1	19.9	58.1	0.0	34.1			
LnGrp LOS		A	A		B	B	E		C			
Approach Vol, veh/h		2400			2026			1666				
Approach Delay, s/veh		0.7			18.5			50.1				
Approach LOS		A			B			D				

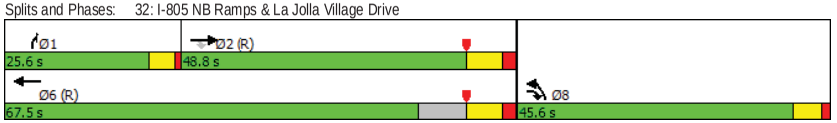
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		74.4				74.4		45.6
Change Period (Y+Rc), s		7.5				7.5		5.6
Max Green Setting (Gmax), s		41.3				60.0		40.0
Max Q Clear Time (g_c+I1), s		68.9				26.7		40.0
Green Ext Time (p_c), s		0.0				26.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	20.1
HCM 2010 LOS	C

Phase Number	1	2	6	8
Movement	NBR	EBT	WBT	NBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	25.6	48.8	67.5	45.6
Maximum Split (%)	21.3%	40.7%	56.3%	38.0%
Minimum Split (s)	10.6	23.5	22.5	10.6
Yellow Time (s)	3.7	5.5	5.5	4.1
All-Red Time (s)	1	2	2	1.5
Minimum Initial (s)	5	16	15	5
Vehicle Extension (s)	2	2	2	2
Minimum Gap (s)	2	2	2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)			7	
Flash Dont Walk (s)			10	
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	71.1	96.7	71.1	25.5
End Time (s)	96.7	25.5	25.5	71.1
Yield/Force Off (s)	92	18	18	65.5
Yield/Force Off 170(s)	92	18	8	65.5
Local Start Time (s)	53.1	78.7	53.1	7.5
Local Yield (s)	74	0	0	47.5
Local Yield 170(s)	74	0	110	47.5

Intersection Summary	
Cycle Length	120
Control Type	Actuated-Coordinated
Natural Cycle	75
Offset: 18 (15%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 32: I-805 NB Ramps & La Jolla Village Drive



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1862	133	354	1979	71	734
Future Volume (veh/h)	1862	133	354	1979	71	734
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	2165	155	389	2175	76	781
Adj No. of Lanes	4	0	2	4	1	2
Peak Hour Factor	0.86	0.86	0.91	0.91	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2837	203	463	4074	473	1118
Arrive On Green	0.46	0.46	0.13	0.64	0.27	0.27
Sat Flow, veh/h	6412	440	3442	6669	1774	2787
Grp Volume(v), veh/h	1691	629	389	2175	76	781
Grp Sat Flow(s),veh/h/ln	1602	1785	1721	1602	1774	1393
Q Serve(g_s), s	32.1	32.2	12.1	20.5	3.6	25.6
Cycle Q Clear(g_c), s	32.1	32.2	12.1	20.5	3.6	25.6
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2216	823	463	4074	473	1118
V/C Ratio(X)	0.76	0.76	0.84	0.53	0.16	0.70
Avail Cap(c_a), veh/h	2628	976	1254	4074	647	1391
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	24.6	24.6	46.3	11.0	30.8	27.3
Incr Delay (d2), s/veh	1.6	4.2	1.6	0.3	0.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.4	16.7	5.8	9.1	1.8	10.0
LnGrp Delay(d),s/veh	26.2	28.8	47.9	11.3	30.9	28.1
LnGrp LOS	C	C	D	B	C	C
Approach Vol, veh/h	2320			2564	857	
Approach Delay, s/veh	26.9			16.9	28.3	
Approach LOS	C			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	19.2	56.9				76.1		33.7
Change Period (Y+Rc), s	4.4	6.3				* 6.3		4.4
Max Green Setting (Gmax), s	40.0	60.0				* 60		40.0
Max Q Clear Time (g_c+I1), s	14.1	34.2				22.5		27.6
Green Ext Time (p_c), s	0.7	16.4				37.4		1.7

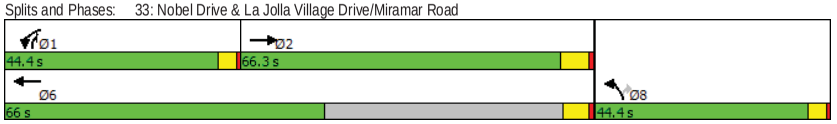
Intersection Summary	
HCM 2010 Ctrl Delay	22.6
HCM 2010 LOS	C

Notes

Phase Number	1	2	6	8
Movement	WBL	EBT	WBT	NBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	Min	Min	None
Maximum Split (s)	44.4	66.3	66	44.4
Maximum Split (%)	28.6%	42.7%	42.6%	28.6%
Minimum Split (s)	8.4	16.3	16	11.4
Yellow Time (s)	3.4	5.3	5	3.4
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	4	10	10	7
Vehicle Extension (s)	2	5	5.4	2
Minimum Gap (s)	2	0.2	0.2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		18		36
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	44.4	0	110.7
End Time (s)	44.4	110.7	110.7	0
Yield/Force Off (s)	40	104.4	104.7	150.7
Yield/Force Off 170(s)	40	104.4	104.7	114.7
Local Start Time (s)	110.7	0	110.7	66.3
Local Yield (s)	150.7	60	60.3	106.3
Local Yield 170(s)	150.7	60	60.3	70.3

Intersection Summary		
Cycle Length		155.1
Control Type	Actuated-Uncoordinated	
Natural Cycle		55

Splits and Phases: 33: Nobel Drive & La Jolla Village Drive/Miramar Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	2302	0	3	2227	624	0	0	0	121	0	106
Future Volume (veh/h)	294	2302	0	3	2227	624	0	0	0	121	0	106
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	1863	1900
Adj Flow Rate, veh/h	338	2646	0	3	2421	678				146	13	136
Adj No. of Lanes	2	3	0	1	3	1				1	1	0
Peak Hour Factor	0.87	0.87	0.92	0.92	0.92	0.92				0.78	0.92	0.78
Percent Heavy Veh, %	2	2	0	2	2	2				2	2	2
Cap, veh/h	423	3610	0	6	3001	934				221	17	182
Arrive On Green	0.12	0.71	0.00	0.00	0.59	0.59				0.12	0.12	0.12
Sat Flow, veh/h	3442	5253	0	1774	5085	1583				1774	140	1464
Grp Volume(v), veh/h	338	2646	0	3	2421	678				146	0	149
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1774	1695	1583				1774	0	1604
Q Serve(g_s), s	8.9	29.2	0.0	0.2	34.6	28.5				7.3	0.0	8.3
Cycle Q Clear(g_c), s	8.9	29.2	0.0	0.2	34.6	28.5				7.3	0.0	8.3
Prop In Lane	1.00		0.00	1.00		1.00				1.00		0.91
Lane Grp Cap(c), veh/h	423	3610	0	6	3001	934				221	0	200
V/C Ratio(X)	0.80	0.73	0.00	0.53	0.81	0.73				0.66	0.00	0.75
Avail Cap(c_a), veh/h	1112	3610	0	382	3286	1023				764	0	691
HCM Platoon Ratio	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	0.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	39.6	8.1	0.0	46.2	14.9	13.6				38.8	0.0	39.2
Incr Delay (d2), s/veh	1.3	1.0	0.0	59.5	2.2	4.4				3.4	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	13.8	0.0	0.2	16.5	13.4				3.8	0.0	4.0
LnGrp Delay(d),s/veh	40.9	9.1	0.0	105.8	17.1	18.0				42.2	0.0	44.7
LnGrp LOS	D	A		F	B	B				D		D
Approach Vol, veh/h		2984			3102						295	
Approach Delay, s/veh		12.7			17.4						43.5	
Approach LOS		B			B						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	4.7	72.2		15.9	15.8	61.1		
Change Period (Y+Rc), s	4.4	6.3		4.4	4.4	* 6.3		
Max Green Setting (Gmax), s	20.0	60.0		40.0	30.0	* 60		
Max Q Clear Time (g_c+I1), s	2.2	31.2		10.3	10.9	36.6		
Green Ext Time (p_c), s	0.0	28.7		1.2	0.5	18.2		

Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6
Movement	WBL	EBT	SBTL	EBL	WBT
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize	Yes	Yes		Yes	Yes
Recall Mode	None	Min	None	None	Min
Maximum Split (s)	24.4	66.3	44.4	34.4	65.4
Maximum Split (%)	16.9%	46.0%	30.8%	23.9%	45.4%
Minimum Split (s)	9.5	16.3	38.4	8.4	15.4
Yellow Time (s)	3.4	5.3	3.4	3.4	4.4
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	4	10	10	4	10
Vehicle Extension (s)	3	5	3	2	6.1
Minimum Gap (s)	3	0.2	3	2	0.2
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)			7		7
Flash Dont Walk (s)			27		17
Dual Entry	No	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	24.4	99.8	0	34.4
End Time (s)	24.4	99.8	0	34.4	99.8
Yield/Force Off (s)	20	93.5	139.8	30	94.4
Yield/Force Off 170(s)	20	93.5	112.8	30	94.4
Local Start Time (s)	119.8	0	75.4	119.8	10
Local Yield (s)	139.8	69.1	115.4	5.6	70
Local Yield 170(s)	139.8	69.1	88.4	5.6	70

Intersection Summary	
Cycle Length	144.2
Control Type	Actuated-Uncoordinated
Natural Cycle	110

Splits and Phases: 34: Miramar Road & Eastgate Mall



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	103	2513	2987	55	29	52		
Future Volume (veh/h)	103	2513	2987	55	29	52		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	120	2922	3247	60	36	64		
Adj No. of Lanes	1	3	3	1	0	0		
Peak Hour Factor	0.86	0.86	0.92	0.92	0.81	0.81		
Percent Heavy Veh, %	2	2	2	2	0	0		
Cap, veh/h	454	4349	2865	892	43	77		
Arrive On Green	0.26	0.86	0.56	0.56	0.07	0.07		
Sat Flow, veh/h	1774	5253	5253	1583	588	1045		
Grp Volume(v), veh/h	120	2922	3247	60	101	0		
Grp Sat Flow(s),veh/h/ln	1774	1695	1695	1583	1649	0		
Q Serve(g_s), s	8.1	29.4	84.5	2.6	9.1	0.0		
Cycle Q Clear(g_c), s	8.1	29.4	84.5	2.6	9.1	0.0		
Prop In Lane	1.00			1.00	0.36	0.63		
Lane Grp Cap(c), veh/h	454	4349	2865	892	121	0		
V/C Ratio(X)	0.26	0.67	1.13	0.07	0.83	0.00		
Avail Cap(c_a), veh/h	454	4349	2865	892	358	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.65	0.65	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	44.6	3.7	32.7	14.9	68.6	0.0		
Incr Delay (d2), s/veh	0.1	0.6	65.0	0.1	5.5	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.0	13.5	56.5	1.2	4.3	0.0		
LnGrp Delay(d),s/veh	44.6	4.3	97.7	15.0	74.1	0.0		
LnGrp LOS	D	A	F	B	E			
Approach Vol, veh/h		3042	3307		101			
Approach Delay, s/veh		5.8	96.2		74.1			
Approach LOS		A	F		E			

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		134.1		15.9	44.2	89.9		
Change Period (Y+Rc), s		5.8		4.9	5.8	* 5.4		
Max Green Setting (Gmax), s		84.1		32.6	18.2	* 85		
Max Q Clear Time (g_c+I1), s		31.4		11.1	10.1	86.5		
Green Ext Time (p_c), s		50.4		0.1	0.3	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	53.3
HCM 2010 LOS	D

Notes

Phase Number	2	4	5	6
Movement	EBT	SBL	EBL	WBT
Lead/Lag			Lag	Lead
Lead-Lag Optimize			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Maximum Split (s)	89.9	37.5	22.6	89.9
Maximum Split (%)	59.9%	25.0%	15.1%	59.9%
Minimum Split (s)	15.8	8.9	8.4	15.4
Yellow Time (s)	4.8	3.9	3.4	4.4
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	10	4	4	10
Vehicle Extension (s)	4.6	2	2	5.2
Minimum Gap (s)	0.2	2	2	0.2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		26		12
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	2.5	115	92.4	2.5
End Time (s)	115	2.5	115	92.4
Yield/Force Off (s)	109.2	147.6	110.6	87
Yield/Force Off 170(s)	109.2	121.6	110.6	75
Local Start Time (s)	65.5	28	5.4	65.5
Local Yield (s)	22.2	60.6	23.6	0
Local Yield 170(s)	22.2	34.6	23.6	138

Intersection Summary	
Cycle Length	150
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 87 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 35: Miramar Road & Miramar Mall



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	2442	0	22	2883	88	0	0	0	53	0	48
Future Volume (veh/h)	124	2442	0	22	2883	88	0	0	0	53	0	48
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1900				1863	1863	1863
Adj Flow Rate, veh/h	146	2873	0	24	3035	93				147	0	69
Adj No. of Lanes	1	3	0	1	3	0				2	0	1
Peak Hour Factor	0.85	0.85	0.92	0.92	0.95	0.95				0.46	0.92	0.46
Percent Heavy Veh, %	2	2	0	2	2	2				2	2	2
Cap, veh/h	422	4202	0	36	3046	92				211	0	94
Arrive On Green	0.24	0.83	0.00	0.02	0.60	0.60				0.06	0.00	0.06
Sat Flow, veh/h	1774	5253	0	1774	5072	154				3548	0	1583
Grp Volume(v), veh/h	146	2873	0	24	2019	1109				147	0	69
Grp Sat Flow(s),veh/h/ln	1774	1695	0	1774	1695	1836				1774	0	1583
Q Serve(g_s), s	10.9	36.1	0.0	2.1	94.1	96.1				6.5	0.0	6.9
Cycle Q Clear(g_c), s	10.9	36.1	0.0	2.1	94.1	96.1				6.5	0.0	6.9
Prop In Lane	1.00		0.00	1.00		0.08				1.00		1.00
Lane Grp Cap(c), veh/h	422	4202	0	36	2036	1102				211	0	94
V/C Ratio(X)	0.35	0.68	0.00	0.66	0.99	1.01				0.70	0.00	0.73
Avail Cap(c_a), veh/h	422	4202	0	101	2036	1102				656	0	293
HCM Platoon Ratio	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	0.00	0.55	0.55	0.55				1.00	0.00	1.00
Uniform Delay (d), s/veh	50.6	5.6	0.0	77.8	31.5	32.0				73.8	0.0	74.0
Incr Delay (d2), s/veh	0.5	0.9	0.0	10.6	12.9	21.5				4.1	0.0	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	16.9	0.0	1.2	47.4	55.0				3.3	0.0	3.3
LnGrp Delay(d),s/veh	51.1	6.5	0.0	88.4	44.4	53.5				77.9	0.0	84.4
LnGrp LOS	D	A		F	D	F				E		F
Approach Vol, veh/h		3019			3152						216	
Approach Delay, s/veh		8.6			47.9						80.0	
Approach LOS		A			D						E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	7.7	137.9		14.4	43.8	101.8		
Change Period (Y+Rc), s	4.4	5.7		4.9	5.7	* 5.7		
Max Green Setting (Gmax), s	9.1	82.6		29.6	19.3	* 96		
Max Q Clear Time (g_c+I1), s	4.1	38.1		8.9	12.9	98.1		
Green Ext Time (p_c), s	0.0	43.0		0.7	0.3	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	30.4
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	5	6
Movement	WBL	EBT	SBTL	EBL	WBT
Lead/Lag	Lead	Lag		Lag	Lead
Lead-Lag Optimize	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max
Maximum Split (s)	13.5	88.3	34.5	23.7	101.8
Maximum Split (%)	8.4%	55.2%	21.6%	14.8%	63.6%
Minimum Split (s)	9.5	15.7	8.9	8.4	15.7
Yellow Time (s)	3.4	4.7	3.9	3.4	4.7
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	5	10	4	4	10
Vehicle Extension (s)	3	4.8	3	3	5.4
Minimum Gap (s)	3	0.2	3	3	0.2
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)			7		7
Flash Dont Walk (s)			26		16
Dual Entry	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	77.6	91.1	43.1	19.4	77.6
End Time (s)	91.1	43.1	77.6	43.1	19.4
Yield/Force Off (s)	86.7	37.4	72.7	38.7	13.7
Yield/Force Off 170(s)	86.7	37.4	46.7	38.7	157.7
Local Start Time (s)	63.9	77.4	29.4	5.7	63.9
Local Yield (s)	73	23.7	59	25	0
Local Yield 170(s)	73	23.7	33	25	144

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 13.7 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 36: Miramar Road & Miramar Place



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	668	974	30	20	1884	126	12	6	5	61	5	566
Future Volume (veh/h)	668	974	30	20	1884	126	12	6	5	61	5	566
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	675	984	30	21	1942	130	17	8	7	82	0	726
Adj No. of Lanes	2	3	0	2	3	0	1	1	0	2	0	2
Peak Hour Factor	0.99	0.99	0.99	0.97	0.97	0.97	0.72	0.72	0.72	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	731	3787	115	54	2679	179	35	18	16	286	0	928
Arrive On Green	0.21	0.75	0.75	0.02	0.55	0.55	0.02	0.02	0.02	0.08	0.00	0.08
Sat Flow, veh/h	3442	5071	154	3442	4871	325	1774	918	803	3548	0	3167
Grp Volume(v), veh/h	675	658	356	21	1349	723	17	0	15	82	0	726
Grp Sat Flow(s),veh/h/ln	1721	1695	1835	1721	1695	1805	1774	0	1721	1774	0	1583
Q Serve(g_s), s	28.8	9.1	9.2	0.9	44.6	45.0	1.4	0.0	1.3	3.3	0.0	12.1
Cycle Q Clear(g_c), s	28.8	9.1	9.2	0.9	44.6	45.0	1.4	0.0	1.3	3.3	0.0	12.1
Prop In Lane	1.00		0.08	1.00		0.18	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	731	2532	1371	54	1865	993	35	0	34	286	0	928
V/C Ratio(X)	0.92	0.26	0.26	0.39	0.72	0.73	0.49	0.00	0.44	0.29	0.00	0.78
Avail Cap(c_a), veh/h	929	2532	1371	218	1865	993	168	0	163	286	0	928
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)	0.65	0.65	0.65	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.9	6.0	6.0	73.1	25.2	25.3	72.8	0.0	72.7	64.9	0.0	48.6
Incr Delay (d2), s/veh	7.9	0.2	0.3	1.7	2.5	4.7	3.9	0.0	3.4	0.5	0.0	4.3
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	14.5	4.3	4.7	0.4	21.4	23.6	0.7	0.0	0.6	1.6	0.0	14.4
LnGrp Delay(d),s/veh	65.8	6.1	6.3	74.9	27.7	30.0	76.7	0.0	76.1	65.4	0.0	53.0
LnGrp LOS	E	A	A	E	C	C	E		E	E		D
Approach Vol, veh/h		1689			2093			32			808	
Approach Delay, s/veh		30.0			29.0			76.4			54.2	
Approach LOS		C			C			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	117.8		17.6	36.2	88.3		7.8
Change Period (Y+Rc), s	4.4	5.8		5.5	4.4	* 5.8		4.9
Max Green Setting (Gmax), s	9.5	93.6		12.1	40.5	* 63		14.2
Max Q Clear Time (g_c+I1), s	2.9	11.2		14.1	30.8	47.0		3.4
Green Ext Time (p_c), s	0.0	77.3		0.0	1.0	15.3		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.1
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	13.9	99.4	17.6	44.9	68.3	19.1
Maximum Split (%)	9.3%	66.3%	11.7%	29.9%	45.5%	12.7%
Minimum Split (s)	8.4	15.8	9.5	16.4	15.7	8.9
Yellow Time (s)	3.4	4.8	4.5	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	12	10	4
Vehicle Extension (s)	2	4.8	2.8	2	5.4	2
Minimum Gap (s)	2	0.2	0.2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	4
Flash Dont Walk (s)		11			25	28
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	140.5	4.4	122.9	140.5	35.4	103.8
End Time (s)	4.4	103.8	140.5	35.4	103.8	122.9
Yield/Force Off (s)	0	98	135	31	98.1	118
Yield/Force Off 170(s)	0	87	135	31	73.1	90
Local Start Time (s)	42.5	56.4	24.9	42.5	87.4	5.8
Local Yield (s)	52	0	37	83	0.1	20
Local Yield 170(s)	52	139	37	83	125.1	142

Intersection Summary	
Cycle Length	150
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 98 (65%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 37: Camino Sante Fe & Miramar Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	7	5	66	2	299	11	340	126	102	133	6
Future Volume (veh/h)	20	7	5	66	2	299	11	340	126	102	133	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	25	9	6	72	2	325	12	374	138	115	149	7
Adj No. of Lanes	0	1	0	2	1	0	1	2	0	2	2	0
Peak Hour Factor	0.81	0.81	0.81	0.92	0.92	0.92	0.91	0.91	0.91	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	19	13	875	2	400	21	717	261	299	1229	57
Arrive On Green	0.05	0.05	0.05	0.25	0.25	0.25	0.01	0.28	0.28	0.09	0.36	0.36
Sat Flow, veh/h	1101	396	264	3442	10	1575	1774	2543	926	3442	3443	161
Grp Volume(v), veh/h	40	0	0	72	0	327	12	259	253	115	76	80
Grp Sat Flow(s),veh/h/ln	1761	0	0	1721	0	1585	1774	1770	1699	1721	1770	1834
Q Serve(g_s), s	1.3	0.0	0.0	0.9	0.0	11.3	0.4	7.2	7.3	1.8	1.7	1.7
Cycle Q Clear(g_c), s	1.3	0.0	0.0	0.9	0.0	11.3	0.4	7.2	7.3	1.8	1.7	1.7
Prop In Lane	0.62		0.15	1.00		0.99	1.00		0.54	1.00		0.09
Lane Grp Cap(c), veh/h	86	0	0	875	0	403	21	499	479	299	632	655
V/C Ratio(X)	0.46	0.00	0.00	0.08	0.00	0.81	0.56	0.52	0.53	0.38	0.12	0.12
Avail Cap(c_a), veh/h	907	0	0	2362	0	1088	913	1822	1750	1772	1822	1889
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	0.0	0.0	16.6	0.0	20.4	28.6	17.6	17.6	25.1	12.6	12.6
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.0	0.0	1.5	8.2	1.3	1.4	0.3	0.1	0.1
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	0.7	0.0	0.0	0.4	0.0	5.1	0.2	3.6	3.6	0.9	0.8	0.9
LnGrp Delay(d),s/veh	28.4	0.0	0.0	16.6	0.0	21.9	36.8	18.9	19.1	25.4	12.7	12.7
LnGrp LOS	C			B		C	D	B	B	C	B	B
Approach Vol, veh/h		40			399			524			271	
Approach Delay, s/veh		28.4			21.0			19.4			18.1	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.5	21.3		7.8	5.1	25.7		19.7
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	30.0	60.0		30.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.8	9.3		3.3	2.4	3.7		13.3
Green Ext Time (p_c), s	0.2	7.1		0.1	0.0	7.2		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	19.9
HCM 2010 LOS	B

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	None	None	Min	None
Maximum Split (s)	34.4	64.9	34.9	34.4	64.9	44.9
Maximum Split (%)	19.2%	36.2%	19.5%	19.2%	36.2%	25.1%
Minimum Split (s)	10.4	11.9	10.9	8.4	14.9	10.9
Yellow Time (s)	3.4	3.9	3.9	3.4	3.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	6	7	6	4	10	6
Vehicle Extension (s)	2	4.3	2	2	3.7	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		21	20		13	20
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.3	0	34.4	134.2
End Time (s)	34.4	99.3	134.2	34.4	99.3	0
Yield/Force Off (s)	30	94.4	129.3	30	94.4	174.2
Yield/Force Off 170(s)	30	94.4	109.3	30	94.4	154.2
Local Start Time (s)	144.7	0	64.9	144.7	0	99.8
Local Yield (s)	174.7	60	94.9	174.7	60	139.8
Local Yield 170(s)	174.7	60	74.9	174.7	60	119.8

Intersection Summary	
Cycle Length	179.1
Control Type	Actuated-Uncoordinated
Natural Cycle	55

Splits and Phases: 38: Villa La Jolla Drive & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	197	30	134	333	248	13	12	59	113	17	0
Future Volume (veh/h)	13	197	30	134	333	248	13	12	59	113	17	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	15	226	34	147	366	273	16	17	79	174	0	0
Adj No. of Lanes	1	2	1	2	2	1	1	1	1	2	1	0
Peak Hour Factor	0.87	0.87	0.87	0.91	0.91	0.91	0.75	0.75	0.75	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	1005	450	256	1215	544	219	230	313	502	263	0
Arrive On Green	0.01	0.28	0.28	0.07	0.34	0.34	0.12	0.12	0.12	0.14	0.00	0.00
Sat Flow, veh/h	1774	3539	1583	3442	3539	1583	1774	1863	1583	3548	1863	0
Grp Volume(v), veh/h	15	226	34	147	366	273	16	17	79	174	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1721	1770	1583	1774	1863	1583	1774	1863	0
Q Serve(g_s), s	0.4	2.5	0.8	2.1	3.9	7.1	0.4	0.4	2.2	2.3	0.0	0.0
Cycle Q Clear(g_c), s	0.4	2.5	0.8	2.1	3.9	7.1	0.4	0.4	2.2	2.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	27	1005	450	256	1215	544	219	230	313	502	263	0
V/C Ratio(X)	0.56	0.22	0.08	0.57	0.30	0.50	0.07	0.07	0.25	0.35	0.00	0.00
Avail Cap(c_a), veh/h	1024	4084	1827	1986	4084	1827	1365	1433	1336	2047	1075	0
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	0.00	0.00
Uniform Delay (d), s/veh	25.4	14.2	13.6	23.3	12.5	13.5	20.2	20.2	17.6	20.2	0.0	0.0
Incr Delay (d2), s/veh	6.8	0.2	0.1	0.8	0.2	1.0	0.2	0.2	0.6	0.6	0.0	0.0
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	0.3	1.2	0.4	1.0	2.0	3.3	0.2	0.2	1.0	1.2	0.0	0.0
LnGrp Delay(d),s/veh	32.2	14.4	13.7	24.0	12.7	14.6	20.4	20.4	18.2	20.7	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	C	C	B	C		
Approach Vol, veh/h		275			786			112			174	
Approach Delay, s/veh		15.3			15.5			18.8			20.7	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.3	20.2		12.3	5.2	23.3		11.3
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	30.0	* 60		30.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	4.1	4.5		4.3	2.4	9.1		4.2
Green Ext Time (p_c), s	0.2	8.8		0.9	0.0	8.7		0.6

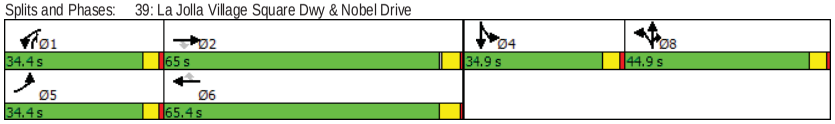
Intersection Summary	
HCM 2010 Ctrl Delay	16.4
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	34.4	65	34.9	34.4	65.4	44.9
Maximum Split (%)	19.2%	36.2%	19.4%	19.2%	36.4%	25.0%
Minimum Split (s)	8.4	12	12.9	9.4	12.4	12.9
Yellow Time (s)	3.4	4	3.9	3.4	4.4	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	7	8	4	7	8
Vehicle Extension (s)	2	4.1	4	2	4	4
Minimum Gap (s)	2	0.2	4	2	0.2	4
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	
Flash Dont Walk (s)		20	27		19	
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.8	0	34.4	134.7
End Time (s)	34.4	99.8	134.7	34.4	99.8	0
Yield/Force Off (s)	30	94.8	129.8	30	94.4	174.7
Yield/Force Off 170(s)	30	74.8	102.8	30	75.4	174.7
Local Start Time (s)	145.2	0	65.4	145.2	0	100.3
Local Yield (s)	175.2	60.4	95.4	175.2	60	140.3
Local Yield 170(s)	175.2	40.4	68.4	175.2	41	140.3

Intersection Summary		
Cycle Length		179.6
Control Type	Actuated-Uncoordinated	
Natural Cycle		50

Splits and Phases: 39: La Jolla Village Square Dwy & Nobel Drive



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	238	128	283	731	0	0
Future Volume (veh/h)	238	128	283	731	0	0
Number	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863		
Adj Flow Rate, veh/h	274	147	314	812		
Adj No. of Lanes	2	0	2	2		
Peak Hour Factor	0.87	0.87	0.90	0.90		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	1099	573	601	2918		
Arrive On Green	0.49	0.49	0.17	0.82		
Sat Flow, veh/h	2344	1174	3442	3632		
Grp Volume(v), veh/h	214	207	314	812		
Grp Sat Flow(s),veh/h/ln	1770	1656	1721	1770		
Q Serve(g_s), s	2.0	2.1	2.4	1.5		
Cycle Q Clear(g_c), s	2.0	2.1	2.4	1.5		
Prop In Lane		0.71	1.00			
Lane Grp Cap(c), veh/h	864	809	601	2918		
V/C Ratio(X)	0.25	0.26	0.52	0.28		
Avail Cap(c_a), veh/h	2435	2278	4144	9837		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	4.3	4.3	10.9	0.6		
Incr Delay (d2), s/veh	0.1	0.2	0.7	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.0	1.0	1.2	0.7		
LnGrp Delay(d),s/veh	4.5	4.5	11.6	0.6		
LnGrp LOS	A	A	B	A		
Approach Vol, veh/h	421			1126		
Approach Delay, s/veh	4.5			3.7		
Approach LOS	A			A		

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		
Phs Duration (G+Y+Rc), s	9.8	19.3				29.1		
Change Period (Y+Rc), s	* 4.7	5.1				* 5.1		
Max Green Setting (Gmax), s	* 35	40.0				* 81		
Max Q Clear Time (g_c+I1), s	4.4	4.1				3.5		
Green Ext Time (p_c), s	1.1	10.1				11.0		

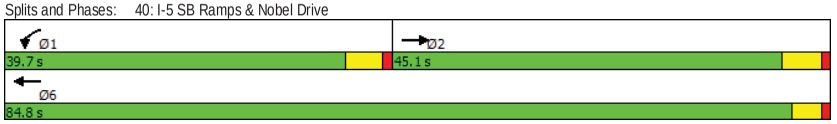
Intersection Summary	
HCM 2010 Ctrl Delay	3.9
HCM 2010 LOS	A

Notes

Phase Number	1	2	6
Movement	WBL	EBT	WBT
Lead/Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	
Recall Mode	None	Min	Min
Maximum Split (s)	39.7	45.1	84.8
Maximum Split (%)	46.8%	53.2%	100.0%
Minimum Split (s)	9.7	18.1	17
Yellow Time (s)	3.7	4.1	3
All-Red Time (s)	1	1	1
Minimum Initial (s)	5	13	13
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)		7	
Flash Dont Walk (s)		20	
Dual Entry	No	No	No
Inhibit Max	Yes	Yes	Yes
Start Time (s)	0	39.7	0
End Time (s)	39.7	0	0
Yield/Force Off (s)	35	79.7	80.8
Yield/Force Off 170(s)	35	79.7	80.8
Local Start Time (s)	45.1	0	45.1
Local Yield (s)	80.1	40	41.1
Local Yield 170(s)	80.1	40	41.1

Intersection Summary	
Cycle Length	84.8
Control Type	Actuated-Uncoordinated
Natural Cycle	40

Splits and Phases: 40: I-5 SB Ramps & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	242	0	0	654	19	277	159	338	0	0	83
Future Volume (veh/h)	1	242	0	0	654	19	277	159	338	0	0	83
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	1	269	0	0	818	24	230	254	356	0	0	108
Adj No. of Lanes	1	2	0	0	3	0	1	1	1	0	1	1
Peak Hour Factor	0.90	0.90	0.90	0.80	0.80	0.80	0.95	0.95	0.95	0.77	0.77	0.77
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	0	2	2
Cap, veh/h	180	1706	0	0	1407	41	560	602	512	0	602	672
Arrive On Green	0.10	0.48	0.00	0.00	0.28	0.28	0.32	0.32	0.32	0.00	0.00	0.32
Sat Flow, veh/h	1774	3632	0	0	5246	149	1280	1863	1583	0	1863	1583
Grp Volume(v), veh/h	1	269	0	0	546	296	230	254	356	0	0	108
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1695	1836	1280	1863	1583	0	1863	1583
Q Serve(g_s), s	0.0	2.1	0.0	0.0	6.8	6.9	7.3	5.3	9.7	0.0	0.0	2.1
Cycle Q Clear(g_c), s	0.0	2.1	0.0	0.0	6.8	6.9	7.3	5.3	9.7	0.0	0.0	2.1
Prop In Lane	1.00		0.00	0.00		0.08	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	180	1706	0	0	939	509	560	602	512	0	602	672
V/C Ratio(X)	0.01	0.16	0.00	0.00	0.58	0.58	0.41	0.42	0.70	0.00	0.00	0.16
Avail Cap(c_a), veh/h	716	2872	0	0	2064	1118	1201	1534	1304	0	680	739
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	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	19.9	7.2	0.0	0.0	15.3	15.4	13.8	13.1	14.6	0.0	0.0	8.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.2	0.4	0.5	0.5	1.7	0.0	0.0	0.1
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	1.0	0.0	0.0	3.2	3.5	2.6	2.8	4.4	0.0	0.0	0.9
LnGrp Delay(d),s/veh	19.9	7.2	0.0	0.0	15.6	15.8	14.2	13.5	16.3	0.0	0.0	8.9
LnGrp LOS	B	A			B	B	B	B	B			A
Approach Vol, veh/h		270			842			840			108	
Approach Delay, s/veh		7.2			15.6			14.9			8.9	
Approach LOS		A			B			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		28.9		20.4	10.1	18.8		20.4
Change Period (Y+Rc), s		5.1		4.5	5.1	5.1		4.5
Max Green Setting (Gmax), s		40.0		18.0	19.9	30.0		40.6
Max Q Clear Time (g_c+I1), s		4.1		4.1	2.0	8.9		11.7
Green Ext Time (p_c), s		5.2		3.5	0.0	4.8		4.3

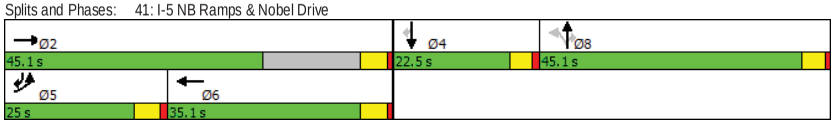
Intersection Summary	
HCM 2010 Ctrl Delay	13.9
HCM 2010 LOS	B

Notes

Phase Number	2	4	5	6	8
Movement	EBT	SBT	EBL	WBT	NBTL
Lead/Lag			Lead	Lag	
Lead-Lag Optimize			Yes	Yes	
Recall Mode	Min	Min	Min	Min	None
Maximum Split (s)	45.1	22.5	25	35.1	45.1
Maximum Split (%)	35.3%	17.6%	19.6%	27.5%	35.3%
Minimum Split (s)	16.1	22.5	16.1	18.1	22.5
Yellow Time (s)	4.1	3.5	4.1	4.1	3.5
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	11	5	5	13	5
Vehicle Extension (s)	2	3	2	2	3
Minimum Gap (s)	2	3	2	2	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)	7	7	7	7	7
Flash Dont Walk (s)	17	11	17	20	11
Dual Entry	Yes	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	60.1	0	25	82.6
End Time (s)	60.1	82.6	25	60.1	0
Yield/Force Off (s)	55	78.1	19.9	55	123.2
Yield/Force Off 170(s)	55	78.1	19.9	55	112.2
Local Start Time (s)	72.7	5.1	72.7	97.7	27.6
Local Yield (s)	0	23.1	92.6	0	68.2
Local Yield 170(s)	0	23.1	92.6	0	57.2

Intersection Summary	
Cycle Length	127.7
Control Type	Actuated-Uncoordinated
Natural Cycle	80

Splits and Phases: 41: I-5 NB Ramps & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	523	70	46	567	15	31	1	15	3	4	36
Future Volume (veh/h)	41	523	70	46	567	15	31	1	15	3	4	36
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	45	568	76	49	610	16	40	1	19	5	6	57
Adj No. of Lanes	1	3	0	1	3	0	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.78	0.78	0.78	0.63	0.63	0.63
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	58	1763	233	718	3911	102	120	8	33	40	13	85
Arrive On Green	0.03	0.39	0.39	0.40	0.77	0.77	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1774	4547	600	1774	5096	133	1005	130	526	62	199	1354
Grp Volume(v), veh/h	45	422	222	49	405	221	60	0	0	68	0	0
Grp Sat Flow(s),veh/h/ln	1774	1695	1757	1774	1695	1839	1661	0	0	1615	0	0
Q Serve(g_s), s	2.7	9.2	9.4	1.8	3.3	3.4	0.0	0.0	0.0	0.9	0.0	0.0
Cycle Q Clear(g_c), s	2.7	9.2	9.4	1.8	3.3	3.4	3.4	0.0	0.0	4.3	0.0	0.0
Prop In Lane	1.00		0.34	1.00		0.07	0.67		0.32	0.07		0.84
Lane Grp Cap(c), veh/h	58	1315	681	718	2602	1412	161	0	0	138	0	0
V/C Ratio(X)	0.78	0.32	0.33	0.07	0.16	0.16	0.37	0.00	0.00	0.49	0.00	0.00
Avail Cap(c_a), veh/h	370	1315	681	718	2602	1412	520	0	0	541	0	0
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)	0.94	0.94	0.94	0.96	0.96	0.96	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.9	22.7	22.7	19.3	3.3	3.3	48.1	0.0	0.0	48.5	0.0	0.0
Incr Delay (d2), s/veh	7.7	0.6	1.2	0.0	0.1	0.2	1.1	0.0	0.0	1.0	0.0	0.0
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	1.4	4.4	4.8	0.9	1.6	1.7	1.7	0.0	0.0	2.0	0.0	0.0
LnGrp Delay(d),s/veh	58.6	23.3	23.9	19.3	3.4	3.5	49.2	0.0	0.0	49.6	0.0	0.0
LnGrp LOS	E	C	C	B	A	A	D			D		
Approach Vol, veh/h		689			675			60			68	
Approach Delay, s/veh		25.8			4.6			49.2			49.6	
Approach LOS		C			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	48.1	46.3		11.6	7.9	86.6		11.6
Change Period (Y+Rc), s	5.2	* 5.2		4.9	4.4	5.2		4.9
Max Green Setting (Gmax), s	16.8	* 41		33.6	22.1	14.6		33.6
Max Q Clear Time (g_c+I1), s	3.8	11.4		6.3	4.7	5.4		5.4
Green Ext Time (p_c), s	0.3	8.3		0.5	0.0	3.8		0.5

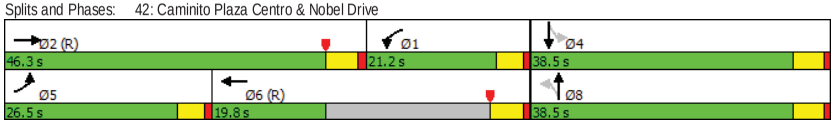
Intersection Summary	
HCM 2010 Ctrl Delay	18.2
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lag	Lead		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	21.2	46.3	38.5	26.5	19.8	38.5
Maximum Split (%)	20.0%	43.7%	36.3%	25.0%	18.7%	36.3%
Minimum Split (s)	8.4	15.2	10.9	8.4	15.2	10.9
Yellow Time (s)	3.4	4.2	3.9	3.4	4.2	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	6	4	10	6
Vehicle Extension (s)	2	5	2	2	4.5	2.5
Minimum Gap (s)	2	0.2	2	2	0.2	2.5
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		13	26		13	26
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	31.2	90.9	52.4	90.9	11.4	52.4
End Time (s)	52.4	31.2	90.9	11.4	52.4	90.9
Yield/Force Off (s)	48	26	86	7	47.2	86
Yield/Force Off 170(s)	48	13	60	7	34.2	60
Local Start Time (s)	5.2	64.9	26.4	64.9	91.4	26.4
Local Yield (s)	22	0	60	87	21.2	60
Local Yield 170(s)	22	93	34	87	8.2	34

Intersection Summary	
Cycle Length	106
Control Type	Actuated-Coordinated
Natural Cycle	40
Offset: 26 (25%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 42: Caminito Plaza Centro & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	444	50	66	424	102	144	287	96	43	74	53
Future Volume (veh/h)	38	444	50	66	424	102	144	287	96	43	74	53
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	43	505	57	73	466	112	169	338	113	51	87	62
Adj No. of Lanes	2	3	0	1	3	0	2	2	1	2	2	1
Peak Hour Factor	0.88	0.88	0.88	0.91	0.91	0.91	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	1576	175	95	1486	347	264	916	410	305	958	479
Arrive On Green	0.03	0.34	0.34	0.05	0.36	0.36	0.08	0.26	0.26	0.09	0.27	0.27
Sat Flow, veh/h	3442	4645	517	1774	4120	963	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	43	367	195	73	381	197	169	338	113	51	87	62
Grp Sat Flow(s),veh/h/ln	1721	1695	1771	1774	1695	1693	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	0.9	5.8	5.9	3.0	5.9	6.1	3.5	5.7	4.1	1.0	1.3	2.1
Cycle Q Clear(g_c), s	0.9	5.8	5.9	3.0	5.9	6.1	3.5	5.7	4.1	1.0	1.3	2.1
Prop In Lane	1.00		0.29	1.00		0.57	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	110	1150	601	95	1223	610	264	916	410	305	958	479
V/C Ratio(X)	0.39	0.32	0.32	0.77	0.31	0.32	0.64	0.37	0.28	0.17	0.09	0.13
Avail Cap(c_a), veh/h	1422	2801	1463	733	2801	1398	1422	2924	1308	1422	2924	1359
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	34.5	17.8	17.8	33.9	16.7	16.8	32.6	22.1	21.5	30.6	19.8	18.4
Incr Delay (d2), s/veh	0.8	0.3	0.5	4.9	0.2	0.5	1.0	1.1	1.6	0.1	0.1	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	0.4	2.7	3.0	1.6	2.8	2.9	1.7	2.9	2.0	0.5	0.7	1.0
LnGrp Delay(d),s/veh	35.3	18.1	18.4	38.9	17.0	17.3	33.5	23.2	23.1	30.7	19.9	18.7
LnGrp LOS	D	B	B	D	B	B	C	C	C	C	B	B
Approach Vol, veh/h		605			651			620			200	
Approach Delay, s/veh		19.4			19.5			26.0			22.3	
Approach LOS		B			B			C			C	

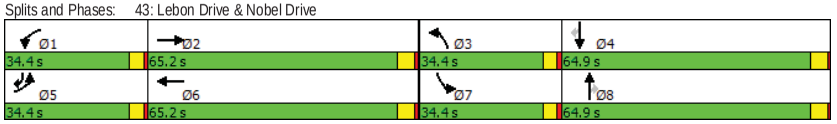
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.3	29.8	10.0	24.6	6.7	31.4	10.8	23.7
Change Period (Y+Rc), s	4.4	5.2	4.4	4.9	4.4	5.2	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	60.0	30.0	60.0	30.0	60.0
Max Q Clear Time (g_c+I1), s	5.0	7.9	5.5	4.1	2.9	8.1	3.0	7.7
Green Ext Time (p_c), s	0.1	16.7	0.3	11.2	0.1	16.7	0.1	11.1

Intersection Summary	
HCM 2010 Ctrl Delay	21.7
HCM 2010 LOS	C

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Maximum Split (s)	34.4	65.2	34.4	64.9	34.4	65.2	34.4	64.9
Maximum Split (%)	17.3%	32.8%	17.3%	32.6%	17.3%	32.8%	17.3%	32.6%
Minimum Split (s)	8.4	15.2	8.4	14.9	8.4	15.2	14.4	12.9
Yellow Time (s)	3.4	4.2	3.4	3.9	3.4	4.2	3.4	3.9
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	10	4	10	10	8
Vehicle Extension (s)	2	4.5	2	5.5	2	4.5	2	6.4
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		28		29		26		25
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.6	134	0	34.4	99.6	134
End Time (s)	34.4	99.6	134	0	34.4	99.6	134	0
Yield/Force Off (s)	30	94.4	129.6	194	30	94.4	129.6	194
Yield/Force Off 170(s)	30	66.4	129.6	165	30	68.4	129.6	169
Local Start Time (s)	164.5	0	65.2	99.6	164.5	0	65.2	99.6
Local Yield (s)	194.5	60	95.2	159.6	194.5	60	95.2	159.6
Local Yield 170(s)	194.5	32	95.2	130.6	194.5	34	95.2	134.6

Intersection Summary		
Cycle Length	198.9	
Control Type	Actuated-Uncoordinated	
Natural Cycle	55	

Splits and Phases: 43: Lebon Drive & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	429	42	145	348	125	77	275	166	58	195	44
Future Volume (veh/h)	167	429	42	145	348	125	77	275	166	58	195	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	172	442	43	165	395	142	107	382	231	82	275	62
Adj No. of Lanes	2	3	0	2	2	1	1	3	0	1	2	1
Peak Hour Factor	0.97	0.97	0.97	0.88	0.88	0.88	0.72	0.72	0.72	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	1772	170	572	1718	769	216	748	349	77	467	209
Arrive On Green	0.07	0.38	0.38	0.05	0.16	0.16	0.12	0.22	0.22	0.04	0.13	0.13
Sat Flow, veh/h	3442	4720	453	3442	3539	1583	1774	3390	1583	1774	3539	1583
Grp Volume(v), veh/h	172	316	169	165	395	142	107	382	231	82	275	62
Grp Sat Flow(s),veh/h/ln	1721	1695	1783	1721	1770	1583	1774	1695	1583	1774	1770	1583
Q Serve(g_s), s	5.2	6.8	6.9	4.9	10.3	8.2	6.0	10.5	14.1	4.6	7.8	3.8
Cycle Q Clear(g_c), s	5.2	6.8	6.9	4.9	10.3	8.2	6.0	10.5	14.1	4.6	7.8	3.8
Prop In Lane	1.00		0.25	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	236	1273	669	572	1718	769	216	748	349	77	467	209
V/C Ratio(X)	0.73	0.25	0.25	0.29	0.23	0.18	0.50	0.51	0.66	1.07	0.59	0.30
Avail Cap(c_a), veh/h	377	1273	669	572	1718	769	216	1171	547	77	988	442
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.87	0.87	0.87	0.76	0.76	0.76	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.4	22.8	22.8	44.1	27.2	26.4	43.5	36.3	37.7	50.7	43.3	41.6
Incr Delay (d2), s/veh	1.6	0.4	0.9	0.1	0.3	0.5	0.5	1.3	5.0	121.3	4.7	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	3.2	3.6	2.3	5.1	3.7	3.0	5.1	6.6	4.8	4.1	1.8
LnGrp Delay(d),s/veh	50.0	23.2	23.7	44.2	27.5	26.8	44.0	37.6	42.7	173.3	48.0	44.7
LnGrp LOS	D	C	C	D	C	C	D	D	D	F	D	D
Approach Vol, veh/h		657			702			720			419	
Approach Delay, s/veh		30.4			31.3			40.2			72.1	
Approach LOS		C			C			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	28.6	22.9	45.5	18.1	19.5	11.7	56.8
Change Period (Y+Rc), s	4.4	5.2	5.3	* 5.7	5.2	* 5.5	4.4	5.3
Max Green Setting (Gmax), s	4.6	36.6	5.3	* 40	10.5	* 30	11.6	24.6
Max Q Clear Time (g_c+I1), s	6.6	16.1	6.9	8.9	8.0	9.8	7.2	12.3
Green Ext Time (p_c), s	0.0	7.3	0.0	5.0	1.5	4.2	0.1	5.1

Intersection Summary	
HCM 2010 Ctrl Delay	40.4
HCM 2010 LOS	D

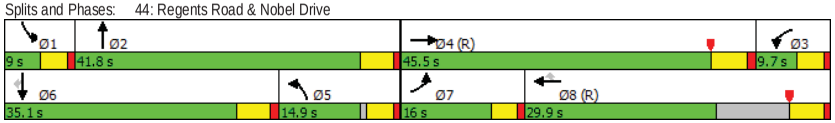
Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	C-Max	None	Min	None	C-Max
Maximum Split (s)	9	41.8	9.7	45.5	14.9	35.1	16	29.9
Maximum Split (%)	8.5%	39.4%	9.2%	42.9%	14.1%	33.1%	15.1%	28.2%
Minimum Split (s)	8.4	15.2	8.4	15.7	8.4	15.5	8.4	15.3
Yellow Time (s)	3.4	4.2	3.4	4.7	3.4	4.5	3.4	4.3
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	10	4	10	4	10
Vehicle Extension (s)	2	5.7	2	4.4	2	6.2	2	6.1
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		29		25		23		25
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	83.4	92.4	73.7	28.2	12.5	83.4	28.2	44.2
End Time (s)	92.4	28.2	83.4	73.7	28.2	12.5	44.2	83.4
Yield/Force Off (s)	88	23	79	68	23.8	7	39.8	78.1
Yield/Force Off 170(s)	88	23	79	43	23.8	7	39.8	53.1
Local Start Time (s)	15.4	24.4	5.7	66.2	50.5	15.4	66.2	82.2
Local Yield (s)	20	61	11	0	61.8	45	77.8	10.1
Local Yield 170(s)	20	61	11	81	61.8	45	77.8	91.1

Intersection Summary	
Cycle Length	106
Control Type	Actuated-Coordinated
Natural Cycle	50

Offset: 68 (64%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow

Splits and Phases: 44: Regents Road & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	433	21	39	455	80	54	45	38	81	29	77
Future Volume (veh/h)	121	433	21	39	455	80	54	45	38	81	29	77
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	138	492	24	43	500	88	106	88	75	93	33	89
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.88	0.88	0.88	0.91	0.91	0.91	0.51	0.51	0.51	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	2036	99	55	1511	261	80	292	249	114	149	401
Arrive On Green	0.03	0.14	0.14	0.03	0.35	0.35	0.05	0.31	0.31	0.06	0.33	0.33
Sat Flow, veh/h	1774	4970	241	1774	4367	753	1774	930	793	1774	446	1204
Grp Volume(v), veh/h	138	335	181	43	386	202	106	0	163	93	0	122
Grp Sat Flow(s),veh/h/ln	1774	1695	1820	1774	1695	1730	1774	0	1723	1774	0	1650
Q Serve(g_s), s	8.2	9.4	9.4	2.6	8.9	9.2	4.8	0.0	7.6	5.5	0.0	5.6
Cycle Q Clear(g_c), s	8.2	9.4	9.4	2.6	8.9	9.2	4.8	0.0	7.6	5.5	0.0	5.6
Prop In Lane	1.00		0.13	1.00		0.44	1.00		0.46	1.00		0.73
Lane Grp Cap(c), veh/h	168	1389	746	55	1173	599	80	0	541	114	0	550
V/C Ratio(X)	0.82	0.24	0.24	0.78	0.33	0.34	1.32	0.00	0.30	0.82	0.00	0.22
Avail Cap(c_a), veh/h	169	1389	746	169	1173	599	80	0	541	114	0	550
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.89	0.89	0.89	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.5	31.1	31.1	51.0	25.6	25.7	50.6	0.0	27.5	49.0	0.0	25.5
Incr Delay (d2), s/veh	23.9	0.4	0.7	7.9	0.7	1.4	207.8	0.0	1.4	33.4	0.0	0.9
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	5.2	4.5	4.9	1.4	4.3	4.6	7.0	0.0	3.8	3.7	0.0	2.7
LnGrp Delay(d),s/veh	74.4	31.5	31.9	58.9	26.2	27.0	258.4	0.0	29.0	82.4	0.0	26.4
LnGrp LOS	E	C	C	E	C	C	F		C	F		C
Approach Vol, veh/h		654			631			269			215	
Approach Delay, s/veh		40.7			28.7			119.4			50.6	
Approach LOS		D			C			F			D	

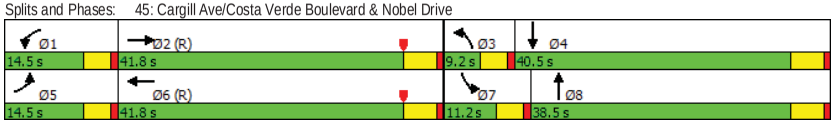
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	48.6	9.2	40.5	14.4	41.9	11.2	38.5
Change Period (Y+Rc), s	4.4	5.2	4.4	5.2	4.4	5.2	4.4	5.2
Max Green Setting (Gmax), s	10.1	36.6	4.8	35.3	10.1	36.6	6.8	33.3
Max Q Clear Time (g_c+I1), s	4.6	11.4	6.8	7.6	10.2	11.2	7.5	9.6
Green Ext Time (p_c), s	0.0	12.0	0.0	3.1	0.0	12.0	0.0	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	49.6
HCM 2010 LOS	D

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	Max	None	C-Max	None	Max
Maximum Split (s)	14.5	41.8	9.2	40.5	14.5	41.8	11.2	38.5
Maximum Split (%)	13.7%	39.4%	8.7%	38.2%	13.7%	39.4%	10.6%	36.3%
Minimum Split (s)	8.4	30.2	8.4	30.2	8.4	30.2	8.4	30.2
Yellow Time (s)	3.4	4.2	3.4	4.2	3.4	4.2	3.4	4.2
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	25	4	25	4	25	4	25
Vehicle Extension (s)	2	4.5	2	4.5	2	4.5	2	4.5
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		20		27		27		20
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	68.6	83.1	18.9	28.1	68.6	83.1	18.9	30.1
End Time (s)	83.1	18.9	28.1	68.6	83.1	18.9	30.1	68.6
Yield/Force Off (s)	78.7	13.7	23.7	63.4	78.7	13.7	25.7	63.4
Yield/Force Off 170(s)	78.7	99.7	23.7	36.4	78.7	92.7	25.7	43.4
Local Start Time (s)	54.9	69.4	5.2	14.4	54.9	69.4	5.2	16.4
Local Yield (s)	65	0	10	49.7	65	0	12	49.7
Local Yield 170(s)	65	86	10	22.7	65	79	12	29.7

Intersection Summary	
Cycle Length	106
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 13.7 (13%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 45: Cargill Ave/Costa Verde Boulevard & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	752	14	7	464	25	32	0	18	41	0	25
Future Volume (veh/h)	55	752	14	7	464	25	32	0	18	41	0	25
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	75	1030	19	10	663	36	43	0	24	55	0	33
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.73	0.73	0.73	0.70	0.70	0.70	0.74	0.74	0.74	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	96	2304	43	18	2062	112	168	11	41	270	0	139
Arrive On Green	0.05	0.65	0.65	0.01	0.60	0.60	0.09	0.00	0.09	0.09	0.00	0.09
Sat Flow, veh/h	1774	3555	66	1774	3414	185	720	121	469	1381	0	1583
Grp Volume(v), veh/h	75	513	536	10	343	356	67	0	0	55	0	33
Grp Sat Flow(s),veh/h/ln	1774	1770	1851	1774	1770	1830	1309	0	0	1381	0	1583
Q Serve(g_s), s	2.4	8.1	8.1	0.3	5.4	5.4	1.9	0.0	0.0	0.0	0.0	1.1
Cycle Q Clear(g_c), s	2.4	8.1	8.1	0.3	5.4	5.4	3.0	0.0	0.0	1.6	0.0	1.1
Prop In Lane	1.00		0.04	1.00		0.10	0.64		0.36	1.00		1.00
Lane Grp Cap(c), veh/h	96	1147	1200	18	1069	1105	220	0	0	270	0	139
V/C Ratio(X)	0.78	0.45	0.45	0.55	0.32	0.32	0.30	0.00	0.00	0.20	0.00	0.24
Avail Cap(c_a), veh/h	945	1885	1972	945	1885	1949	1116	0	0	1129	0	1124
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	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.3	4.9	4.9	27.7	5.5	5.5	24.9	0.0	0.0	24.2	0.0	23.9
Incr Delay (d2), s/veh	5.0	0.4	0.3	9.2	0.3	0.3	0.3	0.0	0.0	0.1	0.0	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	1.3	4.0	4.1	0.2	2.7	2.8	1.0	0.0	0.0	0.8	0.0	0.5
LnGrp Delay(d),s/veh	31.3	5.3	5.2	36.9	5.8	5.8	25.2	0.0	0.0	24.3	0.0	24.3
LnGrp LOS	C	A	A	D	A	A	C			C		C
Approach Vol, veh/h		1124			709			67			88	
Approach Delay, s/veh		7.0			6.2			25.2			24.3	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	41.5		9.8	7.5	39.0		9.8
Change Period (Y+Rc), s	4.4	5.0		4.9	4.4	* 5		4.9
Max Green Setting (Gmax), s	30.0	60.0		40.0	30.0	* 60		40.0
Max Q Clear Time (g_c+I1), s	2.3	10.1		3.6	4.4	7.4		5.0
Green Ext Time (p_c), s	0.0	26.0		0.5	0.1	26.6		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	8.1
HCM 2010 LOS	A

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	34.4	65	44.9	34.4	64.9	44.9
Maximum Split (%)	23.8%	45.0%	31.1%	23.8%	45.0%	31.1%
Minimum Split (s)	8.4	19	32.9	8.4	28.9	32.9
Yellow Time (s)	3.4	4	3.9	3.4	3.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	7	4	4	7	4
Vehicle Extension (s)	2	3.7	2	2	4.4	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		7	21		17	21
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.4	0	34.4	99.4
End Time (s)	34.4	99.4	0	34.4	99.4	0
Yield/Force Off (s)	30	94.4	139.4	30	94.5	139.4
Yield/Force Off 170(s)	30	87.4	118.4	30	77.5	118.4
Local Start Time (s)	109.9	0	65	109.9	0	65
Local Yield (s)	139.9	60	105	139.9	60.1	105
Local Yield 170(s)	139.9	53	84	139.9	43.1	84

Intersection Summary	
Cycle Length	144.3
Control Type	Actuated-Uncoordinated
Natural Cycle	75

Splits and Phases: 46: Lombard Place & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	500	11	7	190	76	18	126	87	21	31	185
Future Volume (veh/h)	331	500	11	7	190	76	18	126	87	21	31	185
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	389	588	13	8	225	73	23	162	112	26	38	226
Adj No. of Lanes	2	2	0	1	3	1	0	2	0	1	1	1
Peak Hour Factor	0.85	0.85	0.85	0.91	0.91	0.91	0.78	0.78	0.78	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	520	1232	27	15	1147	629	35	249	177	340	357	304
Arrive On Green	0.15	0.35	0.35	0.01	0.21	0.21	0.13	0.13	0.13	0.19	0.19	0.19
Sat Flow, veh/h	3442	3540	78	1774	5588	1583	265	1876	1336	1774	1863	1583
Grp Volume(v), veh/h	389	294	307	8	225	73	161	0	136	26	38	226
Grp Sat Flow(s),veh/h/ln	1721	1770	1849	1774	1863	1583	1849	0	1627	1774	1863	1583
Q Serve(g_s), s	6.8	8.2	8.2	0.3	2.1	1.8	5.2	0.0	5.0	0.8	1.1	8.5
Cycle Q Clear(g_c), s	6.8	8.2	8.2	0.3	2.1	1.8	5.2	0.0	5.0	0.8	1.1	8.5
Prop In Lane	1.00		0.04	1.00		1.00	0.14		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	520	616	644	15	1147	629	245	0	216	340	357	304
V/C Ratio(X)	0.75	0.48	0.48	0.54	0.20	0.12	0.66	0.00	0.63	0.08	0.11	0.74
Avail Cap(c_a), veh/h	3265	1679	1754	842	2651	1055	877	0	772	1403	1473	1252
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	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	16.1	16.1	31.2	20.8	12.1	26.1	0.0	26.0	21.0	21.1	24.1
Incr Delay (d2), s/veh	0.8	1.2	1.1	11.1	0.1	0.1	1.1	0.0	1.1	0.1	0.2	5.1
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	3.3	4.2	4.4	0.2	1.1	1.1	2.8	0.0	2.3	0.4	0.6	4.1
LnGrp Delay(d),s/veh	26.5	17.3	17.2	42.3	20.9	12.1	27.2	0.0	27.1	21.1	21.3	29.2
LnGrp LOS	C	B	B	D	C	B	C		C	C	C	C
Approach Vol, veh/h		990			306			297			290	
Approach Delay, s/veh		20.9			19.4			27.2			27.4	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	28.0		17.0	14.0	19.0		13.3
Change Period (Y+Rc), s	4.4	* 6		4.9	4.4	6.0		4.9
Max Green Setting (Gmax), s	30.0	* 60		50.0	60.0	30.0		30.0
Max Q Clear Time (g_c+I1), s	2.3	10.2		10.5	8.8	4.1		7.2
Green Ext Time (p_c), s	0.0	10.7		1.7	0.7	8.9		1.2

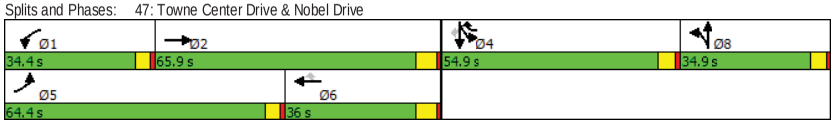
Intersection Summary	
HCM 2010 Ctrl Delay	22.6
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	34.4	65.9	54.9	64.4	36	34.9
Maximum Split (%)	18.1%	34.6%	28.9%	33.9%	18.9%	18.3%
Minimum Split (s)	8.4	12.9	8.9	8.4	13	8.9
Yellow Time (s)	3.4	4.9	3.9	3.4	5	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	7	4	4	7	4
Vehicle Extension (s)	2	4.9	4	2	3.3	2
Minimum Gap (s)	2	0.2	0.2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		17	24		24	28
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	100.4	0	64.4	155.3
End Time (s)	34.4	100.4	155.3	64.4	100.4	0
Yield/Force Off (s)	30	94.5	150.4	60	94.4	185.3
Yield/Force Off 170(s)	30	77.5	126.4	60	70.4	157.3
Local Start Time (s)	155.8	0	66	155.8	30	120.9
Local Yield (s)	185.8	60.1	116	25.6	60	150.9
Local Yield 170(s)	185.8	43.1	92	25.6	36	122.9

Intersection Summary	
Cycle Length	190.2
Control Type	Actuated-Uncoordinated
Natural Cycle	50

Splits and Phases: 47: Towne Center Drive & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	619	6	7	202	44	29	6	56	144	1	23
Future Volume (veh/h)	9	619	6	7	202	44	29	6	56	144	1	23
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	10	680	7	8	222	48	33	7	64	167	1	27
Adj No. of Lanes	1	3	0	1	3	0	0	1	0	1	1	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.88	0.88	0.88	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	18	1974	20	15	1599	331	44	9	85	226	237	355
Arrive On Green	0.01	0.38	0.38	0.01	0.38	0.38	0.08	0.08	0.08	0.13	0.13	0.13
Sat Flow, veh/h	1774	5190	53	1774	4225	873	526	112	1019	1774	1863	2787
Grp Volume(v), veh/h	10	444	243	8	176	94	104	0	0	167	1	27
Grp Sat Flow(s),veh/h/ln	1774	1695	1853	1774	1695	1709	1657	0	0	1774	1863	1393
Q Serve(g_s), s	0.3	4.7	4.7	0.2	1.7	1.8	3.1	0.0	0.0	4.6	0.0	0.4
Cycle Q Clear(g_c), s	0.3	4.7	4.7	0.2	1.7	1.8	3.1	0.0	0.0	4.6	0.0	0.4
Prop In Lane	1.00		0.03	1.00		0.51	0.32		0.62	1.00		1.00
Lane Grp Cap(c), veh/h	18	1290	705	15	1283	647	138	0	0	226	237	355
V/C Ratio(X)	0.54	0.34	0.34	0.54	0.14	0.15	0.75	0.00	0.00	0.74	0.00	0.08
Avail Cap(c_a), veh/h	1059	4049	2213	1059	4049	2041	1319	0	0	1413	1483	2219
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	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	11.1	11.1	24.8	10.2	10.3	22.5	0.0	0.0	21.1	19.1	19.3
Incr Delay (d2), s/veh	9.0	0.3	0.5	10.6	0.1	0.2	3.1	0.0	0.0	1.8	0.0	0.0
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	0.2	2.2	2.5	0.2	0.8	0.9	1.5	0.0	0.0	2.3	0.0	0.2
LnGrp Delay(d),s/veh	33.7	11.4	11.6	35.5	10.3	10.4	25.6	0.0	0.0	22.9	19.1	19.3
LnGrp LOS	C	B	B	D	B	B	C			C	B	B
Approach Vol, veh/h		697			278			104			195	
Approach Delay, s/veh		11.8			11.1			25.6			22.4	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.8	25.0		11.3	4.9	24.9		9.1
Change Period (Y+Rc), s	4.4	* 5.9		4.9	4.4	5.9		4.9
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	2.2	6.7		6.6	2.3	3.8		5.1
Green Ext Time (p_c), s	0.0	12.4		0.3	0.0	12.5		0.4

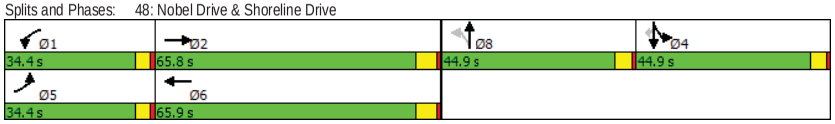
Intersection Summary	
HCM 2010 Ctrl Delay	14.4
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	34.4	65.8	44.9	34.4	65.9	44.9
Maximum Split (%)	18.1%	34.6%	23.6%	18.1%	34.7%	23.6%
Minimum Split (s)	8.4	15.8	33.9	8.4	30.9	8.9
Yellow Time (s)	3.4	4.8	3.9	3.4	4.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	4.6	2	2	4.4	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	
Flash Dont Walk (s)		8	22		18	
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	145.2	0	34.4	100.3
End Time (s)	34.4	100.3	0	34.4	100.3	145.2
Yield/Force Off (s)	30	94.5	185.2	30	94.4	140.3
Yield/Force Off 170(s)	30	86.5	163.2	30	76.4	140.3
Local Start Time (s)	155.7	0	110.8	155.7	0	65.9
Local Yield (s)	185.7	60.1	150.8	185.7	60	105.9
Local Yield 170(s)	185.7	52.1	128.8	185.7	42	105.9

Intersection Summary		
Cycle Length		190.1
Control Type	Actuated-Uncoordinated	
Natural Cycle		85

Splits and Phases: 48: Nobel Drive & Shoreline Drive



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	195	625	220	814	206	28
Future Volume (veh/h)	195	625	220	814	206	28
Number	5	2	6	16	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	214	687	244	904	237	32
Adj No. of Lanes	2	3	3	0	2	1
Peak Hour Factor	0.91	0.91	0.90	0.90	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	298	3882	2125	992	372	171
Arrive On Green	0.09	0.76	0.63	0.63	0.11	0.11
Sat Flow, veh/h	3442	5253	3558	1583	3442	1583
Grp Volume(v), veh/h	214	687	244	904	237	32
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1583	1721	1583
Q Serve(g_s), s	5.3	3.3	2.5	43.7	5.8	1.6
Cycle Q Clear(g_c), s	5.3	3.3	2.5	43.7	5.8	1.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	298	3882	2125	992	372	171
V/C Ratio(X)	0.72	0.18	0.11	0.91	0.64	0.19
Avail Cap(c_a), veh/h	1172	3882	2310	1079	1563	719
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	39.2	2.8	6.6	14.3	37.6	35.7
Incr Delay (d2), s/veh	1.2	0.1	0.1	12.2	3.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	1.5	1.2	22.2	2.9	1.5
LnGrp Delay(d),s/veh	40.4	2.9	6.7	26.5	40.6	36.6
LnGrp LOS	D	A	A	C	D	D
Approach Vol, veh/h		901	1148		269	
Approach Delay, s/veh		11.8	22.3		40.1	
Approach LOS		B	C		D	

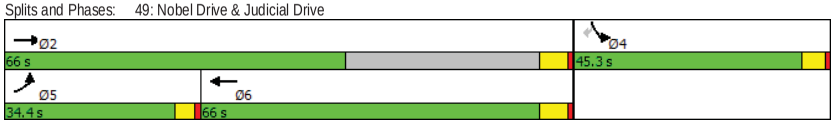
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		73.2		14.8	12.0	61.2		
Change Period (Y+Rc), s		6.0		5.3	4.4	6.0		
Max Green Setting (Gmax), s		60.0		40.0	30.0	60.0		
Max Q Clear Time (g_c+I1), s		5.3		7.8	7.3	45.7		
Green Ext Time (p_c), s		42.6		1.7	0.3	9.5		

Intersection Summary	
HCM 2010 Ctrl Delay	20.3
HCM 2010 LOS	C

Phase Number	2	4	5	6
Movement	EBT	SBL	EBL	WBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	Min	None	None	Min
Maximum Split (s)	66	45.3	34.4	66
Maximum Split (%)	45.3%	31.1%	23.6%	45.3%
Minimum Split (s)	16	12.3	11.4	16
Yellow Time (s)	5	4.3	3.4	5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	10	7	4	10
Vehicle Extension (s)	5.4	4.4	2	5.4
Minimum Gap (s)	0.2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		27		23
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	100.4	0	34.4
End Time (s)	100.4	0	34.4	100.4
Yield/Force Off (s)	94.4	140.4	30	94.4
Yield/Force Off 170(s)	94.4	113.4	30	94.4
Local Start Time (s)	111.3	66	111.3	0
Local Yield (s)	60	106	141.3	60
Local Yield 170(s)	60	79	141.3	60

Intersection Summary		
Cycle Length		145.7
Control Type	Actuated-Uncoordinated	
Natural Cycle		40

Splits and Phases: 49: Nobel Drive & Judicial Drive



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	313	523	157	988
Future Volume (veh/h)	0	0	313	523	157	988
Number			2	12	1	6
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)				1.00	1.00	
Parking Bus, Adj			1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln			1863	1863	1863	1863
Adj Flow Rate, veh/h			348	581	169	1062
Adj No. of Lanes			2	2	2	3
Peak Hour Factor			0.90	0.90	0.93	0.93
Percent Heavy Veh, %			2	2	2	2
Cap, veh/h			2041	1607	380	4134
Arrive On Green			0.58	0.58	0.11	0.81
Sat Flow, veh/h			3632	2787	3442	5253
Grp Volume(v), veh/h			348	581	169	1062
Grp Sat Flow(s),veh/h/ln			1770	1393	1721	1695
Q Serve(g_s), s			1.7	4.2	1.7	1.8
Cycle Q Clear(g_c), s			1.7	4.2	1.7	1.8
Prop In Lane				1.00	1.00	
Lane Grp Cap(c), veh/h			2041	1607	380	4134
V/C Ratio(X)			0.17	0.36	0.44	0.26
Avail Cap(c_a), veh/h			3783	2979	2759	10558
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh			3.7	4.2	15.6	0.8
Incr Delay (d2), s/veh			0.0	0.1	0.8	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.8	1.6	0.8	0.8
LnGrp Delay(d),s/veh			3.8	4.4	16.4	0.9
LnGrp LOS			A	A	B	A
Approach Vol, veh/h			929			1231
Approach Delay, s/veh			4.1			3.0
Approach LOS			A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		
Phs Duration (G+Y+Rc), s	8.8	28.6				37.4		
Change Period (Y+Rc), s	* 4.7	7.0				* 7		
Max Green Setting (Gmax), s	* 30	40.0				* 78		
Max Q Clear Time (g_c+I1), s	3.7	6.2				3.8		
Green Ext Time (p_c), s	0.5	15.4				19.0		

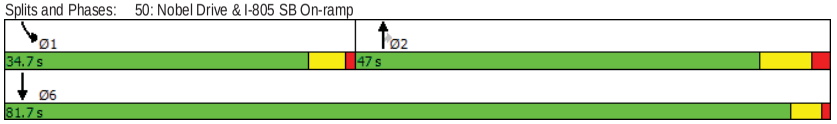
Intersection Summary	
HCM 2010 Ctrl Delay	3.5
HCM 2010 LOS	A

Notes

Phase Number	1	2	6
Movement	SBL	NBT	SBT
Lead/Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	
Recall Mode	None	Min	Min
Maximum Split (s)	34.7	47	81.7
Maximum Split (%)	42.5%	57.5%	100.0%
Minimum Split (s)	9.7	19	16
Yellow Time (s)	3.7	5	3
All-Red Time (s)	1	2	1
Minimum Initial (s)	5	12	2
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)		7	
Flash Dont Walk (s)		15	
Dual Entry	No	No	No
Inhibit Max	Yes	Yes	Yes
Start Time (s)	0	34.7	0
End Time (s)	34.7	0	0
Yield/Force Off (s)	30	74.7	77.7
Yield/Force Off 170(s)	30	74.7	77.7
Local Start Time (s)	47	0	47
Local Yield (s)	77	40	43
Local Yield 170(s)	77	40	43

Intersection Summary		
Cycle Length		81.7
Control Type	Actuated-Uncoordinated	
Natural Cycle		40

Splits and Phases: 50: Nobel Drive & I-805 SB On-ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	727	0	666	0	313	0	0	418	0
Future Volume (veh/h)	0	0	0	727	0	666	0	313	0	0	418	0
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln				1863	0	1863	1863	1863	0	1863	1863	0
Adj Flow Rate, veh/h				749	0	687	0	373	0	0	498	0
Adj No. of Lanes				2	0	2	1	2	0	1	3	0
Peak Hour Factor				0.97	0.92	0.97	0.92	0.84	0.84	0.84	0.84	0.92
Percent Heavy Veh, %				2	0	2	2	2	0	2	2	0
Cap, veh/h				944	0	1358	3	804	0	378	2745	0
Arrive On Green				0.27	0.00	0.27	0.00	0.23	0.00	0.00	0.54	0.00
Sat Flow, veh/h				3442	0	2787	1774	3632	0	1774	5253	0
Grp Volume(v), veh/h				749	0	687	0	373	0	0	498	0
Grp Sat Flow(s),veh/h/ln				1721	0	1393	1774	1770	0	1774	1695	0
Q Serve(g_s), s				14.2	0.0	0.0	0.0	6.4	0.0	0.0	3.5	0.0
Cycle Q Clear(g_c), s				14.2	0.0	0.0	0.0	6.4	0.0	0.0	3.5	0.0
Prop In Lane				1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h				944	0	1358	3	804	0	378	2745	0
V/C Ratio(X)				0.79	0.00	0.51	0.00	0.46	0.00	0.00	0.18	0.00
Avail Cap(c_a), veh/h				1466	0	1781	504	2011	0	378	2889	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				23.7	0.0	12.3	0.0	23.5	0.0	0.0	8.3	0.0
Incr Delay (d2), s/veh				0.7	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.9	0.0	4.4	0.0	3.1	0.0	0.0	1.6	0.0
LnGrp Delay(d),s/veh				24.4	0.0	12.4	0.0	23.7	0.0	0.0	8.3	0.0
LnGrp LOS				C		B		C			A	
Approach Vol, veh/h					1436			373			498	
Approach Delay, s/veh					18.7			23.7			8.3	
Approach LOS					B			C			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2			5	6		8
Phs Duration (G+Y+Rc), s	22.0	23.0			0.0	45.0		25.4
Change Period (Y+Rc), s	7.0	* 7			* 4.7	7.0		6.1
Max Green Setting (Gmax), s	15.0	* 40			* 20	40.0		30.0
Max Q Clear Time (g_c+I1), s	0.0	8.4			0.0	5.5		16.2
Green Ext Time (p_c), s	0.0	1.4			0.0	2.1		3.1

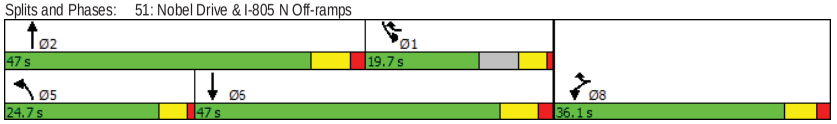
Intersection Summary	
HCM 2010 Ctrl Delay	17.2
HCM 2010 LOS	B

Notes

Phase Number	1	2	5	6	8
Movement	SBL	NBT	NBL	SBT	WBL
Lead/Lag	Lag	Lead	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	
Recall Mode	Max	Min	None	Min	None
Maximum Split (s)	19.7	47	24.7	47	36.1
Maximum Split (%)	18.3%	43.6%	22.9%	43.6%	33.5%
Minimum Split (s)	9.7	23	9.7	18	11.1
Yellow Time (s)	3.7	5	3.7	5	4.1
All-Red Time (s)	1	2	1	2	2
Minimum Initial (s)	5	16	5	11	5
Vehicle Extension (s)	3	2	2	2	2
Minimum Gap (s)	3	2	2	2	2
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7			
Flash Dont Walk (s)		19			
Dual Entry	No	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	47	0	0	24.7	71.7
End Time (s)	71.7	47	24.7	71.7	0
Yield/Force Off (s)	67	40	20	64.7	101.7
Yield/Force Off 170(s)	67	40	20	64.7	101.7
Local Start Time (s)	22.3	83.1	83.1	0	47
Local Yield (s)	42.3	15.3	103.1	40	77
Local Yield 170(s)	42.3	15.3	103.1	40	77

Intersection Summary		
Cycle Length		107.8
Control Type	Actuated-Uncoordinated	
Natural Cycle		55

Splits and Phases: 51: Nobel Drive & I-805 N Off-ramps



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	1	1	941	5	2	503		
Future Volume (veh/h)	1	1	941	5	2	503		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863		
Adj Flow Rate, veh/h	4	4	1069	6	2	519		
Adj No. of Lanes	0	0	2	0	1	2		
Peak Hour Factor	0.25	0.25	0.88	0.88	0.97	0.97		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	7	7	2573	14	4	2817		
Arrive On Green	0.01	0.01	0.71	0.71	0.00	0.80		
Sat Flow, veh/h	752	752	3702	20	1774	3632		
Grp Volume(v), veh/h	9	0	524	551	2	519		
Grp Sat Flow(s),veh/h/ln	1692	0	1770	1859	1774	1770		
Q Serve(g_s), s	0.3	0.0	6.6	6.6	0.1	1.9		
Cycle Q Clear(g_c), s	0.3	0.0	6.6	6.6	0.1	1.9		
Prop In Lane	0.44	0.44		0.01	1.00			
Lane Grp Cap(c), veh/h	16	0	1262	1326	4	2817		
V/C Ratio(X)	0.57	0.00	0.42	0.42	0.52	0.18		
Avail Cap(c_a), veh/h	1243	0	1950	2049	977	3900		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	26.9	0.0	3.2	3.2	27.1	1.3		
Incr Delay (d2), s/veh	11.4	0.0	0.5	0.5	34.2	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.2	0.0	3.2	3.4	0.1	0.9		
LnGrp Delay(d),s/veh	38.2	0.0	3.7	3.7	61.3	1.4		
LnGrp LOS	D		A	A	E	A		
Approach Vol, veh/h	9		1075			521		
Approach Delay, s/veh	38.2		3.7			1.6		
Approach LOS	D		A			A		

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	4.5	44.5				49.0		5.4
Change Period (Y+Rc), s	4.4	* 5.7				5.7		4.9
Max Green Setting (Gmax), s	30.0	* 60				60.0		40.0
Max Q Clear Time (g_c+I1), s	2.1	8.6				3.9		2.3
Green Ext Time (p_c), s	0.0	30.2				31.8		0.0

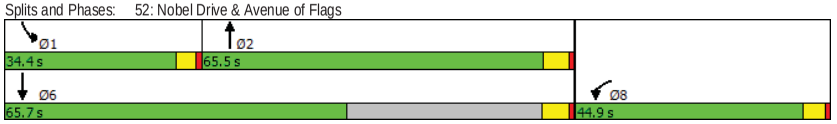
Intersection Summary	
HCM 2010 Ctrl Delay	3.2
HCM 2010 LOS	A

Notes

Phase Number	1	2	6	8
Movement	SBL	NBT	SBT	WBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	Min	Min	None
Maximum Split (s)	34.4	65.5	65.7	44.9
Maximum Split (%)	23.8%	45.2%	45.4%	31.0%
Minimum Split (s)	8.4	12.5	12.7	8.9
Yellow Time (s)	3.4	4.5	4.7	3.9
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	4	7	7	4
Vehicle Extension (s)	2	5.2	4.9	2
Minimum Gap (s)	2	0.2	0.2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		14		17
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	0	99.9
End Time (s)	34.4	99.9	99.9	0
Yield/Force Off (s)	30	94.4	94.2	139.9
Yield/Force Off 170(s)	30	94.4	94.2	122.9
Local Start Time (s)	110.4	0	110.4	65.5
Local Yield (s)	140.4	60	59.8	105.5
Local Yield 170(s)	140.4	60	59.8	88.5

Intersection Summary		
Cycle Length		144.8
Control Type	Actuated-Uncoordinated	
Natural Cycle		40

Splits and Phases: 52: Nobel Drive & Avenue of Flags



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	0	62	2	0	2	656	251	32	16	91	111
Future Volume (veh/h)	20	0	62	2	0	2	656	251	32	16	91	111
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	0	67	6	0	6	772	295	38	22	126	154
Adj No. of Lanes	0	1	1	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.33	0.33	0.33	0.85	0.85	0.85	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	0	815	113	9	38	821	1145	148	36	203	248
Arrive On Green	0.05	0.00	0.05	0.05	0.00	0.05	0.46	0.71	0.71	0.02	0.27	0.27
Sat Flow, veh/h	1489	0	1583	557	181	738	1774	1618	208	1774	764	934
Grp Volume(v), veh/h	22	0	67	12	0	0	772	0	333	22	0	280
Grp Sat Flow(s),veh/h/ln	1489	0	1583	1475	0	0	1774	0	1826	1774	0	1698
Q Serve(g_s), s	0.0	0.0	1.4	0.0	0.0	0.0	26.7	0.0	4.2	0.8	0.0	9.4
Cycle Q Clear(g_c), s	0.8	0.0	1.4	0.8	0.0	0.0	26.7	0.0	4.2	0.8	0.0	9.4
Prop In Lane	1.00		1.00	0.50		0.50	1.00		0.11	1.00		0.55
Lane Grp Cap(c), veh/h	189	0	815	160	0	0	821	0	1293	36	0	450
V/C Ratio(X)	0.12	0.00	0.08	0.07	0.00	0.00	0.94	0.00	0.26	0.61	0.00	0.62
Avail Cap(c_a), veh/h	986	0	1714	981	0	0	1100	0	1698	825	0	1579
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	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.4	0.0	7.9	29.2	0.0	0.0	16.5	0.0	3.4	31.4	0.0	20.9
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.0	11.0	0.0	0.1	6.2	0.0	1.9
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	0.4	0.0	0.6	0.2	0.0	0.0	15.4	0.0	2.1	0.4	0.0	4.6
LnGrp Delay(d),s/veh	29.5	0.0	8.0	29.3	0.0	0.0	27.5	0.0	3.5	37.5	0.0	22.7
LnGrp LOS	C		A	C			C		A	D		C
Approach Vol, veh/h		89			12			1105			302	
Approach Delay, s/veh		13.3			29.3			20.3			23.8	
Approach LOS		B			C			C			C	

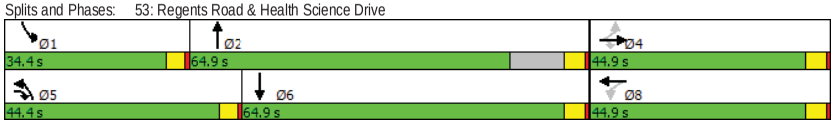
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.7	50.6		8.2	34.3	22.0		8.2
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	30.0	60.0		40.0	40.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	2.8	6.2		3.4	28.7	11.4		2.8
Green Ext Time (p_c), s	0.0	5.9		0.2	1.2	5.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	20.7
HCM 2010 LOS	C

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Min	None	None
Maximum Split (s)	34.4	64.9	44.9	44.4	64.9	44.9
Maximum Split (%)	22.3%	42.1%	29.1%	28.8%	42.1%	29.1%
Minimum Split (s)	8.4	14.9	8.9	8.4	14.9	22.9
Yellow Time (s)	3.4	3.9	3.9	3.4	3.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	3.8	2	2	3.8	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		10	10		16	10
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	109.3	0	44.4	109.3
End Time (s)	34.4	109.3	0	44.4	109.3	0
Yield/Force Off (s)	30	104.4	149.3	40	104.4	149.3
Yield/Force Off 170(s)	30	94.4	139.3	40	88.4	139.3
Local Start Time (s)	109.8	144.2	64.9	109.8	0	64.9
Local Yield (s)	139.8	60	104.9	149.8	60	104.9
Local Yield 170(s)	139.8	50	94.9	149.8	44	94.9

Intersection Summary	
Cycle Length	154.2
Control Type	Actuated-Uncoordinated
Natural Cycle	90

Splits and Phases: 53: Regents Road & Health Science Drive



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	157	231	651	208	47	145
Future Volume (veh/h)	157	231	651	208	47	145
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	218	321	804	257	54	167
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.72	0.72	0.81	0.81	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	430	384	1084	922	268	1084
Arrive On Green	0.24	0.24	0.58	0.58	0.58	0.58
Sat Flow, veh/h	1774	1583	1863	1583	530	1863
Grp Volume(v), veh/h	218	321	804	257	54	167
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1583	530	1863
Q Serve(g_s), s	6.0	10.9	17.9	4.6	4.7	2.3
Cycle Q Clear(g_c), s	6.0	10.9	17.9	4.6	22.6	2.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	430	384	1084	922	268	1084
V/C Ratio(X)	0.51	0.84	0.74	0.28	0.20	0.15
Avail Cap(c_a), veh/h	944	842	1321	1123	335	1321
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	18.5	20.3	8.7	5.9	17.0	5.4
Incr Delay (d2), s/veh	0.3	1.9	1.9	0.2	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	4.9	9.5	2.0	0.7	1.2
LnGrp Delay(d),s/veh	18.8	22.2	10.6	6.1	17.4	5.5
LnGrp LOS	B	C	B	A	B	A
Approach Vol, veh/h	539		1061			221
Approach Delay, s/veh	20.8		9.5			8.4
Approach LOS	C		A			A

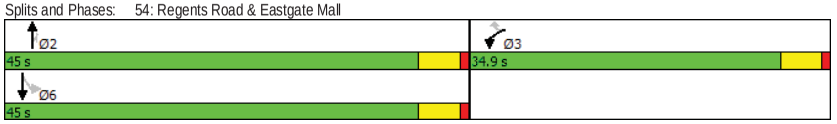
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		37.8				37.8		18.6
Change Period (Y+Rc), s		5.0				5.0		4.9
Max Green Setting (Gmax), s		40.0				40.0		30.0
Max Q Clear Time (g_c+I1), s		19.9				24.6		12.9
Green Ext Time (p_c), s		9.6				8.2		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	12.7
HCM 2010 LOS	B

Phase Number	2	3	6
Movement	NBT	WBL	SBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	Min	None	Min
Maximum Split (s)	45	34.9	45
Maximum Split (%)	56.3%	43.7%	56.3%
Minimum Split (s)	12	8.9	12
Yellow Time (s)	4	3.9	4
All-Red Time (s)	1	1	1
Minimum Initial (s)	7	4	7
Vehicle Extension (s)	3.4	2	3.5
Minimum Gap (s)	0.2	2	0.2
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)		7	
Flash Dont Walk (s)		20	
Dual Entry	No	No	No
Inhibit Max	Yes	Yes	Yes
Start Time (s)	0	45	0
End Time (s)	45	0	45
Yield/Force Off (s)	40	75	40
Yield/Force Off 170(s)	40	55	40
Local Start Time (s)	0	45	0
Local Yield (s)	40	75	40
Local Yield 170(s)	40	55	40

Intersection Summary	
Cycle Length	79.9
Control Type	Actuated-Uncoordinated
Natural Cycle	55

Splits and Phases: 54: Regents Road & Eastgate Mall



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2	5	27	1	47	4	804	101	25	251	4
Future Volume (veh/h)	1	2	5	27	1	47	4	804	101	25	251	4
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	1	3	7	33	1	57	5	980	123	31	314	5
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.67	0.67	0.67	0.82	0.82	0.82	0.82	0.82	0.82	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	95	60	118	312	7	178	10	1715	215	51	2015	32
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.01	0.54	0.54	0.03	0.57	0.57
Sat Flow, veh/h	66	534	1051	1366	64	1583	1774	3165	397	1774	3566	57
Grp Volume(v), veh/h	11	0	0	34	0	57	5	548	555	31	156	163
Grp Sat Flow(s),veh/h/ln	1651	0	0	1430	0	1583	1774	1770	1793	1774	1770	1853
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	1.5	0.1	9.2	9.2	0.8	1.9	1.9
Cycle Q Clear(g_c), s	0.3	0.0	0.0	0.9	0.0	1.5	0.1	9.2	9.2	0.8	1.9	1.9
Prop In Lane	0.09		0.64	0.97		1.00	1.00		0.22	1.00		0.03
Lane Grp Cap(c), veh/h	273	0	0	319	0	178	10	959	972	51	1000	1047
V/C Ratio(X)	0.04	0.00	0.00	0.11	0.00	0.32	0.52	0.57	0.57	0.61	0.16	0.16
Avail Cap(c_a), veh/h	1178	0	0	1419	0	1414	1188	2371	2402	1188	2371	2482
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	0.0	0.0	18.0	0.0	18.3	22.2	6.8	6.8	21.5	4.6	4.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	1.1	15.5	0.6	0.6	4.4	0.1	0.1
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	0.1	0.0	0.0	0.4	0.0	0.7	0.1	4.6	4.6	0.4	0.9	1.0
LnGrp Delay(d),s/veh	17.8	0.0	0.0	18.2	0.0	19.4	37.7	7.4	7.4	25.9	4.7	4.7
LnGrp LOS	B			B		B	D	A	A	C	A	A
Approach Vol, veh/h		11			91			1108			350	
Approach Delay, s/veh		17.8			18.9			7.5			6.6	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.7	29.2		9.9	4.6	30.2		9.9
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	30.0	60.0		30.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	2.8	11.2		2.3	2.1	3.9		3.5
Green Ext Time (p_c), s	0.0	13.1		0.4	0.0	13.4		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	8.0
HCM 2010 LOS	A

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	None	None	Min	None
Maximum Split (s)	34.4	64.9	34.9	34.4	64.9	44.9
Maximum Split (%)	23.9%	45.0%	24.2%	23.9%	45.0%	31.1%
Minimum Split (s)	8.4	14.9	11.9	8.4	14.9	11.9
Yellow Time (s)	3.4	3.9	3.9	3.4	3.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	7	4	10	7
Vehicle Extension (s)	2	3.1	2	2	3.1	3.1
Minimum Gap (s)	2	0.2	2	2	0.2	0.2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		16	17		8	14
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.3	0	34.4	99.3
End Time (s)	34.4	99.3	0	34.4	99.3	0
Yield/Force Off (s)	30	94.4	139.3	30	94.4	139.3
Yield/Force Off 170(s)	30	94.4	122.3	30	94.4	125.3
Local Start Time (s)	109.8	0	64.9	109.8	0	64.9
Local Yield (s)	139.8	60	104.9	139.8	60	104.9
Local Yield 170(s)	139.8	60	87.9	139.8	60	90.9

Intersection Summary	
Cycle Length	144.2
Control Type	Actuated-Uncoordinated
Natural Cycle	45

Splits and Phases: 55: Regents Road & Executive Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	6	163	74	17	70	174	776	228	44	235	29
Future Volume (veh/h)	52	6	163	74	17	70	174	776	228	44	235	29
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	54	6	168	97	22	92	215	958	281	51	270	33
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.97	0.97	0.97	0.76	0.76	0.76	0.81	0.81	0.81	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	300	12	329	244	67	282	264	1479	432	64	1358	164
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.15	0.55	0.55	0.04	0.43	0.43
Sat Flow, veh/h	1273	55	1537	1206	315	1316	1774	2703	790	1774	3180	385
Grp Volume(v), veh/h	54	0	174	97	0	114	215	626	613	51	149	154
Grp Sat Flow(s),veh/h/ln	1273	0	1592	1206	0	1631	1774	1770	1723	1774	1770	1795
Q Serve(g_s), s	2.6	0.0	6.8	5.4	0.0	4.1	8.2	17.4	17.5	2.0	3.7	3.8
Cycle Q Clear(g_c), s	6.8	0.0	6.8	12.2	0.0	4.1	8.2	17.4	17.5	2.0	3.7	3.8
Prop In Lane	1.00		0.97	1.00		0.81	1.00		0.46	1.00		0.21
Lane Grp Cap(c), veh/h	300	0	340	244	0	349	264	968	943	64	756	767
V/C Ratio(X)	0.18	0.00	0.51	0.40	0.00	0.33	0.81	0.65	0.65	0.80	0.20	0.20
Avail Cap(c_a), veh/h	393	0	457	333	0	468	357	968	943	256	756	767
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	0.00	1.00	1.00	0.00	1.00	0.48	0.48	0.48	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.1	0.0	24.3	29.6	0.0	23.3	28.9	11.1	11.1	33.5	12.5	12.6
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.4	0.0	0.2	3.6	1.6	1.7	8.1	0.6	0.6
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	0.9	0.0	3.0	1.8	0.0	1.9	4.3	8.8	8.6	1.1	1.9	2.0
LnGrp Delay(d),s/veh	26.2	0.0	24.7	30.0	0.0	23.5	32.5	12.7	12.8	41.6	13.1	13.1
LnGrp LOS	C		C	C		C	C	B	B	D	B	B
Approach Vol, veh/h		228			211			1454			354	
Approach Delay, s/veh		25.1			26.5			15.7			17.2	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	43.2		19.9	15.3	34.8		19.9
Change Period (Y+Rc), s	4.4	4.9		4.9	4.9	* 4.9		4.9
Max Green Setting (Gmax), s	10.1	25.6		20.1	14.1	* 20		20.1
Max Q Clear Time (g_c+I1), s	4.0	19.5		8.8	10.2	5.8		14.2
Green Ext Time (p_c), s	0.0	4.5		1.2	0.4	1.8		0.8

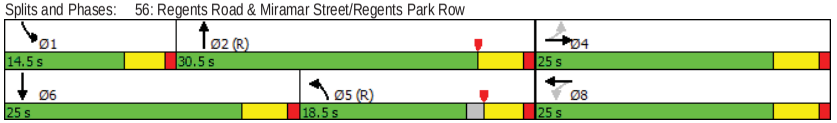
Intersection Summary	
HCM 2010 Ctrl Delay	17.9
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lag	Lead	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	Max	None
Maximum Split (s)	14.5	30.5	25	18.5	25	25
Maximum Split (%)	20.7%	43.6%	35.7%	26.4%	35.7%	35.7%
Minimum Split (s)	8.4	11.9	8.9	8.4	11.9	8.9
Yellow Time (s)	3.4	3.9	3.9	3.4	3.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	7	4	4	7	4
Vehicle Extension (s)	2	3.8	2	2	3.8	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		16			10	17
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	39.9	54.4	14.9	64.9	39.9	14.9
End Time (s)	54.4	14.9	39.9	14.9	64.9	39.9
Yield/Force Off (s)	50	10	35	10.5	60	35
Yield/Force Off 170(s)	50	64	35	10.5	50	18
Local Start Time (s)	29.9	44.4	4.9	54.9	29.9	4.9
Local Yield (s)	40	0	25	0.5	50	25
Local Yield 170(s)	40	54	25	0.5	40	8

Intersection Summary	
Cycle Length	70
Control Type	Actuated-Coordinated
Natural Cycle	50
Offset: 10 (14%), Referenced to phase 2:NBT and 5:NBL, Start of Yellow	

Splits and Phases: 56: Regents Road & Miramar Street/Regents Park Row



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	8	20	28	7	134	20	652	17	16	180	10
Future Volume (veh/h)	62	8	20	28	7	134	20	652	17	16	180	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	79	10	26	35	9	165	27	869	23	23	257	14
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	2	0
Peak Hour Factor	0.78	0.78	0.78	0.81	0.81	0.81	0.75	0.75	0.75	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	43	49	327	69	284	45	2549	67	39	1697	92
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.03	0.50	0.50	0.02	0.50	0.50
Sat Flow, veh/h	785	273	309	1177	436	1583	1774	5095	135	1774	3415	185
Grp Volume(v), veh/h	115	0	0	44	0	165	27	578	314	23	133	138
Grp Sat Flow(s),veh/h/ln	1368	0	0	1614	0	1583	1774	1695	1839	1774	1770	1830
Q Serve(g_s), s	2.4	0.0	0.0	0.0	0.0	4.3	0.7	4.7	4.7	0.6	1.9	1.9
Cycle Q Clear(g_c), s	3.4	0.0	0.0	0.9	0.0	4.3	0.7	4.7	4.7	0.6	1.9	1.9
Prop In Lane	0.69		0.23	0.80		1.00	1.00		0.07	1.00		0.10
Lane Grp Cap(c), veh/h	348	0	0	395	0	284	45	1696	920	39	880	910
V/C Ratio(X)	0.33	0.00	0.00	0.11	0.00	0.58	0.60	0.34	0.34	0.58	0.15	0.15
Avail Cap(c_a), veh/h	1298	0	0	1437	0	1425	1168	4465	2422	1168	2331	2410
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.5	0.0	0.0	16.6	0.0	17.1	22.0	6.9	6.9	22.1	6.2	6.2
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.0	0.0	0.7	4.7	0.2	0.4	5.0	0.1	0.1
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	1.3	0.0	0.0	0.5	0.0	2.0	0.4	2.2	2.5	0.3	0.9	1.0
LnGrp Delay(d),s/veh	17.7	0.0	0.0	16.6	0.0	17.8	26.6	7.1	7.2	27.1	6.3	6.4
LnGrp LOS	B			B		B	C	A	A	C	A	A
Approach Vol, veh/h		115			209			919			294	
Approach Delay, s/veh		17.7			17.6			7.7			8.0	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.4	28.1		12.1	5.6	27.9		12.1
Change Period (Y+Rc), s	4.4	* 5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	2.6	6.7		5.4	2.7	3.9		6.3
Green Ext Time (p_c), s	0.0	16.1		0.9	0.0	16.3		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	9.8
HCM 2010 LOS	A

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	34.4	65.2	44.9	34.4	65.3	44.9
Maximum Split (%)	23.8%	45.1%	31.1%	23.8%	45.2%	31.1%
Minimum Split (s)	8.4	15.2	8.9	8.4	15.3	8.9
Yellow Time (s)	3.4	4.2	3.9	3.4	4.3	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	4.5	2	2	4.2	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		15	25		10	29
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.7	0	34.4	99.7
End Time (s)	34.4	99.7	0	34.4	99.7	0
Yield/Force Off (s)	30	94.5	139.7	30	94.4	139.7
Yield/Force Off 170(s)	30	79.5	114.7	30	84.4	110.7
Local Start Time (s)	50.2	84.6	5.3	50.2	84.6	5.3
Local Yield (s)	80.2	0.1	45.3	80.2	0	45.3
Local Yield 170(s)	80.2	129.7	20.3	80.2	134.6	16.3

Intersection Summary	
Cycle Length	144.6
Control Type	Actuated-Uncoordinated
Natural Cycle	40

Splits and Phases: 57: Regents Road & Plaza De Palmas



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	74	89	243	123	244	181
Future Volume (veh/h)	74	89	243	123	244	181
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h	145	175	316	160	317	235
Adj No. of Lanes	0	0	2	0	1	2
Peak Hour Factor	0.51	0.51	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	173	209	649	322	382	2063
Arrive On Green	0.23	0.23	0.28	0.28	0.22	0.58
Sat Flow, veh/h	752	908	2388	1137	1774	3632
Grp Volume(v), veh/h	321	0	242	234	317	235
Grp Sat Flow(s),veh/h/ln	1665	0	1770	1662	1774	1770
Q Serve(g_s), s	9.5	0.0	5.9	6.1	8.9	1.5
Cycle Q Clear(g_c), s	9.5	0.0	5.9	6.1	8.9	1.5
Prop In Lane	0.45	0.55		0.68	1.00	
Lane Grp Cap(c), veh/h	383	0	501	470	382	2063
V/C Ratio(X)	0.84	0.00	0.48	0.50	0.83	0.11
Avail Cap(c_a), veh/h	1124	0	1706	1602	1197	3412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	15.4	15.5	19.4	4.8
Incr Delay (d2), s/veh	1.9	0.0	1.0	1.1	1.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	3.0	2.9	4.5	0.8
LnGrp Delay(d),s/veh	20.9	0.0	16.4	16.6	21.3	4.9
LnGrp LOS	C		B	B	C	A
Approach Vol, veh/h	321		476			552
Approach Delay, s/veh	20.9		16.5			14.3
Approach LOS	C		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.6	20.0				35.5		16.3
Change Period (Y+Rc), s	4.4	* 5.3				5.3		4.4
Max Green Setting (Gmax), s	35.0	* 50				50.0		35.0
Max Q Clear Time (g_c+I1), s	10.9	8.1				3.5		11.5
Green Ext Time (p_c), s	0.4	6.6				6.7		0.5

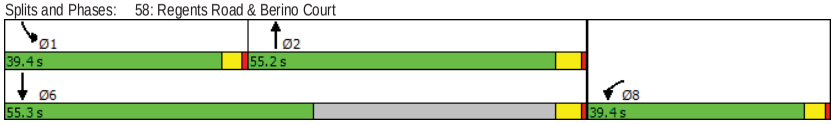
Intersection Summary	
HCM 2010 Ctrl Delay	16.7
HCM 2010 LOS	B

Notes

Phase Number	1	2	6	8
Movement	SBL	NBT	SBT	WBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	None	None	None
Maximum Split (s)	39.4	55.2	55.3	39.4
Maximum Split (%)	29.4%	41.2%	41.3%	29.4%
Minimum Split (s)	8.4	12.2	23.3	8.4
Yellow Time (s)	3.4	4.2	4.3	3.4
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	4	7	7	4
Vehicle Extension (s)	2	3.9	3.7	2
Minimum Gap (s)	2	0.2	0.2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		11		22
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	39.4	0	94.6
End Time (s)	39.4	94.6	94.6	0
Yield/Force Off (s)	35	89.4	89.3	129.6
Yield/Force Off 170(s)	35	78.4	89.3	107.6
Local Start Time (s)	94.6	0	94.6	55.2
Local Yield (s)	129.6	50	49.9	90.2
Local Yield 170(s)	129.6	39	49.9	68.2

Intersection Summary	
Cycle Length	134
Control Type	Actuated-Uncoordinated
Natural Cycle	50

Splits and Phases: 58: Regents Road & Berino Court



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	89	8	4	131	106	6	15	15	185	6	79
Future Volume (veh/h)	134	89	8	4	131	106	6	15	15	185	6	79
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	170	113	10	5	166	134	9	23	23	272	9	116
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	1
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.64	0.64	0.64	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	1230	108	10	490	371	17	117	102	334	863	582
Arrive On Green	0.12	0.37	0.37	0.01	0.26	0.26	0.01	0.07	0.07	0.19	0.24	0.24
Sat Flow, veh/h	1774	3293	288	1774	1920	1456	1774	1797	1560	1774	3539	1583
Grp Volume(v), veh/h	170	60	63	5	152	148	9	23	23	272	9	116
Grp Sat Flow(s),veh/h/ln	1774	1770	1812	1774	1770	1606	1774	1770	1587	1774	1770	1583
Q Serve(g_s), s	4.9	1.2	1.2	0.1	3.7	4.0	0.3	0.6	0.7	7.7	0.1	2.6
Cycle Q Clear(g_c), s	4.9	1.2	1.2	0.1	3.7	4.0	0.3	0.6	0.7	7.7	0.1	2.6
Prop In Lane	1.00		0.16	1.00		0.91	1.00		0.98	1.00		1.00
Lane Grp Cap(c), veh/h	220	661	677	10	452	410	17	115	103	334	863	582
V/C Ratio(X)	0.77	0.09	0.09	0.53	0.34	0.36	0.54	0.20	0.23	0.82	0.01	0.20
Avail Cap(c_a), veh/h	1014	2023	2072	1014	2023	1836	1014	1349	1210	1014	4046	2006
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	22.3	10.7	10.7	26.0	15.9	16.0	25.9	23.2	23.3	20.4	15.0	11.3
Incr Delay (d2), s/veh	2.2	0.3	0.3	15.7	1.5	1.8	9.8	1.6	2.1	1.9	0.0	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	2.5	0.6	0.6	0.1	2.0	1.9	0.2	0.4	0.4	4.0	0.0	1.2
LnGrp Delay(d),s/veh	24.5	10.9	10.9	41.7	17.4	17.9	35.7	24.8	25.4	22.3	15.0	11.6
LnGrp LOS	C	B	B	D	B	B	D	C	C	C	B	B
Approach Vol, veh/h		293			305			55			397	
Approach Delay, s/veh		18.8			18.0			26.8			19.0	
Approach LOS		B			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	24.5	4.9	18.4	10.9	18.3	14.3	9.0
Change Period (Y+Rc), s	4.4	4.9	4.4	5.6	4.4	4.9	4.4	* 5.6
Max Green Setting (Gmax), s	30.0	60.0	30.0	60.0	30.0	60.0	30.0	* 40
Max Q Clear Time (g_c+I1), s	2.1	3.2	2.3	4.6	6.9	6.0	9.7	2.7
Green Ext Time (p_c), s	0.0	7.6	0.0	1.3	0.2	7.6	0.3	1.3

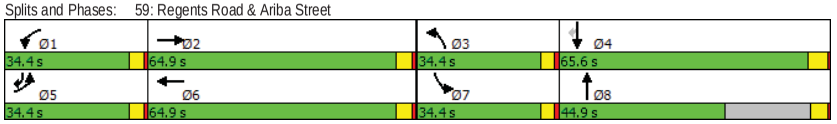
Intersection Summary	
HCM 2010 Ctrl Delay	19.1
HCM 2010 LOS	B

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Maximum Split (s)	34.4	64.9	34.4	65.6	34.4	64.9	34.4	44.9
Maximum Split (%)	17.3%	32.6%	17.3%	32.9%	17.3%	32.6%	17.3%	22.5%
Minimum Split (s)	8.4	11.9	8.4	12.6	8.4	11.9	8.4	11.9
Yellow Time (s)	3.4	3.9	3.4	4.6	3.4	3.9	3.4	3.9
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	7	4	7	4	7	4	7
Vehicle Extension (s)	2	6.3	2	4.4	2	5.9	2	4.8
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		21		25		25		17
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.3	133.7	0	34.4	99.3	133.7
End Time (s)	34.4	99.3	133.7	0	34.4	99.3	133.7	0
Yield/Force Off (s)	30	94.4	129.3	193.7	30	94.4	129.3	194.4
Yield/Force Off 170(s)	30	73.4	129.3	168.7	30	69.4	129.3	177.4
Local Start Time (s)	164.9	0	64.9	99.3	164.9	0	64.9	99.3
Local Yield (s)	194.9	60	94.9	159.3	194.9	60	94.9	160
Local Yield 170(s)	194.9	39	94.9	134.3	194.9	35	94.9	143

Intersection Summary		
Cycle Length		199.3
Control Type	Actuated-Uncoordinated	
Natural Cycle		60

Splits and Phases: 59: Regents Road & Ariba Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	183	43	329	150	6	41	75	323	37	43	15
Future Volume (veh/h)	12	183	43	329	150	6	41	75	323	37	43	15
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	16	247	58	422	192	8	57	104	449	47	55	19
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	2	0
Peak Hour Factor	0.74	0.74	0.74	0.78	0.78	0.78	0.72	0.72	0.72	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	531	122	468	1504	62	537	648	551	360	911	300
Arrive On Green	0.02	0.19	0.19	0.26	0.43	0.43	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1774	2857	659	1774	3463	144	1320	1863	1583	852	2618	862
Grp Volume(v), veh/h	16	151	154	422	98	102	57	104	449	47	36	38
Grp Sat Flow(s),veh/h/ln	1774	1770	1746	1774	1770	1837	1320	1863	1583	852	1770	1711
Q Serve(g_s), s	0.7	5.7	5.9	17.1	2.5	2.5	2.2	2.9	19.2	3.0	1.0	1.1
Cycle Q Clear(g_c), s	0.7	5.7	5.9	17.1	2.5	2.5	3.3	2.9	19.2	5.9	1.0	1.1
Prop In Lane	1.00		0.38	1.00		0.08	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	27	329	324	468	768	798	537	648	551	360	615	595
V/C Ratio(X)	0.60	0.46	0.47	0.90	0.13	0.13	0.11	0.16	0.82	0.13	0.06	0.06
Avail Cap(c_a), veh/h	715	1426	1407	715	1426	1481	787	1001	851	521	951	919
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	36.4	27.0	27.1	26.5	12.6	12.6	17.3	16.8	22.1	18.8	16.2	16.2
Incr Delay (d2), s/veh	7.6	1.7	1.8	7.5	0.2	0.2	0.2	0.2	5.7	0.1	0.0	0.0
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	0.4	2.9	3.0	9.3	1.2	1.3	0.8	1.5	9.2	0.7	0.5	0.5
LnGrp Delay(d),s/veh	44.0	28.7	28.9	34.0	12.8	12.8	17.5	17.0	27.8	18.9	16.2	16.2
LnGrp LOS	D	C	C	C	B	B	B	B	C	B	B	B
Approach Vol, veh/h		321			622			610			121	
Approach Delay, s/veh		29.6			27.2			25.0			17.2	
Approach LOS		C			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	24.0	18.7		31.7	5.5	37.2		31.7
Change Period (Y+Rc), s	4.4	4.9		* 5.8	4.4	4.9		5.8
Max Green Setting (Gmax), s	30.0	60.0		* 40	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	19.1	7.9		7.9	2.7	4.5		21.2
Green Ext Time (p_c), s	0.5	6.0		5.4	0.0	6.0		4.7

Intersection Summary	
HCM 2010 Ctrl Delay	26.1
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	None	None	Min	None
Maximum Split (s)	34.4	64.9	45.5	34.4	64.9	45.8
Maximum Split (%)	23.7%	44.7%	31.4%	23.7%	44.7%	31.6%
Minimum Split (s)	8.4	8.9	9.5	8.4	11.9	12.8
Yellow Time (s)	3.4	3.9	4.5	3.4	3.9	4.8
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	4	4	4	7	7
Vehicle Extension (s)	2	4.5	2	2	5	4.6
Minimum Gap (s)	2	0.2	2	2	0.2	0.2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		21	23		22	22
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.3	0	34.4	99.3
End Time (s)	34.4	99.3	0	34.4	99.3	0
Yield/Force Off (s)	30	94.4	139.6	30	94.4	139.3
Yield/Force Off 170(s)	30	94.4	116.6	30	94.4	117.3
Local Start Time (s)	110.7	0	64.9	110.7	0	64.9
Local Yield (s)	140.7	60	105.2	140.7	60	104.9
Local Yield 170(s)	140.7	60	82.2	140.7	60	82.9

Intersection Summary		
Cycle Length	145.1	
Control Type	Actuated-Uncoordinated	
Natural Cycle	50	

Splits and Phases: 60: Regents Road & Governor Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	299	1	166	508	662	0	0	338	417
Future Volume (veh/h)	0	0	0	299	1	166	508	662	0	0	338	417
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln				1900	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				516	2	0	529	690	0	0	380	0
Adj No. of Lanes				0	1	1	2	2	0	0	2	1
Peak Hour Factor				0.58	0.58	0.58	0.96	0.96	0.96	0.89	0.89	0.89
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				539	2	483	575	2166	0	0	1458	652
Arrive On Green				0.30	0.30	0.00	0.33	1.00	0.00	0.00	0.41	0.00
Sat Flow, veh/h				1768	7	1583	3442	3632	0	0	3632	1583
Grp Volume(v), veh/h				518	0	0	529	690	0	0	380	0
Grp Sat Flow(s),veh/h/ln				1774	0	1583	1721	1770	0	0	1770	1583
Q Serve(g_s), s				40.7	0.0	0.0	21.0	0.0	0.0	0.0	10.0	0.0
Cycle Q Clear(g_c), s				40.7	0.0	0.0	21.0	0.0	0.0	0.0	10.0	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				541	0	483	575	2166	0	0	1458	652
V/C Ratio(X)				0.96	0.00	0.00	0.92	0.32	0.00	0.00	0.26	0.00
Avail Cap(c_a), veh/h				562	0	502	727	2166	0	0	1458	652
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.09	0.09	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				48.5	0.0	0.0	46.4	0.0	0.0	0.0	27.5	0.0
Incr Delay (d2), s/veh				26.8	0.0	0.0	1.6	0.0	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				24.0	0.0	0.0	10.0	0.0	0.0	0.0	5.0	0.0
LnGrp Delay(d),s/veh				75.3	0.0	0.0	47.9	0.0	0.0	0.0	27.9	0.0
LnGrp LOS				E			D	A			C	
Approach Vol, veh/h					518			1219			380	
Approach Delay, s/veh					75.3			20.8			27.9	
Approach LOS					E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		93.6			28.4	65.2		48.4
Change Period (Y+Rc), s		6.7			* 4.7	6.7		5.1
Max Green Setting (Gmax), s		84.7			* 30	40.0		45.0
Max Q Clear Time (g_c+I1), s		2.0			23.0	12.0		42.7
Green Ext Time (p_c), s		9.8			0.7	8.4		0.6

Intersection Summary		
HCM 2010 Ctrl Delay		35.4
HCM 2010 LOS		D

Notes

Phase Number	2	5	6	8
Movement	NBT	NBL	SBT	WBTL
Lead/Lag		Lead	Lag	
Lead-Lag Optimize		Yes	Yes	
Recall Mode	C-Max	None	C-Max	None
Maximum Split (s)	91.4	34.7	46.7	50.1
Maximum Split (%)	64.6%	24.5%	33.0%	35.4%
Minimum Split (s)	19.7	9.7	19.7	36.1
Yellow Time (s)	5.2	3.7	5.2	4.1
All-Red Time (s)	1.5	1	1.5	1
Minimum Initial (s)	13	5	13	5
Vehicle Extension (s)	3	2	3	2
Minimum Gap (s)	3	2	3	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7		7	7
Flash Dont Walk (s)	10		10	24
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	0	34.7	91.4
End Time (s)	91.4	34.7	91.4	0
Yield/Force Off (s)	84.7	30	84.7	136.4
Yield/Force Off 170(s)	74.7	30	74.7	112.4
Local Start Time (s)	106.8	106.8	0	56.7
Local Yield (s)	50	136.8	50	101.7
Local Yield 170(s)	40	136.8	40	77.7

Intersection Summary		
Cycle Length		141.5
Control Type		Actuated-Coordinated
Natural Cycle		75

Offset: 34.7 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Splits and Phases: 61: Regents Road & SR-52 WB On/SR-52 WB OFF



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	259	0	159	0	0	0	0	911	498	299	338	0
Future Volume (veh/h)	259	0	159	0	0	0	0	911	498	299	338	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863				0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	332	0	0				0	1001	0	460	520	0
Adj No. of Lanes	2	0	1				0	2	1	1	2	0
Peak Hour Factor	0.78	0.78	0.78				0.91	0.91	0.91	0.65	0.65	0.65
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	1124	0	502				0	760	340	625	2124	0
Arrive On Green	0.32	0.00	0.00				0.00	0.21	0.00	0.70	1.00	0.00
Sat Flow, veh/h	3548	0	1583				0	3632	1583	1774	3632	0
Grp Volume(v), veh/h	332	0	0				0	1001	0	460	520	0
Grp Sat Flow(s),veh/h/ln	1774	0	1583				0	1770	1583	1774	1770	0
Q Serve(g_s), s	10.0	0.0	0.0				0.0	30.5	0.0	22.6	0.0	0.0
Cycle Q Clear(g_c), s	10.0	0.0	0.0				0.0	30.5	0.0	22.6	0.0	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1124	0	502				0	760	340	625	2124	0
V/C Ratio(X)	0.30	0.00	0.00				0.00	1.32	0.00	0.74	0.24	0.00
Avail Cap(c_a), veh/h	1124	0	502				0	760	340	625	2124	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	36.6	0.0	0.0				0.0	55.8	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0				0.0	151.8	0.0	7.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0				0.0	30.9	0.0	12.0	0.1	0.0
LnGrp Delay(d),s/veh	37.2	0.0	0.0				0.0	207.5	0.0	24.3	0.3	0.0
LnGrp LOS	D							F		C	A	
Approach Vol, veh/h		332						1001			980	
Approach Delay, s/veh		37.2						207.5			11.6	
Approach LOS		D						F			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	54.7	37.2		50.1		91.9		
Change Period (Y+Rc), s	* 4.7	6.7		5.1		6.7		
Max Green Setting (Gmax), s	* 50	30.0		45.0		84.7		
Max Q Clear Time (g_c+I1), s	24.6	32.5		12.0		2.0		
Green Ext Time (p_c), s	1.5	0.0		0.6		17.5		

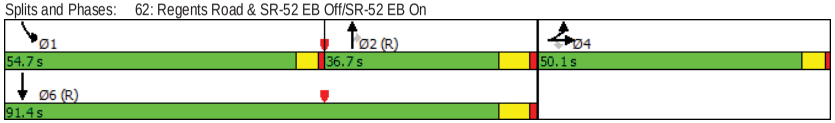
Intersection Summary	
HCM 2010 Ctrl Delay	100.1
HCM 2010 LOS	F

Notes

Phase Number	1	2	4	6
Movement	SBL	NBT	EBTL	SBT
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	Max	C-Max	Max	C-Max
Maximum Split (s)	54.7	36.7	50.1	91.4
Maximum Split (%)	38.7%	25.9%	35.4%	64.6%
Minimum Split (s)	22.7	19.7	36.1	19.7
Yellow Time (s)	3.7	5.2	4.1	5.2
All-Red Time (s)	1	1.5	1	1.5
Minimum Initial (s)	5	13	5	13
Vehicle Extension (s)	3	3	2	3
Minimum Gap (s)	3	3	2	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7	7	7
Flash Dont Walk (s)		10	24	10
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	54.7	91.4	0
End Time (s)	54.7	91.4	0	91.4
Yield/Force Off (s)	50	84.7	136.4	84.7
Yield/Force Off 170(s)	50	74.7	112.4	74.7
Local Start Time (s)	86.8	0	36.7	86.8
Local Yield (s)	136.8	30	81.7	30
Local Yield 170(s)	136.8	20	57.7	20

Intersection Summary		
Cycle Length		141.5
Control Type	Actuated-Coordinated	
Natural Cycle		100
Offset: 54.7 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Green		

Splits and Phases: 62: Regents Road & SR-52 EB Off/SR-52 EB On



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	531	7	94	7	12	77	122	811	4	9	251	235
Future Volume (veh/h)	531	7	94	7	12	77	122	811	4	9	251	235
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	610	8	108	11	19	124	130	863	4	12	344	322
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.87	0.87	0.87	0.62	0.62	0.62	0.94	0.94	0.94	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	171	1	1389	36	68	283	561	2036	9	20	428	383
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.32	0.56	0.56	0.01	0.24	0.24
Sat Flow, veh/h	186	2	1583	0	122	504	1774	3613	17	1774	1770	1583
Grp Volume(v), veh/h	618	0	108	154	0	0	130	423	444	12	344	322
Grp Sat Flow(s),veh/h/ln	189	0	1583	626	0	0	1774	1770	1860	1774	1770	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	5.8	14.8	14.8	0.7	19.8	20.9
Cycle Q Clear(g_c), s	60.6	0.0	0.0	60.6	0.0	0.0	5.8	14.8	14.8	0.7	19.8	20.9
Prop In Lane	0.99		1.00	0.07		0.81	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	172	0	1389	387	0	0	561	997	1048	20	428	383
V/C Ratio(X)	3.59	0.00	0.08	0.40	0.00	0.00	0.23	0.42	0.42	0.60	0.80	0.84
Avail Cap(c_a), veh/h	172	0	1389	387	0	0	561	997	1048	84	428	383
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	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	0.0	0.9	24.0	0.0	0.0	27.2	13.5	13.5	53.2	38.5	39.0
Incr Delay (d2), s/veh	1179.2	0.0	0.0	0.2	0.0	0.0	0.1	1.3	1.3	10.5	14.8	19.6
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	61.5	0.0	0.4	2.8	0.0	0.0	2.9	7.5	7.9	0.4	11.4	11.2
LnGrp Delay(d),s/veh	1214.5	0.0	0.9	24.2	0.0	0.0	27.3	14.8	14.8	63.6	53.4	58.6
LnGrp LOS	F		A	C			C	B	B	E	D	E
Approach Vol, veh/h		726			154			997			678	
Approach Delay, s/veh		1034.0			24.2			16.4			56.0	
Approach LOS		F			C			B			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.6	67.1		65.5	40.4	32.3		65.5
Change Period (Y+Rc), s	4.4	5.3		4.9	5.3	* 6.2		4.9
Max Green Setting (Gmax), s	5.1	16.6		60.6	5.8	* 26		60.6
Max Q Clear Time (g_c+I1), s	2.7	16.8		62.6	7.8	22.9		62.6
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	1.3		0.0

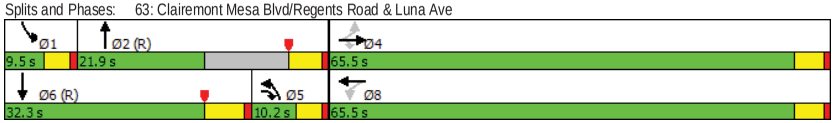
Intersection Summary	
HCM 2010 Ctrl Delay	316.5
HCM 2010 LOS	F

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lag	Lead	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	9.5	21.9	65.5	10.2	32.3	65.5
Maximum Split (%)	8.8%	20.3%	60.6%	9.4%	29.9%	60.6%
Minimum Split (s)	8.4	15.3	14.9	8.4	16.2	6.9
Yellow Time (s)	3.4	4.3	3.9	3.4	5.2	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	2
Vehicle Extension (s)	2	4.4	4	2	3.2	2
Minimum Gap (s)	2	0.2	4	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		10	25		10	22
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	51.9	61.4	94.4	84.2	51.9	94.4
End Time (s)	61.4	94.4	51.9	94.4	84.2	51.9
Yield/Force Off (s)	57	89.1	47	90	78	47
Yield/Force Off 170(s)	57	79.1	22	90	68	25
Local Start Time (s)	81.9	91.4	16.4	6.2	81.9	16.4
Local Yield (s)	87	11.1	77	12	0	77
Local Yield 170(s)	87	1.1	52	12	98	55

Intersection Summary	
Cycle Length	108
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 78 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 63: Clairemont Mesa Blvd/Regents Road & Luna Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	20	11	29	14	52	53	619	84	145	444	58
Future Volume (veh/h)	8	20	11	29	14	52	53	619	84	145	444	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	9	22	12	38	18	68	60	696	94	159	488	64
Adj No. of Lanes	0	1	1	1	1	1	1	2	0	2	2	0
Peak Hour Factor	0.89	0.89	0.89	0.77	0.77	0.77	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	14	34	41	98	103	185	585	2216	299	214	1347	176
Arrive On Green	0.03	0.03	0.03	0.06	0.06	0.06	0.33	0.71	0.71	0.06	0.43	0.43
Sat Flow, veh/h	533	1303	1583	1774	1863	1583	1774	3135	423	3442	3149	411
Grp Volume(v), veh/h	31	0	12	38	18	68	60	393	397	159	273	279
Grp Sat Flow(s),veh/h/ln	1836	0	1583	1774	1863	1583	1774	1770	1788	1721	1770	1790
Q Serve(g_s), s	2.2	0.0	1.0	2.7	1.2	5.2	3.0	10.9	10.9	5.9	13.6	13.7
Cycle Q Clear(g_c), s	2.2	0.0	1.0	2.7	1.2	5.2	3.0	10.9	10.9	5.9	13.6	13.7
Prop In Lane	0.29		1.00	1.00		1.00	1.00		0.24	1.00		0.23
Lane Grp Cap(c), veh/h	47	0	41	98	103	185	585	1251	1264	214	757	766
V/C Ratio(X)	0.65	0.00	0.29	0.39	0.18	0.37	0.10	0.31	0.31	0.74	0.36	0.36
Avail Cap(c_a), veh/h	419	0	362	179	188	258	585	1251	1264	532	757	766
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74
Uniform Delay (d), s/veh	62.7	0.0	62.2	59.3	58.6	52.9	30.2	7.2	7.2	59.9	25.2	25.2
Incr Delay (d2), s/veh	5.6	0.0	1.5	0.9	0.3	0.5	0.0	0.7	0.7	1.4	1.0	1.0
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	1.2	0.0	0.4	1.3	0.6	2.3	1.5	5.5	5.5	2.8	6.8	6.9
LnGrp Delay(d),s/veh	68.3	0.0	63.6	60.2	58.9	53.4	30.2	7.8	7.8	61.4	26.2	26.2
LnGrp LOS	E		E	E	E	D	C	A	A	E	C	C
Approach Vol, veh/h		43			124			850			711	
Approach Delay, s/veh		67.0			56.3			9.4			34.1	
Approach LOS		E			E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.5	97.2		8.3	48.2	61.5		12.1
Change Period (Y+Rc), s	4.4	5.3		4.9	5.3	* 5.9		4.9
Max Green Setting (Gmax), s	20.1	47.6		29.7	11.1	* 56		13.1
Max Q Clear Time (g_c+I1), s	7.9	12.9		4.2	5.0	15.7		7.2
Green Ext Time (p_c), s	0.2	9.8		0.1	0.2	6.3		0.1

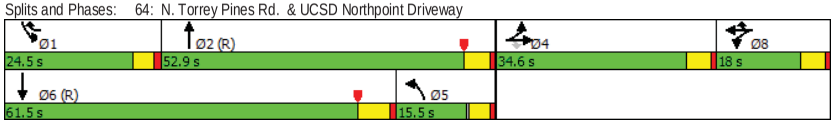
Intersection Summary	
HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lag	Lead	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	24.5	52.9	34.6	15.5	61.5	18
Maximum Split (%)	18.8%	40.7%	26.6%	11.9%	47.3%	13.8%
Minimum Split (s)	8.4	15.3	8.9	8.4	15.9	8.9
Yellow Time (s)	3.4	4.3	3.9	3.4	4.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	4.8	2	2	4.7	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	
Flash Dont Walk (s)		20	23		19	
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	16.4	40.9	93.8	77.9	16.4	128.4
End Time (s)	40.9	93.8	128.4	93.8	77.9	16.4
Yield/Force Off (s)	36.5	88.5	123.5	89.4	72	11.5
Yield/Force Off 170(s)	36.5	68.5	100.5	89.4	53	11.5
Local Start Time (s)	74.4	98.9	21.8	5.9	74.4	56.4
Local Yield (s)	94.5	16.5	51.5	17.4	0	69.5
Local Yield 170(s)	94.5	126.5	28.5	17.4	111	69.5

Intersection Summary	
Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	50
Offset: 72 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 64: N. Torrey Pines Rd. & UCSD Northpoint Driveway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	9	14	0	12	14	874	62	26	322	5
Future Volume (veh/h)	8	0	9	14	0	12	14	874	62	26	322	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	11	0	13	17	0	15	16	971	69	28	346	5
Adj No. of Lanes	0	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.71	0.71	0.71	0.81	0.81	0.81	0.90	0.90	0.90	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	63	11	39	126	0	74	24	2753	196	35	2955	43
Arrive On Green	0.05	0.00	0.05	0.05	0.00	0.05	0.01	0.82	0.82	0.02	0.83	0.83
Sat Flow, veh/h	486	225	840	1395	0	1583	1774	3352	238	1774	3572	52
Grp Volume(v), veh/h	24	0	0	17	0	15	16	513	527	28	171	180
Grp Sat Flow(s),veh/h/ln	1551	0	0	1395	0	1583	1774	1770	1821	1774	1770	1854
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	1.2	1.2	9.5	9.5	2.0	2.4	2.4
Cycle Q Clear(g_c), s	1.8	0.0	0.0	1.2	0.0	1.2	1.2	9.5	9.5	2.0	2.4	2.4
Prop In Lane	0.46		0.54	1.00		1.00	1.00		0.13	1.00		0.03
Lane Grp Cap(c), veh/h	113	0	0	126	0	74	24	1453	1495	35	1464	1534
V/C Ratio(X)	0.21	0.00	0.00	0.14	0.00	0.20	0.67	0.35	0.35	0.80	0.12	0.12
Avail Cap(c_a), veh/h	411	0	0	401	0	386	111	1453	1495	132	1464	1534
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.9	0.0	0.0	59.6	0.0	59.6	63.8	2.9	2.9	63.5	2.1	2.1
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	0.5	11.3	0.7	0.7	14.0	0.2	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	0.8	0.0	0.0	0.6	0.0	0.5	0.6	4.8	5.0	1.1	1.2	1.3
LnGrp Delay(d),s/veh	60.3	0.0	0.0	59.8	0.0	60.1	75.1	3.6	3.6	77.4	2.3	2.3
LnGrp LOS	E			E		E	E	A	A	E	A	A
Approach Vol, veh/h		24			32			1056			379	
Approach Delay, s/veh		60.3			60.0			4.7			7.9	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.0	112.1		11.0	6.2	112.9		11.0
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	9.7	73.6		32.1	8.1	74.6		31.7
Max Q Clear Time (g_c+I1), s	4.0	11.5		3.8	3.2	4.4		3.2
Green Ext Time (p_c), s	0.0	31.7		0.1	0.0	33.5		0.1

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	14.1	78.9	37	12.5	79.9	36.6
Maximum Split (%)	10.8%	60.7%	28.5%	9.6%	61.5%	28.2%
Minimum Split (s)	8.4	15.3	11.9	8.4	15.3	11.9
Yellow Time (s)	3.4	4.3	3.9	3.4	4.3	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	7	4	10	7
Vehicle Extension (s)	2	5.7	2	2	5.5	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		15	22		9	24
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	101.3	115.4	64.3	101.3	113.8	64.3
End Time (s)	115.4	64.3	101.3	113.8	64.3	101.3
Yield/Force Off (s)	111	59	96.4	109.4	59	96.4
Yield/Force Off 170(s)	111	44	74.4	109.4	50	72.4
Local Start Time (s)	42.3	56.4	5.3	42.3	54.8	5.3
Local Yield (s)	52	0	37.4	50.4	0	37.4
Local Yield 170(s)	52	115	15.4	50.4	121	13.4

Intersection Summary	
Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 59 (45%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 65: N. Torrey Pines Rd. & Pangea Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	15	92	18	23	64	140	1183	50	31	200	141
Future Volume (veh/h)	222	15	92	18	23	64	140	1183	50	31	200	141
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	183	107	102	26	33	93	151	1272	54	40	260	183
Adj No. of Lanes	1	1	0	2	1	0	1	2	1	1	2	1
Peak Hour Factor	0.90	0.90	0.90	0.69	0.69	0.69	0.93	0.93	0.93	0.77	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	132	126	344	43	121	185	1801	964	51	1532	685
Arrive On Green	0.15	0.15	0.15	0.10	0.10	0.10	0.10	0.51	0.51	0.03	0.43	0.43
Sat Flow, veh/h	1774	878	837	3442	432	1216	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	183	0	209	26	0	126	151	1272	54	40	260	183
Grp Sat Flow(s),veh/h/ln	1774	0	1715	1721	0	1648	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	9.1	0.0	10.9	0.6	0.0	6.9	7.7	25.6	1.3	2.1	4.2	6.9
Cycle Q Clear(g_c), s	9.1	0.0	10.9	0.6	0.0	6.9	7.7	25.6	1.3	2.1	4.2	6.9
Prop In Lane	1.00		0.49	1.00		0.74	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	267	0	259	344	0	165	185	1801	964	51	1532	685
V/C Ratio(X)	0.68	0.00	0.81	0.08	0.00	0.77	0.81	0.71	0.06	0.79	0.17	0.27
Avail Cap(c_a), veh/h	764	0	738	1482	0	710	573	2286	1181	573	2286	1023
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.4	0.0	38.1	37.9	0.0	40.8	40.7	17.5	7.4	44.8	16.1	16.9
Incr Delay (d2), s/veh	1.2	0.0	2.3	0.0	0.0	2.8	3.3	0.9	0.0	9.8	0.1	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	4.5	0.0	5.3	0.3	0.0	3.3	3.9	12.6	0.7	1.1	2.0	3.1
LnGrp Delay(d),s/veh	38.5	0.0	40.4	38.0	0.0	43.6	44.0	18.4	7.4	54.6	16.2	17.2
LnGrp LOS	D		D	D		D	D	B	A	D	B	B
Approach Vol, veh/h		392			152			1477			483	
Approach Delay, s/veh		39.5			42.6			20.6			19.7	
Approach LOS		D			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.0	52.8		18.9	14.1	45.7		14.2
Change Period (Y+Rc), s	4.4	* 5.5		4.9	4.4	5.5		4.9
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	4.1	27.6		12.9	9.7	8.9		8.9
Green Ext Time (p_c), s	0.0	19.7		1.1	0.2	25.2		0.5

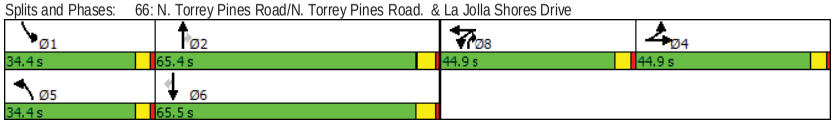
Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	34.4	65.4	44.9	34.4	65.5	44.9
Maximum Split (%)	18.1%	34.5%	23.7%	18.1%	34.5%	23.7%
Minimum Split (s)	8.4	15.4	8.9	8.4	15.5	8.9
Yellow Time (s)	3.4	4.4	3.9	3.4	4.5	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	4	2	2	3.9	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		24	28		23	26
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	144.8	0	34.4	99.9
End Time (s)	34.4	99.9	0	34.4	99.9	144.8
Yield/Force Off (s)	30	94.5	184.8	30	94.4	139.9
Yield/Force Off 170(s)	30	70.5	156.8	30	71.4	113.9
Local Start Time (s)	155.3	0	110.4	155.3	0	65.5
Local Yield (s)	185.3	60.1	150.4	185.3	60	105.5
Local Yield 170(s)	185.3	36.1	122.4	185.3	37	79.5

Intersection Summary		
Cycle Length		189.7
Control Type	Actuated-Uncoordinated	
Natural Cycle		65

Splits and Phases: 66: N. Torrey Pines Road/N. Torrey Pines Road. & La Jolla Shores Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	20	59	18	16	3	250	1369	137	19	286	6
Future Volume (veh/h)	1	20	59	18	16	3	250	1369	137	19	286	6
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	1	22	65	27	24	5	266	1456	146	25	371	8
Adj No. of Lanes	1	1	0	2	1	0	1	2	1	1	2	0
Peak Hour Factor	0.91	0.91	0.91	0.66	0.66	0.66	0.94	0.94	0.94	0.77	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	28	81	97	42	9	795	2554	1187	33	1007	22
Arrive On Green	0.07	0.07	0.07	0.03	0.03	0.03	0.45	0.72	0.72	0.02	0.28	0.28
Sat Flow, veh/h	1774	416	1230	3442	1496	312	1774	3539	1583	1774	3543	76
Grp Volume(v), veh/h	1	0	87	27	0	29	266	1456	146	25	185	194
Grp Sat Flow(s),veh/h/ln	1774	0	1646	1721	0	1808	1774	1770	1583	1774	1770	1849
Q Serve(g_s), s	0.1	0.0	6.3	0.9	0.0	1.9	11.7	23.3	3.0	1.7	10.0	10.1
Cycle Q Clear(g_c), s	0.1	0.0	6.3	0.9	0.0	1.9	11.7	23.3	3.0	1.7	10.0	10.1
Prop In Lane	1.00		0.75	1.00		0.17	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	118	0	109	97	0	51	795	2554	1187	33	503	526
V/C Ratio(X)	0.01	0.00	0.80	0.28	0.00	0.57	0.33	0.57	0.12	0.75	0.37	0.37
Avail Cap(c_a), veh/h	238	0	221	820	0	431	795	2554	1187	223	503	526
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	0.00	1.00	1.00	0.00	1.00	0.90	0.90	0.90	0.99	0.99	0.99
Uniform Delay (d), s/veh	52.3	0.0	55.2	57.1	0.0	57.6	21.5	7.9	4.1	58.6	34.3	34.3
Incr Delay (d2), s/veh	0.0	0.0	4.9	0.6	0.0	3.6	0.1	0.8	0.2	11.5	2.0	2.0
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	0.4	0.0	1.0	5.7	11.6	1.5	0.9	5.2	5.4
LnGrp Delay(d),s/veh	52.4	0.0	60.2	57.7	0.0	61.2	21.6	8.7	4.3	70.1	36.4	36.3
LnGrp LOS	D		E	E		E	C	A	A	E	D	D
Approach Vol, veh/h		88			56			1868			404	
Approach Delay, s/veh		60.1			59.5			10.2			38.4	
Approach LOS		E			E			B			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	92.2		12.9	59.4	39.5		8.3
Change Period (Y+Rc), s	4.4	5.6		4.9	5.6	* 5.4		4.9
Max Green Setting (Gmax), s	15.1	32.0		16.1	21.6	* 34		28.6
Max Q Clear Time (g_c+I1), s	3.7	25.3		8.3	13.7	12.1		3.9
Green Ext Time (p_c), s	0.0	5.6		0.1	0.9	2.9		0.1

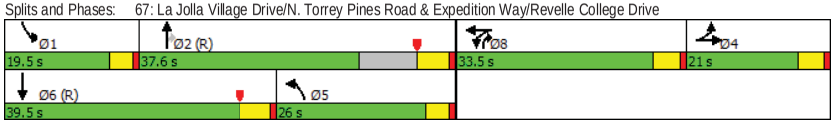
Intersection Summary	
HCM 2010 Ctrl Delay	17.9
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lag	Lead	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	19.5	37.6	21	26	39.5	33.5
Maximum Split (%)	16.3%	31.3%	17.5%	21.7%	32.9%	27.9%
Minimum Split (s)	8.4	37.6	8.9	8.4	29.4	32.9
Yellow Time (s)	3.4	4.6	3.9	3.4	4.4	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	4	2	2	4.2	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		25			17	21
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	112.9	12.4	91.9	32.4	112.9	58.4
End Time (s)	12.4	58.4	112.9	58.4	32.4	91.9
Yield/Force Off (s)	8	52.8	108	54	27	87
Yield/Force Off 170(s)	8	27.8	108	54	10	66
Local Start Time (s)	85.9	105.4	64.9	5.4	85.9	31.4
Local Yield (s)	101	25.8	81	27	0	60
Local Yield 170(s)	101	0.8	81	27	103	39

Intersection Summary	
Cycle Length	120
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 27 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 67: La Jolla Village Drive/N. Torrey Pines Road & Expedition Way/Revelle College Drive



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	49	106	616	83	150	292
Future Volume (veh/h)	49	106	616	83	150	292
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	71	154	811	109	231	449
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	0.69	0.69	0.76	0.76	0.65	0.65
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	430	198	1985	1086	234	2638
Arrive On Green	0.12	0.12	0.56	0.56	0.13	0.75
Sat Flow, veh/h	3442	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	71	154	811	109	231	449
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1583	1774	1770
Q Serve(g_s), s	1.5	7.9	11.0	2.0	10.9	3.1
Cycle Q Clear(g_c), s	1.5	7.9	11.0	2.0	10.9	3.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	430	198	1985	1086	234	2638
V/C Ratio(X)	0.17	0.78	0.41	0.10	0.99	0.17
Avail Cap(c_a), veh/h	1069	492	1985	1086	234	2638
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	32.8	35.6	10.5	4.5	36.4	3.1
Incr Delay (d2), s/veh	0.2	6.5	0.6	0.2	54.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.8	5.5	0.9	8.9	1.5
LnGrp Delay(d),s/veh	33.0	42.1	11.1	4.6	90.9	3.3
LnGrp LOS	C	D	B	A	F	A
Approach Vol, veh/h	225		920			680
Approach Delay, s/veh	39.3		10.4			33.0
Approach LOS	D		B			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.5	53.1				68.6		15.4
Change Period (Y+Rc), s	4.4	* 6				6.0		4.9
Max Green Setting (Gmax), s	11.1	* 32				47.0		26.1
Max Q Clear Time (g_c+I1), s	12.9	13.0				5.1		9.9
Green Ext Time (p_c), s	0.0	8.1				10.6		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	22.4
HCM 2010 LOS	C

Notes

Phase Number	1	2	3	6
Movement	SBL	NBT	WBL	SBT
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max
Maximum Split (s)	15.5	37.5	31	53
Maximum Split (%)	18.5%	44.6%	36.9%	63.1%
Minimum Split (s)	8.4	12.9	8.9	13
Yellow Time (s)	3.4	4.9	3.9	5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	4	7	4	7
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7	7	
Flash Dont Walk (s)		24	19	
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	46	61.5	15	46
End Time (s)	61.5	15	46	15
Yield/Force Off (s)	57.1	9.1	41.1	9
Yield/Force Off 170(s)	57.1	69.1	22.1	9
Local Start Time (s)	37	52.5	6	37
Local Yield (s)	48.1	0.1	32.1	0
Local Yield 170(s)	48.1	60.1	13.1	0

Intersection Summary	
Cycle Length	84
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 9 (11%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 68: Gilman Drive & Villa La Jolla Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	66	423	312	662	0	0	0	0	7	0	26
Future Volume (veh/h)	0	66	423	312	662	0	0	0	0	7	0	26
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0	0	1863	0	1900	1863	1863
Adj Flow Rate, veh/h	0	79	504	332	704	0	0	0	0	9	0	35
Adj No. of Lanes	0	1	2	1	2	0	0	1	0	0	1	1
Peak Hour Factor	0.84	0.84	0.84	0.94	0.94	0.94	0.25	0.25	0.25	0.75	0.75	0.75
Percent Heavy Veh, %	0	2	2	2	2	0	0	2	0	2	2	2
Cap, veh/h	0	582	871	409	2323	0	0	4	0	85	0	76
Arrive On Green	0.00	0.31	0.31	0.23	0.66	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Sat Flow, veh/h	0	1863	2787	1774	3632	0	0	-83824	0	1774	0	1583
Grp Volume(v), veh/h	0	79	504	332	704	0	0	0	0	9	0	35
Grp Sat Flow(s),veh/h/ln	0	1863	1393	1774	1770	0	0	1863	0	1774	0	1583
Q Serve(g_s), s	0.0	1.3	6.3	7.4	3.5	0.0	0.0	0.0	0.0	0.2	0.0	0.9
Cycle Q Clear(g_c), s	0.0	1.3	6.3	7.4	3.5	0.0	0.0	0.0	0.0	0.2	0.0	0.9
Prop In Lane	0.00		1.00	1.00		0.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	582	871	409	2323	0	0	4	0	85	0	76
V/C Ratio(X)	0.00	0.14	0.58	0.81	0.30	0.00	0.00	0.00	0.00	0.11	0.00	0.46
Avail Cap(c_a), veh/h	0	1568	2346	1493	2979	0	0	1120	0	853	0	762
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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.3	12.0	15.1	3.1	0.0	0.0	0.0	0.0	18.9	0.0	19.3
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.5	0.0	0.0	0.0	0.0	0.0	0.2	0.0	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	0.6	2.4	3.8	1.7	0.0	0.0	0.0	0.0	0.1	0.0	0.4
LnGrp Delay(d),s/veh	0.0	10.3	12.2	16.6	3.1	0.0	0.0	0.0	0.0	19.1	0.0	20.9
LnGrp LOS		B	B	B	A					B		C
Approach Vol, veh/h		583			1036			0			44	
Approach Delay, s/veh		12.0			7.4			0.0			20.5	
Approach LOS		B			A						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	14.3	20.2		7.1		34.5		0.0
Change Period (Y+Rc), s	* 4.7	7.2		5.1		7.2		4.5
Max Green Setting (Gmax), s	* 35	35.0		20.0		35.0		25.0
Max Q Clear Time (g_c+I1), s	9.4	8.3		2.9		5.5		0.0
Green Ext Time (p_c), s	0.4	4.4		0.0		4.5		0.0

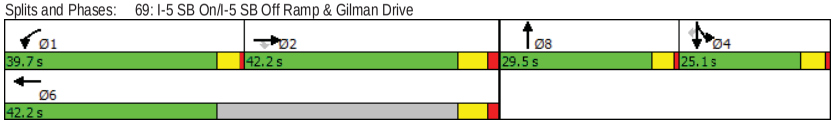
Intersection Summary	
HCM 2010 Ctrl Delay	9.4
HCM 2010 LOS	A

Notes

Phase Number	1	2	4	6	8
Movement	WBL	EBT	SBTL	WBT	NBT
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	Min	None	Min	None
Maximum Split (s)	39.7	42.2	25.1	42.2	29.5
Maximum Split (%)	29.1%	30.9%	18.4%	30.9%	21.6%
Minimum Split (s)	9.7	20.2	17.1	19.2	29.5
Yellow Time (s)	3.7	5.2	4.1	5.2	3.5
All-Red Time (s)	1	2	1	2	1
Minimum Initial (s)	5	13	5	12	5
Vehicle Extension (s)	2	2	2	2	3
Minimum Gap (s)	2	2	2	2	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					7
Flash Dont Walk (s)					18
Dual Entry	No	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	39.7	111.4	0	81.9
End Time (s)	39.7	81.9	0	81.9	111.4
Yield/Force Off (s)	35	74.7	131.4	74.7	106.9
Yield/Force Off 170(s)	35	74.7	131.4	74.7	88.9
Local Start Time (s)	96.8	0	71.7	96.8	42.2
Local Yield (s)	131.8	35	91.7	35	67.2
Local Yield 170(s)	131.8	35	91.7	35	49.2

Intersection Summary		
Cycle Length		136.5
Control Type	Actuated-Uncoordinated	
Natural Cycle		90

Splits and Phases: 69: I-5 SB On/I-5 SB Off Ramp & Gilman Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	24	0	0	347	75	648	0	121	0	0	0
Future Volume (veh/h)	50	24	0	0	347	75	648	0	121	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	62	30	0	0	413	89	801	0	0			
Adj No. of Lanes	1	1	0	0	2	0	2	1	0			
Peak Hour Factor	0.80	0.80	0.80	0.84	0.84	0.84	0.95	0.95	0.95			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	108	834	0	0	807	172	1031	541	0			
Arrive On Green	0.06	0.45	0.00	0.00	0.28	0.28	0.29	0.00	0.00			
Sat Flow, veh/h	1774	1863	0	0	2996	620	3548	1863	0			
Grp Volume(v), veh/h	62	30	0	0	250	252	801	0	0			
Grp Sat Flow(s),veh/h/ln	1774	1863	0	0	1770	1753	1774	1863	0			
Q Serve(g_s), s	1.5	0.4	0.0	0.0	5.1	5.2	8.9	0.0	0.0			
Cycle Q Clear(g_c), s	1.5	0.4	0.0	0.0	5.1	5.2	8.9	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		0.35	1.00		0.00			
Lane Grp Cap(c), veh/h	108	834	0	0	492	487	1031	541	0			
V/C Ratio(X)	0.58	0.04	0.00	0.00	0.51	0.52	0.78	0.00	0.00			
Avail Cap(c_a), veh/h	822	863	0	0	820	812	2465	1294	0			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	19.7	6.7	0.0	0.0	13.1	13.1	14.0	0.0	0.0			
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.0	0.3	0.3	0.5	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.8	0.2	0.0	0.0	2.5	2.6	4.4	0.0	0.0			
LnGrp Delay(d),s/veh	21.5	6.7	0.0	0.0	13.4	13.5	14.5	0.0	0.0			
LnGrp LOS	C	A			B	B	B					
Approach Vol, veh/h		92			502			801				
Approach Delay, s/veh		16.7			13.4			14.5				
Approach LOS		B			B			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		25.5		17.7	7.3	18.2		
Change Period (Y+Rc), s		6.2		5.1	* 4.7	6.2		
Max Green Setting (Gmax), s		20.0		30.0	* 20	20.0		
Max Q Clear Time (g_c+I1), s		2.4		10.9	3.5	7.2		
Green Ext Time (p_c), s		1.7		1.6	0.0	1.5		

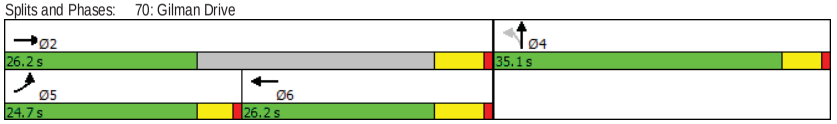
Intersection Summary	
HCM 2010 Ctrl Delay	14.3
HCM 2010 LOS	B

Notes

Phase Number	2	4	5	6
Movement	EBT	NBTL	EBL	WBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	Min	None	None	Min
Maximum Split (s)	26.2	35.1	24.7	26.2
Maximum Split (%)	30.5%	40.8%	28.7%	30.5%
Minimum Split (s)	18.2	10.1	9.7	18.2
Yellow Time (s)	5.2	4.1	3.7	5.2
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	12	5	5	12
Vehicle Extension (s)	2	2	2	2
Minimum Gap (s)	2	2	2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7	7		
Flash Dont Walk (s)	15	27		
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	50.9	0	24.7
End Time (s)	50.9	0	24.7	50.9
Yield/Force Off (s)	44.7	80.9	20	44.7
Yield/Force Off 170(s)	44.7	53.9	20	44.7
Local Start Time (s)	61.3	26.2	61.3	0
Local Yield (s)	20	56.2	81.3	20
Local Yield 170(s)	20	29.2	81.3	20

Intersection Summary	
Cycle Length	86
Control Type	Actuated-Uncoordinated
Natural Cycle	55

Splits and Phases: 70: Gilman Drive



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	69	44	13	239	241	26
Future Volume (veh/h)	69	44	13	239	241	26
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	85	43	16	291	259	28
Adj No. of Lanes	2	1	2	0	1	2
Peak Hour Factor	0.88	0.88	0.82	0.82	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	723	322	879	786	619	1758
Arrive On Green	0.20	0.20	0.50	0.50	0.50	0.50
Sat Flow, veh/h	3548	1583	1863	1583	1068	3632
Grp Volume(v), veh/h	85	43	16	291	259	28
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	1068	1770
Q Serve(g_s), s	0.7	0.8	0.2	3.9	6.8	0.1
Cycle Q Clear(g_c), s	0.7	0.8	0.2	3.9	10.7	0.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	723	322	879	786	619	1758
V/C Ratio(X)	0.12	0.13	0.02	0.37	0.42	0.02
Avail Cap(c_a), veh/h	4129	1843	2059	1843	1331	4119
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	11.2	11.2	4.4	5.3	8.6	4.4
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.4	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.1	1.8	2.0	0.1
LnGrp Delay(d),s/veh	11.2	11.3	4.4	5.7	9.2	4.4
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	128		307			287
Approach Delay, s/veh	11.2		5.7			8.7
Approach LOS	B		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		22.5				22.5		11.9
Change Period (Y+Rc), s		* 5.4				5.4		4.9
Max Green Setting (Gmax), s		* 40				40.0		40.0
Max Q Clear Time (g_c+I1), s		5.9				12.7		2.8
Green Ext Time (p_c), s		4.6				4.5		0.2

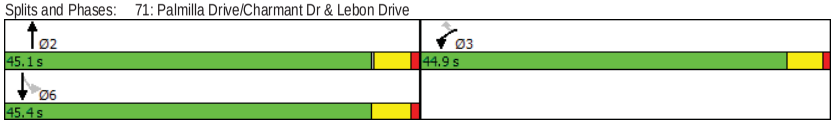
Intersection Summary	
HCM 2010 Ctrl Delay	7.8
HCM 2010 LOS	A

Notes

Phase Number	2	3	6
Movement	NBT	WBL	SBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	None	Min	None
Maximum Split (s)	45.1	44.9	45.4
Maximum Split (%)	49.9%	49.7%	50.3%
Minimum Split (s)	12.1	11.9	12.4
Yellow Time (s)	4.1	3.9	4.4
All-Red Time (s)	1	1	1
Minimum Initial (s)	7	7	7
Vehicle Extension (s)	3.8	2	3.4
Minimum Gap (s)	0.2	2	0.2
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	7	7	
Flash Dont Walk (s)	24	16	
Dual Entry	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	0	45.4	0
End Time (s)	45.4	0	45.4
Yield/Force Off (s)	40.3	85.4	40
Yield/Force Off 170(s)	16.3	85.4	40
Local Start Time (s)	0	45.4	0
Local Yield (s)	40.3	85.4	40
Local Yield 170(s)	16.3	85.4	40

Intersection Summary	
Cycle Length	90.3
Control Type	Actuated-Uncoordinated
Natural Cycle	40

Splits and Phases: 71: Palmilla Drive/Charmant Dr & Lebon Drive



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	121	91	66	145	68	47
Future Volume (veh/h)	121	91	66	145	68	47
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h	128	129	79	173	94	65
Adj No. of Lanes	1	1	2	0	1	2
Peak Hour Factor	0.83	0.83	0.84	0.84	0.72	0.72
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	366	333	667	597	641	1334
Arrive On Green	0.21	0.21	0.38	0.38	0.38	0.38
Sat Flow, veh/h	1774	1615	1863	1583	1123	3632
Grp Volume(v), veh/h	128	129	79	173	94	65
Grp Sat Flow(s),veh/h/ln	1774	1615	1770	1583	1123	1770
Q Serve(g_s), s	1.5	1.6	0.7	1.8	1.5	0.3
Cycle Q Clear(g_c), s	1.5	1.6	0.7	1.8	3.3	0.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	366	333	667	597	641	1334
V/C Ratio(X)	0.35	0.39	0.12	0.29	0.15	0.05
Avail Cap(c_a), veh/h	2988	2720	4470	4000	3054	8941
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	8.1	8.1	4.8	5.2	6.3	4.7
Incr Delay (d2), s/veh	0.2	0.3	0.1	0.4	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.7	0.3	0.8	0.5	0.1
LnGrp Delay(d),s/veh	8.3	8.4	4.9	5.6	6.5	4.7
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	257		252			159
Approach Delay, s/veh	8.3		5.4			5.8
Approach LOS	A		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		14.0				14.0		9.8
Change Period (Y+Rc), s		* 5				5.0		4.9
Max Green Setting (Gmax), s		* 60				60.0		40.0
Max Q Clear Time (g_c+I1), s		3.8				5.3		3.6
Green Ext Time (p_c), s		3.6				3.6		0.4

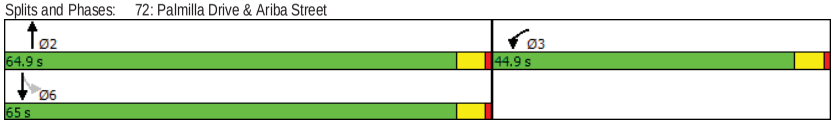
Intersection Summary	
HCM 2010 Ctrl Delay	6.6
HCM 2010 LOS	A

Notes

Phase Number	2	3	6
Movement	NBT	WBL	SBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	Min	None	Min
Maximum Split (s)	64.9	44.9	65
Maximum Split (%)	59.1%	40.9%	59.1%
Minimum Split (s)	11.9	10.9	12
Yellow Time (s)	3.9	3.9	4
All-Red Time (s)	1	1	1
Minimum Initial (s)	7	6	7
Vehicle Extension (s)	4	2	3.8
Minimum Gap (s)	0.2	2	0.2
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	7	7	
Flash Dont Walk (s)	22	16	
Dual Entry	No	No	No
Inhibit Max	Yes	Yes	Yes
Start Time (s)	0	65	0
End Time (s)	65	0	65
Yield/Force Off (s)	60.1	105	60
Yield/Force Off 170(s)	60.1	89	60
Local Start Time (s)	0	65	0
Local Yield (s)	60.1	105	60
Local Yield 170(s)	60.1	89	60

Intersection Summary	
Cycle Length	109.9
Control Type	Actuated-Uncoordinated
Natural Cycle	40

Splits and Phases: 72: Palmilla Drive & Ariba Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	234	104	40	465	84	199	422	173	11	37	9
Future Volume (veh/h)	123	234	104	40	465	84	199	422	173	11	37	9
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	131	249	111	42	484	88	231	491	201	15	49	12
Adj No. of Lanes	2	2	0	1	2	0	2	2	0	2	2	0
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.86	0.86	0.86	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	214	893	387	55	1018	184	331	785	319	49	675	160
Arrive On Green	0.06	0.37	0.37	0.03	0.34	0.34	0.10	0.32	0.32	0.01	0.24	0.24
Sat Flow, veh/h	3442	2407	1042	1774	2995	542	3442	2456	1000	3442	2842	672
Grp Volume(v), veh/h	131	181	179	42	285	287	231	353	339	15	30	31
Grp Sat Flow(s),veh/h/ln	1721	1770	1679	1774	1770	1767	1721	1770	1686	1721	1770	1744
Q Serve(g_s), s	2.8	5.4	5.6	1.8	9.5	9.6	4.9	12.7	12.8	0.3	1.0	1.0
Cycle Q Clear(g_c), s	2.8	5.4	5.6	1.8	9.5	9.6	4.9	12.7	12.8	0.3	1.0	1.0
Prop In Lane	1.00		0.62	1.00		0.31	1.00		0.59	1.00		0.39
Lane Grp Cap(c), veh/h	214	657	623	55	602	601	331	565	539	49	421	414
V/C Ratio(X)	0.61	0.28	0.29	0.76	0.47	0.48	0.70	0.62	0.63	0.30	0.07	0.08
Avail Cap(c_a), veh/h	1383	1422	1349	713	1422	1420	1383	948	904	1383	948	935
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	34.1	16.4	16.5	35.9	19.4	19.4	32.7	21.6	21.6	36.4	22.1	22.1
Incr Delay (d2), s/veh	1.1	0.5	0.6	7.7	1.1	1.1	1.0	2.5	2.7	1.3	0.1	0.1
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	1.3	2.7	2.7	1.0	4.8	4.8	2.4	6.6	6.3	0.2	0.5	0.5
LnGrp Delay(d),s/veh	35.2	16.9	17.1	43.6	20.5	20.6	33.7	24.1	24.3	37.7	22.2	22.2
LnGrp LOS	D	B	B	D	C	C	C	C	C	D	C	C
Approach Vol, veh/h		491			614			923			76	
Approach Delay, s/veh		21.9			22.1			26.6			25.3	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	33.4	11.6	22.9	9.1	31.1	5.5	29.0
Change Period (Y+Rc), s	4.4	* 5.7	4.4	5.2	4.4	5.7	4.4	5.2
Max Green Setting (Gmax), s	30.0	* 60	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	3.8	7.6	6.9	3.0	4.8	11.6	2.3	14.8
Green Ext Time (p_c), s	0.0	14.1	0.4	10.5	0.2	13.8	0.0	9.1

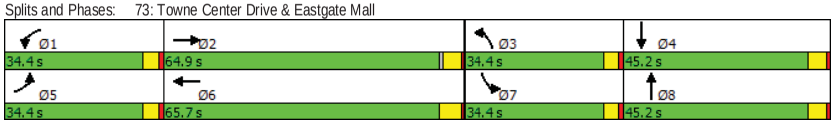
Intersection Summary	
HCM 2010 Ctrl Delay	24.1
HCM 2010 LOS	C

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Maximum Split (s)	34.4	64.9	34.4	45.2	34.4	65.7	34.4	45.2
Maximum Split (%)	19.1%	36.1%	19.1%	25.2%	19.1%	36.6%	19.1%	25.2%
Minimum Split (s)	8.4	11.9	8.4	12.7	8.4	12.7	8.4	12.2
Yellow Time (s)	3.4	3.9	3.4	4.2	3.4	4.7	3.4	4.2
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	7	4	7	4	7	4	7
Vehicle Extension (s)	2	5.1	2	4.8	2	4.8	2	5.1
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		20		19		19		19
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	100.1	134.5	0	34.4	100.1	134.5
End Time (s)	34.4	100.1	134.5	0	34.4	100.1	134.5	0
Yield/Force Off (s)	30	95.2	130.1	174.5	30	94.4	130.1	174.5
Yield/Force Off 170(s)	30	75.2	130.1	155.5	30	75.4	130.1	155.5
Local Start Time (s)	145.3	0	65.7	100.1	145.3	0	65.7	100.1
Local Yield (s)	175.3	60.8	95.7	140.1	175.3	60	95.7	140.1
Local Yield 170(s)	175.3	40.8	95.7	121.1	175.3	41	95.7	121.1

Intersection Summary		
Cycle Length		179.7
Control Type	Actuated-Uncoordinated	
Natural Cycle		55

Splits and Phases: 73: Towne Center Drive & Eastgate Mall



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	120	29	39	53	10	198	770	414	12	157	20
Future Volume (veh/h)	50	120	29	39	53	10	198	770	414	12	157	20
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	60	143	35	54	74	14	208	811	436	17	218	28
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.84	0.84	0.84	0.72	0.72	0.72	0.95	0.95	0.95	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	367	87	70	375	69	717	1783	798	305	1347	171
Arrive On Green	0.04	0.13	0.13	0.04	0.13	0.13	0.09	0.50	0.50	0.02	0.43	0.43
Sat Flow, veh/h	1774	2837	676	1774	2985	550	1774	3539	1583	1774	3160	401
Grp Volume(v), veh/h	60	88	90	54	43	45	208	811	436	17	121	125
Grp Sat Flow(s),veh/h/ln	1774	1770	1743	1774	1770	1766	1774	1770	1583	1774	1770	1792
Q Serve(g_s), s	2.0	2.8	2.9	1.8	1.3	1.4	3.6	9.0	11.5	0.3	2.6	2.6
Cycle Q Clear(g_c), s	2.0	2.8	2.9	1.8	1.3	1.4	3.6	9.0	11.5	0.3	2.6	2.6
Prop In Lane	1.00		0.39	1.00		0.31	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	76	229	225	70	222	222	717	1783	798	305	754	764
V/C Ratio(X)	0.79	0.38	0.40	0.77	0.19	0.20	0.29	0.45	0.55	0.06	0.16	0.16
Avail Cap(c_a), veh/h	872	1183	1165	872	1159	1157	1422	3478	1556	1148	1739	1761
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	28.9	24.3	24.4	29.1	23.9	23.9	7.1	9.8	10.4	9.7	10.8	10.8
Incr Delay (d2), s/veh	6.6	2.6	2.8	6.7	1.1	1.2	0.1	0.2	0.8	0.0	0.1	0.1
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	1.1	1.5	1.6	1.0	0.7	0.7	1.7	4.5	5.1	0.2	1.3	1.3
LnGrp Delay(d),s/veh	35.5	26.9	27.2	35.7	25.0	25.1	7.2	10.0	11.2	9.8	10.9	10.9
LnGrp LOS	D	C	C	D	C	C	A	A	B	A	B	B
Approach Vol, veh/h		238			142			1455			263	
Approach Delay, s/veh		29.2			29.1			9.9			10.9	
Approach LOS		C			C			A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.4	36.1	6.8	12.8	10.1	31.3	7.0	12.6
Change Period (Y+Rc), s	4.4	* 5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	* 60	30.0	40.8	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	2.3	13.5	3.8	4.9	5.6	4.6	4.0	3.4
Green Ext Time (p_c), s	0.0	17.2	0.1	3.4	0.3	18.1	0.1	3.4

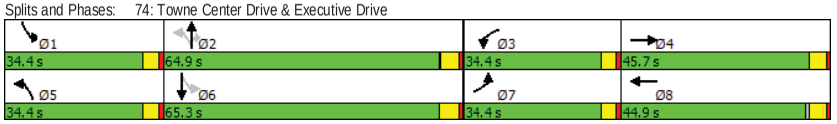
Intersection Summary	
HCM 2010 Ctrl Delay	13.5
HCM 2010 LOS	B

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	34.4	64.9	34.4	45.7	34.4	65.3	34.4	44.9
Maximum Split (%)	19.1%	36.1%	19.1%	25.4%	19.1%	36.3%	19.1%	25.0%
Minimum Split (s)	8.4	11.9	8.4	8.9	8.4	12.3	8.4	11.9
Yellow Time (s)	3.4	3.9	3.4	3.9	3.4	4.3	3.4	3.9
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	7	4	4	4	7	4	7
Vehicle Extension (s)	2	3.8	2	5.3	2	3.8	2	5.4
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		20		20		19		21
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.7	134.1	0	34.4	99.7	134.1
End Time (s)	34.4	99.7	134.1	0	34.4	99.7	134.1	0
Yield/Force Off (s)	30	94.8	129.7	174.9	30	94.4	129.7	174.9
Yield/Force Off 170(s)	30	94.8	129.7	154.9	30	94.4	129.7	153.9
Local Start Time (s)	145.4	0	65.3	99.7	145.4	0	65.3	99.7
Local Yield (s)	175.4	60.4	95.3	140.5	175.4	60	95.3	140.5
Local Yield 170(s)	175.4	60.4	95.3	120.5	175.4	60	95.3	119.5

Intersection Summary		
Cycle Length	179.8	
Control Type	Actuated-Uncoordinated	
Natural Cycle	50	

Splits and Phases: 74: Towne Center Drive & Executive Drive



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	71	372	341	140	181	109
Future Volume (veh/h)	71	372	341	140	181	109
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1928	1928
Adj Flow Rate, veh/h	78	409	397	163	213	128
Adj No. of Lanes	1	1	2	0	1	2
Peak Hour Factor	0.91	0.91	0.86	0.86	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	458	641	829	336	269	2057
Arrive On Green	0.26	0.26	0.34	0.34	0.15	0.56
Sat Flow, veh/h	1774	1583	2552	997	1836	3759
Grp Volume(v), veh/h	78	409	284	276	213	128
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1687	1836	1832
Q Serve(g_s), s	1.9	11.7	7.2	7.3	6.3	0.9
Cycle Q Clear(g_c), s	1.9	11.7	7.2	7.3	6.3	0.9
Prop In Lane	1.00	1.00		0.59	1.00	
Lane Grp Cap(c), veh/h	458	641	596	568	269	2057
V/C Ratio(X)	0.17	0.64	0.48	0.49	0.79	0.06
Avail Cap(c_a), veh/h	1256	1353	1879	1791	975	3826
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	16.3	13.5	14.8	14.8	23.3	5.6
Incr Delay (d2), s/veh	0.1	0.4	1.3	1.4	2.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	5.1	3.7	3.6	3.3	0.5
LnGrp Delay(d),s/veh	16.3	13.9	16.1	16.2	25.3	5.7
LnGrp LOS	B	B	B	B	C	A
Approach Vol, veh/h	487		560			341
Approach Delay, s/veh	14.3		16.1			17.9
Approach LOS	B		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.7	24.8				37.5		19.0
Change Period (Y+Rc), s	4.4	* 5.8				5.8		4.4
Max Green Setting (Gmax), s	30.0	* 60				59.0		40.0
Max Q Clear Time (g_c+I1), s	8.3	9.3				2.9		13.7
Green Ext Time (p_c), s	0.3	9.7				9.9		0.9

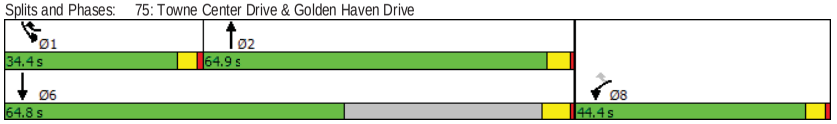
Intersection Summary	
HCM 2010 Ctrl Delay	15.9
HCM 2010 LOS	B

Notes

Phase Number	1	2	6	8
Movement	SBL	NBT	SBT	WBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	None	None	None
Maximum Split (s)	34.4	64.9	64.8	44.4
Maximum Split (%)	23.9%	45.2%	45.1%	30.9%
Minimum Split (s)	8.4	14.9	15.8	33.4
Yellow Time (s)	3.4	3.9	4.8	3.4
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	4	10	10	4
Vehicle Extension (s)	2	5	5	2
Minimum Gap (s)	2	0.2	0.2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		21		22
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	0	99.3
End Time (s)	34.4	99.3	99.3	0
Yield/Force Off (s)	30	94.4	93.5	139.3
Yield/Force Off 170(s)	30	73.4	93.5	117.3
Local Start Time (s)	109.3	0	109.3	64.9
Local Yield (s)	139.3	60	59.1	104.9
Local Yield 170(s)	139.3	39	59.1	82.9

Intersection Summary		
Cycle Length		143.7
Control Type	Actuated-Uncoordinated	
Natural Cycle		65

Splits and Phases: 75: Towne Center Drive & Golden Haven Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	174	40	27	174	27	198	81	69	13	25	29
Future Volume (veh/h)	62	174	40	27	174	27	198	81	69	13	25	29
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	73	205	47	30	193	30	236	96	82	19	36	41
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	0
Peak Hour Factor	0.85	0.85	0.85	0.90	0.90	0.90	0.84	0.84	0.84	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	498	686	154	467	643	98	578	574	488	540	245	280
Arrive On Green	0.06	0.24	0.24	0.03	0.21	0.21	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1774	2873	645	1774	3078	471	1317	1863	1583	1201	796	907
Grp Volume(v), veh/h	73	125	127	30	110	113	236	96	82	19	0	77
Grp Sat Flow(s),veh/h/ln	1774	1770	1749	1774	1770	1780	1317	1863	1583	1201	0	1703
Q Serve(g_s), s	1.1	1.9	2.0	0.4	1.8	1.8	5.3	1.3	1.3	0.4	0.0	1.1
Cycle Q Clear(g_c), s	1.1	1.9	2.0	0.4	1.8	1.8	6.4	1.3	1.3	1.7	0.0	1.1
Prop In Lane	1.00		0.37	1.00		0.26	1.00		1.00	1.00		0.53
Lane Grp Cap(c), veh/h	498	422	417	467	370	372	578	574	488	540	0	525
V/C Ratio(X)	0.15	0.29	0.31	0.06	0.30	0.30	0.41	0.17	0.17	0.04	0.00	0.15
Avail Cap(c_a), veh/h	1982	3169	3132	2004	3169	3187	1744	2224	1890	1604	0	2033
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	0.00	1.00
Uniform Delay (d), s/veh	9.4	10.4	10.5	9.9	11.2	11.2	10.7	8.4	8.5	9.1	0.0	8.4
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.0	0.4	0.4	0.4	0.1	0.2	0.0	0.0	0.1
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	0.5	1.0	1.0	0.2	0.9	0.9	2.0	0.7	0.6	0.1	0.0	0.5
LnGrp Delay(d),s/veh	9.5	10.8	10.9	9.9	11.5	11.6	11.2	8.6	8.6	9.1	0.0	8.5
LnGrp LOS	A	B	B	A	B	B	B	A	A	A		A
Approach Vol, veh/h		325			253			414			96	
Approach Delay, s/veh		10.5			11.4			10.1			8.6	
Approach LOS		B			B			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.4	12.9		15.2	6.4	11.9		15.2
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	30.0	60.0		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	2.4	4.0		8.4	3.1	3.8		3.7
Green Ext Time (p_c), s	0.0	2.8		1.9	0.1	2.8		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	10.4
HCM 2010 LOS	B

Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	NBTL	EBL	WBTL	SBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min	Min
Maximum Split (s)	34.4	64.9	44.9	34.4	64.9	44.9
Maximum Split (%)	23.9%	45.0%	31.1%	23.9%	45.0%	31.1%
Minimum Split (s)	8.4	11.9	11.9	8.4	11.9	11.9
Yellow Time (s)	3.4	3.9	3.9	3.4	3.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	7	7	4	7	7
Vehicle Extension (s)	2	2.9	2.9	2	2.6	2.6
Minimum Gap (s)	2	0.2	0.2	2	0.2	0.2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		22	22		19	19
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.3	0	34.4	99.3
End Time (s)	34.4	99.3	0	34.4	99.3	0
Yield/Force Off (s)	30	94.4	139.3	30	94.4	139.3
Yield/Force Off 170(s)	30	94.4	139.3	30	94.4	139.3
Local Start Time (s)	109.8	0	64.9	109.8	0	64.9
Local Yield (s)	139.8	60	104.9	139.8	60	104.9
Local Yield 170(s)	139.8	60	104.9	139.8	60	104.9

Intersection Summary		
Cycle Length		144.2
Control Type	Actuated-Uncoordinated	
Natural Cycle		40

Splits and Phases: 76: Executive Way & Executive Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	153	226	41	138	422	36	154	94	67	2	8	13
Future Volume (veh/h)	153	226	41	138	422	36	154	94	67	2	8	13
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	165	243	44	164	502	43	164	100	71	3	14	22
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	0
Peak Hour Factor	0.93	0.93	0.93	0.84	0.84	0.84	0.94	0.94	0.94	0.58	0.58	0.58
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	215	848	151	214	930	79	214	279	428	6	21	33
Arrive On Green	0.12	0.28	0.28	0.12	0.28	0.28	0.12	0.15	0.15	0.00	0.03	0.03
Sat Flow, veh/h	1774	3002	536	1774	3301	282	1774	1863	1583	1774	654	1028
Grp Volume(v), veh/h	165	142	145	164	268	277	164	100	71	3	0	36
Grp Sat Flow(s),veh/h/ln	1774	1770	1768	1774	1770	1813	1774	1863	1583	1774	0	1681
Q Serve(g_s), s	4.0	2.8	2.9	4.0	5.7	5.8	4.0	2.2	1.5	0.1	0.0	0.9
Cycle Q Clear(g_c), s	4.0	2.8	2.9	4.0	5.7	5.8	4.0	2.2	1.5	0.1	0.0	0.9
Prop In Lane	1.00		0.30	1.00		0.16	1.00		1.00	1.00		0.61
Lane Grp Cap(c), veh/h	215	500	499	214	498	511	214	279	428	6	0	54
V/C Ratio(X)	0.77	0.28	0.29	0.77	0.54	0.54	0.77	0.36	0.17	0.52	0.00	0.66
Avail Cap(c_a), veh/h	1193	2381	2379	1193	2381	2439	1193	1671	1611	1193	0	1508
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	0.00	1.00
Uniform Delay (d), s/veh	19.0	12.5	12.5	19.0	13.6	13.6	19.0	17.0	12.4	22.2	0.0	21.3
Incr Delay (d2), s/veh	2.2	0.3	0.3	2.2	0.9	0.9	2.2	0.3	0.1	24.0	0.0	5.1
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	2.1	1.4	1.4	2.1	2.9	3.0	2.1	1.1	0.7	0.1	0.0	0.5
LnGrp Delay(d),s/veh	21.1	12.7	12.8	21.2	14.5	14.5	21.1	17.3	12.5	46.2	0.0	26.4
LnGrp LOS	C	B	B	C	B	B	C	B	B	D		C
Approach Vol, veh/h		452			709			335			39	
Approach Delay, s/veh		15.8			16.0			18.2			27.9	
Approach LOS		B			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	18.7	9.8	6.3	9.8	18.7	4.5	11.6
Change Period (Y+Rc), s	4.4	6.1	4.4	4.9	4.4	* 6.1	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	* 60	30.0	40.0
Max Q Clear Time (g_c+I1), s	6.0	4.9	6.0	2.9	6.0	7.8	2.1	4.2
Green Ext Time (p_c), s	0.2	4.8	0.2	0.6	0.2	4.8	0.0	0.6

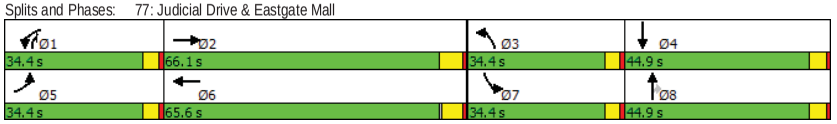
Intersection Summary	
HCM 2010 Ctrl Delay	16.7
HCM 2010 LOS	B

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Maximum Split (s)	34.4	66.1	34.4	44.9	34.4	65.6	34.4	44.9
Maximum Split (%)	19.1%	36.8%	19.1%	25.0%	19.1%	36.5%	19.1%	25.0%
Minimum Split (s)	8.4	13.1	8.4	8.9	8.4	12.6	8.4	8.9
Yellow Time (s)	3.4	5.1	3.4	3.9	3.4	4.6	3.4	3.9
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	7	4	4	4	7	4	4
Vehicle Extension (s)	2	2.7	2	2	2	3	2	2
Minimum Gap (s)	2	0.2	2	2	2	0.2	2	2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		25		20		12		20
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	100.5	134.9	0	34.4	100.5	134.9
End Time (s)	34.4	100.5	134.9	0	34.4	100.5	134.9	0
Yield/Force Off (s)	30	94.4	130.5	174.9	30	94.9	130.5	174.9
Yield/Force Off 170(s)	30	69.4	130.5	154.9	30	82.9	130.5	154.9
Local Start Time (s)	145.4	0	66.1	100.5	145.4	0	66.1	100.5
Local Yield (s)	175.4	60	96.1	140.5	175.4	60.5	96.1	140.5
Local Yield 170(s)	175.4	35	96.1	120.5	175.4	48.5	96.1	120.5

Intersection Summary		
Cycle Length	179.8	
Control Type	Actuated-Uncoordinated	
Natural Cycle	55	

Splits and Phases: 77: Judicial Drive & Eastgate Mall



Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑					↰		↱
Traffic Vol, veh/h	1	340	465	20	446	0	0	0	0	72	2	307
Future Vol, veh/h	1	340	465	20	446	0	0	0	0	72	2	307
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	90	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	89	89	89	25	25	25	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	386	528	22	501	0	0	0	0	80	2	341

Major/Minor	Major1			Major2					Minor2		
Conflicting Flow All	501	0	-	386	0	0			741	935	251
Stage 1	-	-	-	-	-	-			546	546	-
Stage 2	-	-	-	-	-	-			195	389	-
Critical Hdwy	4.14	-	-	4.14	-	-			6.84	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-			5.84	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-			5.84	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-			3.52	4.02	3.32
Pot Cap-1 Maneuver	1059	-	0	1169	-	0			352	264	749
Stage 1	-	-	0	-	-	0			544	516	-
Stage 2	-	-	0	-	-	0			819	607	-
Platoon blocked, %		-			-						
Mov Cap-1 Maneuver	1059	-	-	1169	-	-			345	0	749
Mov Cap-2 Maneuver	-	-	-	-	-	-			345	0	-
Stage 1	-	-	-	-	-	-			534	0	-
Stage 2	-	-	-	-	-	-			818	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.3	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	1059	-	1169	-	345	749
HCM Lane V/C Ratio	0.001	-	0.019	-	0.232	0.455
HCM Control Delay (s)	8.4	-	8.1	-	18.6	13.8
HCM Lane LOS	A	-	A	-	C	B
HCM 95th %tile Q(veh)	0	-	0.1	-	0.9	2.4

Intersection	
Int Delay, s/veh	283.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱			↔				
Traffic Vol, veh/h	387	16	0	0	22	9	478	11	14	0	0	0
Future Vol, veh/h	387	16	0	0	22	9	478	11	14	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	55	55	55	95	95	95	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	403	17	0	0	40	16	503	12	15	0	0	0

Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1053	1033	-	-	1025	19	0	0	0
Stage 1	0	0	-	-	1025	-	-	-	-
Stage 2	1053	1033	-	-	0	-	-	-	-
Critical Hdwy	7.12	6.52	-	-	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	~ 204	232	0	0	235	1059	-	-	-
Stage 1	-	-	0	0	312	-	-	-	-
Stage 2	~ 274	310	0	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	~ 175	232	-	-	235	1059	-	-	-
Mov Cap-2 Maneuver	~ 175	232	-	-	235	-	-	-	-
Stage 1	-	-	-	-	312	-	-	-	-
Stage 2	~ 235	310	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	$ 676	19.5	
HCM LOS	F	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	177	304
HCM Lane V/C Ratio	-	-	-	2.372	0.185
HCM Control Delay (s)	-	-	-	$ 676	19.5
HCM Lane LOS	-	-	-	F	C
HCM 95th %tile Q(veh)	-	-	-	34.9	0.7

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	130	285	386	1100	235	267
Future Volume (veh/h)	130	285	386	1100	235	267
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	194	425	420	1196	270	307
Adj No. of Lanes	3	1	2	3	2	2
Peak Hour Factor	0.67	0.67	0.92	0.92	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3087	961	475	3964	450	749
Arrive On Green	0.61	0.61	0.28	1.00	0.13	0.13
Sat Flow, veh/h	5253	1583	3442	5253	3442	2787
Grp Volume(v), veh/h	194	425	420	1196	270	307
Grp Sat Flow(s),veh/h/ln	1695	1583	1721	1695	1721	1393
Q Serve(g_s), s	2.0	18.5	15.0	0.0	9.5	11.6
Cycle Q Clear(g_c), s	2.0	18.5	15.0	0.0	9.5	11.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	3087	961	475	3964	450	749
V/C Ratio(X)	0.06	0.44	0.88	0.30	0.60	0.41
Avail Cap(c_a), veh/h	3087	961	799	3964	1076	1255
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.95	0.95	1.00	1.00
Uniform Delay (d), s/veh	10.3	13.5	45.4	0.0	52.5	38.5
Incr Delay (d2), s/veh	0.0	1.5	3.3	0.2	1.7	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	8.4	7.3	0.1	4.6	4.5
LnGrp Delay(d),s/veh	10.3	15.0	48.7	0.2	54.2	38.9
LnGrp LOS	B	B	D	A	D	D
Approach Vol, veh/h	619			1616	577	
Approach Delay, s/veh	13.5			12.8	46.1	
Approach LOS	B			B	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	22.1	83.9				106.0		22.0
Change Period (Y+Rc), s	4.4	6.2				* 6.2		5.3
Max Green Setting (Gmax), s	29.7	42.4				* 77		40.0
Max Q Clear Time (g_c+I1), s	17.0	20.5				2.0		13.6
Green Ext Time (p_c), s	0.7	14.9				28.1		3.1

Intersection Summary	
HCM 2010 Ctrl Delay	19.8
HCM 2010 LOS	B

Notes

Phase Number	1	2	6	8
Movement	WBL	EBT	WBT	NBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize				
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	34.1	48.6	82.7	45.3
Maximum Split (%)	26.6%	38.0%	64.6%	35.4%
Minimum Split (s)	11.4	43.2	24.9	43.8
Yellow Time (s)	3.4	5.2	5	4.3
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	7	10	10	10
Vehicle Extension (s)	2	4	3.7	3.8
Minimum Gap (s)	2	4	3.7	3.8
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		30		31.5
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	121.5	27.6	121.5	76.2
End Time (s)	27.6	76.2	76.2	121.5
Yield/Force Off (s)	23.2	70	70.2	116.2
Yield/Force Off 170(s)	23.2	40	70.2	84.7
Local Start Time (s)	51.5	85.6	51.5	6.2
Local Yield (s)	81.2	0	0.2	46.2
Local Yield 170(s)	81.2	98	0.2	14.7

Intersection Summary	
Cycle Length	128
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 70 (55%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 1: N. Torrey Pines Rd. & Genesee Ave



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	108	354	1408	240	286	39		
Future Volume (veh/h)	108	354	1408	240	286	39		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	135	442	1564	267	362	49		
Adj No. of Lanes	1	3	5	1	2	1		
Peak Hour Factor	0.80	0.80	0.90	0.90	0.79	0.79		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	678	3890	2540	533	497	834		
Arrive On Green	0.13	0.25	0.34	0.34	0.14	0.14		
Sat Flow, veh/h	1774	5253	7898	1583	3442	1583		
Grp Volume(v), veh/h	135	442	1564	267	362	49		
Grp Sat Flow(s),veh/h/ln	1774	1695	1509	1583	1721	1583		
Q Serve(g_s), s	8.7	8.6	22.2	17.2	12.9	0.0		
Cycle Q Clear(g_c), s	8.7	8.6	22.2	17.2	12.9	0.0		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	678	3890	2540	533	497	834		
V/C Ratio(X)	0.20	0.11	0.62	0.50	0.73	0.06		
Avail Cap(c_a), veh/h	678	3890	2540	533	1541	1314		
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.99	0.99	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	38.4	14.4	35.5	33.9	52.4	14.8		
Incr Delay (d2), s/veh	0.1	0.1	1.1	3.3	4.3	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.3	4.0	9.4	8.0	6.4	1.7		
LnGrp Delay(d),s/veh	38.4	14.5	36.6	37.2	56.7	14.9		
LnGrp LOS	D	B	D	D	E	B		
Approach Vol, veh/h		577	1831		411			
Approach Delay, s/veh		20.1	36.7		51.7			
Approach LOS		C	D		D			

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		104.6		23.4	55.6	49.0		
Change Period (Y+Rc), s		6.7		4.9	6.7	* 5.9		
Max Green Setting (Gmax), s		59.1		57.3	10.1	* 43		
Max Q Clear Time (g_c+I1), s		10.6		14.9	10.7	24.2		
Green Ext Time (p_c), s		4.7		3.6	0.0	13.5		

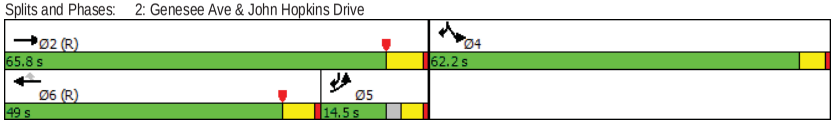
Intersection Summary	
HCM 2010 Ctrl Delay	35.5
HCM 2010 LOS	D

Notes

Phase Number	2	4	5	6
Movement	EBT	SBL	EBL	WBT
Lead/Lag			Lag	Lead
Lead-Lag Optimize			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Maximum Split (s)	65.8	62.2	14.5	49
Maximum Split (%)	51.4%	48.6%	11.3%	38.3%
Minimum Split (s)	16.7	11.9	9.5	15.9
Yellow Time (s)	5.7	3.9	3.4	4.9
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	10	7	4	10
Vehicle Extension (s)	4	5	2	3.9
Minimum Gap (s)	0.2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				7
Flash Dont Walk (s)				31
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	14.9	80.7	63.9	14.9
End Time (s)	80.7	14.9	80.7	63.9
Yield/Force Off (s)	74	10	76.3	58
Yield/Force Off 170(s)	74	10	76.3	27
Local Start Time (s)	84.9	22.7	5.9	84.9
Local Yield (s)	16	80	18.3	0
Local Yield 170(s)	16	80	18.3	97

Intersection Summary	
Cycle Length	128
Control Type	Actuated-Coordinated
Natural Cycle	40
Offset: 58 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 2: Genesee Ave & John Hopkins Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	574	0	7	1657	255	0	0	0	36	0	13
Future Volume (veh/h)	49	574	0	7	1657	255	0	0	0	36	0	13
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	1863	1900
Adj Flow Rate, veh/h	60	700	0	8	1801	277				28	19	15
Adj No. of Lanes	1	3	0	1	3	1				1	1	0
Peak Hour Factor	0.82	0.82	0.92	0.92	0.92	0.92				0.86	0.92	0.86
Percent Heavy Veh, %	2	2	0	2	2	2				2	2	2
Cap, veh/h	77	4222	0	17	4054	1314				58	32	25
Arrive On Green	0.04	0.83	0.00	0.01	0.80	0.80				0.03	0.03	0.03
Sat Flow, veh/h	1774	5253	0	1774	5085	1583				1774	966	762
Grp Volume(v), veh/h	60	700	0	8	1801	277				28	0	34
Grp Sat Flow(s),veh/h/ln	1774	1695	0	1774	1695	1583				1774	0	1728
Q Serve(g_s), s	4.3	3.5	0.0	0.6	14.2	4.6				2.0	0.0	2.5
Cycle Q Clear(g_c), s	4.3	3.5	0.0	0.6	14.2	4.6				2.0	0.0	2.5
Prop In Lane	1.00		0.00	1.00		1.00				1.00		0.44
Lane Grp Cap(c), veh/h	77	4222	0	17	4054	1314				58	0	57
V/C Ratio(X)	0.78	0.17	0.00	0.47	0.44	0.21				0.48	0.00	0.60
Avail Cap(c_a), veh/h	154	4222	0	125	4054	1314				473	0	460
HCM Platoon Ratio	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	0.00	0.66	0.66	0.66				1.00	0.00	1.00
Uniform Delay (d), s/veh	60.6	2.1	0.0	63.1	4.1	2.2				60.8	0.0	61.1
Incr Delay (d2), s/veh	15.2	0.1	0.0	12.4	0.2	0.2				6.1	0.0	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.7	0.0	0.3	6.6	11.5				1.1	0.0	1.3
LnGrp Delay(d),s/veh	75.8	2.2	0.0	75.4	4.3	2.5				66.9	0.0	70.9
LnGrp LOS	E	A		E	A	A				E		E
Approach Vol, veh/h		760			2086						62	
Approach Delay, s/veh		8.0			4.3						69.1	
Approach LOS		A			A						E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	5.7	113.2		9.1	10.0	108.9		
Change Period (Y+Rc), s	4.5	6.9		4.9	4.4	* 6.9		
Max Green Setting (Gmax), s	9.0	68.6		34.1	11.1	* 67		
Max Q Clear Time (g_c+I1), s	2.6	5.5		4.5	6.3	16.2		
Green Ext Time (p_c), s	0.0	38.2		0.2	0.0	33.3		

Intersection Summary	
HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A

Notes

Phase Number	1	2	4	5	6	7
Movement	WBL	EBT	SBT	EBL	WBT	SBL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	13.5	75.5	22.5	15.5	72.6	39
Maximum Split (%)	10.5%	59.0%	17.6%	12.1%	56.7%	30.5%
Minimum Split (s)	9.5	22.5	22.5	9.5	16	8.9
Yellow Time (s)	3.5	5.9	3.5	3.4	5	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	5	10	5	4	10	4
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)			7		7	7
Flash Dont Walk (s)			11		22	23
Dual Entry	No	No	Yes	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	25.9	39.4	114.9	25.9	41.4	114.9
End Time (s)	39.4	114.9	25.9	41.4	114.9	25.9
Yield/Force Off (s)	34.9	108	21.4	37	108.9	21
Yield/Force Off 170(s)	34.9	108	10.4	37	86.9	126
Local Start Time (s)	45.9	59.4	6.9	45.9	61.4	6.9
Local Yield (s)	54.9	0	41.4	57	0.9	41
Local Yield 170(s)	54.9	0	30.4	57	106.9	18

Intersection Summary	
Cycle Length	128
Control Type	Actuated-Coordinated
Natural Cycle	60
Offset: 108 (84%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 3: Genesee Ave & Science Center Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	436	249	145	1174	0	0	0	0	698	0	522
Future Volume (veh/h)	0	436	249	145	1174	0	0	0	0	698	0	522
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				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
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	651	0	158	1276	0				1001	0	405
Adj No. of Lanes	0	2	1	1	2	0				2	0	1
Peak Hour Factor	0.67	0.67	0.67	0.92	0.92	0.92				0.86	0.86	0.86
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1460	653	190	2005	0				1102	0	492
Arrive On Green	0.00	0.41	0.00	0.14	0.75	0.00				0.31	0.00	0.31
Sat Flow, veh/h	0	3632	1583	1774	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	651	0	158	1276	0				1001	0	405
Grp Sat Flow(s),veh/h/ln	0	1770	1583	1774	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	13.2	0.0	8.7	17.1	0.0				27.1	0.0	23.7
Cycle Q Clear(g_c), s	0.0	13.2	0.0	8.7	17.1	0.0				27.1	0.0	23.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1460	653	190	2005	0				1102	0	492
V/C Ratio(X)	0.00	0.45	0.00	0.83	0.64	0.00				0.91	0.00	0.82
Avail Cap(c_a), veh/h	0	1460	653	444	2005	0				1242	0	554
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.99	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	21.1	0.0	42.0	7.5	0.0				33.1	0.0	31.9
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.3	0.1	0.0				8.6	0.0	7.9
Initial Q Delay(d3),s/veh	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	6.6	0.0	4.2	8.1	0.0				14.5	0.0	11.4
LnGrp Delay(d),s/veh	0.0	22.1	0.0	42.4	7.6	0.0				41.7	0.0	39.8
LnGrp LOS		C		D	A					D		D
Approach Vol, veh/h		651			1434						1406	
Approach Delay, s/veh		22.1			11.4						41.2	
Approach LOS		C			B						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	15.4	48.5		36.2		63.8		
Change Period (Y+Rc), s	* 4.7	7.2		5.1		7.2		
Max Green Setting (Gmax), s	* 25	23.0		35.0		52.7		
Max Q Clear Time (g_c+I1), s	10.7	15.2		29.1		19.1		
Green Ext Time (p_c), s	0.2	4.8		2.0		10.3		

Intersection Summary	
HCM 2010 Ctrl Delay	25.4
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	6
Movement	WBL	EBT	SBTL	WBT
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	Min	C-Max
Maximum Split (s)	29.7	30.2	40.1	59.9
Maximum Split (%)	29.7%	30.2%	40.1%	59.9%
Minimum Split (s)	9.7	17.2	18.1	17.2
Yellow Time (s)	3.7	5.2	4.1	5.2
All-Red Time (s)	1	2	1	2
Minimum Initial (s)	5	10	13	10
Vehicle Extension (s)	2	2	2	2
Minimum Gap (s)	2	2	2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	47.3	77	7.2	47.3
End Time (s)	77	7.2	47.3	7.2
Yield/Force Off (s)	72.3	0	42.2	0
Yield/Force Off 170(s)	72.3	0	42.2	0
Local Start Time (s)	47.3	77	7.2	47.3
Local Yield (s)	72.3	0	42.2	0
Local Yield 170(s)	72.3	0	42.2	0

Intersection Summary	
Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	60
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 4: Genesee Ave & I-5 Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	800	231	0	0	1052	887	418	0	286	0	0	0
Future Volume (veh/h)	800	231	0	0	1052	887	418	0	286	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	889	257	0	0	1195	1008	529	0	0			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.79	0.79	0.79			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	671	2683	0	0	1196	535	422	0	188			
Arrive On Green	0.63	1.00	0.00	0.00	0.34	0.34	0.12	0.00	0.00			
Sat Flow, veh/h	1774	3632	0	0	3632	1583	3548	0	1583			
Grp Volume(v), veh/h	889	257	0	0	1195	1008	529	0	0			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1583	1774	0	1583			
Q Serve(g_s), s	37.8	0.0	0.0	0.0	33.7	33.8	11.9	0.0	0.0			
Cycle Q Clear(g_c), s	37.8	0.0	0.0	0.0	33.7	33.8	11.9	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	671	2683	0	0	1196	535	422	0	188			
V/C Ratio(X)	1.33	0.10	0.00	0.00	1.00	1.88	1.25	0.00	0.00			
Avail Cap(c_a), veh/h	671	2683	0	0	1196	535	422	0	188			
HCM Platoon Ratio	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.70	0.70	0.00	0.00	0.90	0.90	1.00	0.00	0.00			
Uniform Delay (d), s/veh	18.4	0.0	0.0	0.0	33.1	33.1	44.0	0.0	0.0			
Incr Delay (d2), s/veh	153.8	0.0	0.0	0.0	24.4	403.9	132.0	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	46.7	0.0	0.0	0.0	20.5	74.8	13.5	0.0	0.0			
LnGrp Delay(d),s/veh	172.3	0.0	0.0	0.0	57.5	437.0	176.1	0.0	0.0			
LnGrp LOS	F	A			E	F	F					
Approach Vol, veh/h		1146			2203			529				
Approach Delay, s/veh		133.6			231.2			176.1				
Approach LOS		F			F			F				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		83.0			42.0	41.0		17.0
Change Period (Y+Rc), s		7.2			* 4.2	7.2		5.1
Max Green Setting (Gmax), s		75.8			* 38	33.8		11.9
Max Q Clear Time (g_c+I1), s		2.0			39.8	35.8		13.9
Green Ext Time (p_c), s		12.9			0.0	0.0		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		194.8
HCM 2010 LOS		F

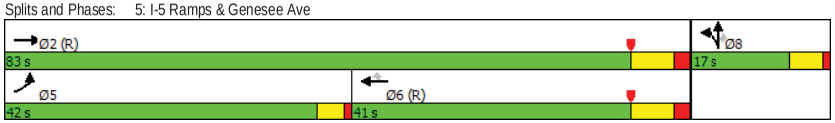
Notes

Phase Number	2	5	6	8
Movement	EBT	EBL	WBT	NBTL
Lead/Lag		Lead	Lag	
Lead-Lag Optimize		Yes	Yes	
Recall Mode	C-Max	Min	C-Max	None
Maximum Split (s)	83	42	41	17
Maximum Split (%)	83.0%	42.0%	41.0%	17.0%
Minimum Split (s)	17.2	15.2	17.2	10.1
Yellow Time (s)	5.2	3.2	5.2	4.1
All-Red Time (s)	2	1	2	1
Minimum Initial (s)	10	11	10	5
Vehicle Extension (s)	2	2	2	2
Minimum Gap (s)	2	3	2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	24.2	24.2	66.2	7.2
End Time (s)	7.2	66.2	7.2	24.2
Yield/Force Off (s)	0	62	0	19.1
Yield/Force Off 170(s)	0	62	0	19.1
Local Start Time (s)	24.2	24.2	66.2	7.2
Local Yield (s)	0	62	0	19.1
Local Yield 170(s)	0	62	0	19.1

Intersection Summary	
Cycle Length	100
Control Type	Actuated-Coordinated
Natural Cycle	150

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Splits and Phases: 5: I-5 Ramps & Genesee Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	434	0	217	0	0	0	114	867	0	28	912	302
Future Volume (veh/h)	434	0	217	0	0	0	114	867	0	28	912	302
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	0	1863				1863	1863	0	1863	1863	1863
Adj Flow Rate, veh/h	467	0	233				119	903	0	30	981	325
Adj No. of Lanes	2	0	1				1	3	0	1	3	1
Peak Hour Factor	0.93	0.92	0.93				0.96	0.96	0.92	0.92	0.93	0.93
Percent Heavy Veh, %	2	0	2				2	2	0	2	2	2
Cap, veh/h	583	0	268				142	3520	0	38	3220	1003
Arrive On Green	0.17	0.00	0.17				0.16	1.00	0.00	0.02	0.63	0.63
Sat Flow, veh/h	3442	0	1583				1774	5253	0	1774	5085	1583
Grp Volume(v), veh/h	467	0	233				119	903	0	30	981	325
Grp Sat Flow(s),veh/h/ln	1721	0	1583				1774	1695	0	1774	1695	1583
Q Serve(g_s), s	16.7	0.0	18.3				8.3	0.0	0.0	2.2	11.2	12.1
Cycle Q Clear(g_c), s	16.7	0.0	18.3				8.3	0.0	0.0	2.2	11.2	12.1
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	583	0	268				142	3520	0	38	3220	1003
V/C Ratio(X)	0.80	0.00	0.87				0.84	0.26	0.00	0.79	0.30	0.32
Avail Cap(c_a), veh/h	1003	0	461				320	3520	0	140	3220	1003
HCM Platoon Ratio	1.00	1.00	1.00				2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.94	0.94	0.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	51.1	0.0	51.8				52.9	0.0	0.0	62.4	10.7	10.8
Incr Delay (d2), s/veh	1.0	0.0	3.8				4.6	0.2	0.0	12.0	0.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	0.0	8.3				4.2	0.1	0.0	1.2	5.2	5.5
LnGrp Delay(d),s/veh	52.1	0.0	55.5				57.5	0.2	0.0	74.4	10.9	11.6
LnGrp LOS	D		E				E	A		E	B	B
Approach Vol, veh/h		700						1022			1336	
Approach Delay, s/veh		53.2						6.8			12.5	
Approach LOS		D						A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	7.1	94.3		26.6	14.7	86.8		
Change Period (Y+Rc), s	4.4	5.7		4.9	4.4	5.7		
Max Green Setting (Gmax), s	10.1	65.6		37.3	23.1	52.6		
Max Q Clear Time (g_c+I1), s	4.2	2.0		20.3	10.3	14.1		
Green Ext Time (p_c), s	0.0	41.9		1.3	0.1	29.3		

Intersection Summary	
HCM 2010 Ctrl Delay	19.9
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6
Movement	SBL	NBT	EBL	NBL	SBT
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max
Maximum Split (s)	14.5	71.3	42.2	27.5	58.3
Maximum Split (%)	11.3%	55.7%	33.0%	21.5%	45.5%
Minimum Split (s)	9.5	22.5	11.9	9.5	30.5
Yellow Time (s)	3.4	4.7	3.9	3.4	4.7
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	4	10	7	4	10
Vehicle Extension (s)	2	5.2	2	2	4
Minimum Gap (s)	2	0.2	2	2	0.2
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)			7		7
Flash Dont Walk (s)			24		15
Dual Entry	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	107.9	122.4	65.7	107.9	7.4
End Time (s)	122.4	65.7	107.9	7.4	65.7
Yield/Force Off (s)	118	60	103	3	60
Yield/Force Off 170(s)	118	60	79	3	45
Local Start Time (s)	47.9	62.4	5.7	47.9	75.4
Local Yield (s)	58	0	43	71	0
Local Yield 170(s)	58	0	19	71	113

Intersection Summary	
Cycle Length	128
Control Type	Actuated-Coordinated
Natural Cycle	60
Offset: 60 (47%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 6: Genesee Ave & Scripps Hospital



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	10	211	115	20	126	254	665	162	112	669	322
Future Volume (veh/h)	283	10	211	115	20	126	254	665	162	112	669	322
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	316	0	229	145	0	142	302	792	193	119	712	343
Adj No. of Lanes	2	0	1	2	0	2	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.84	0.84	0.84	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	583	0	260	224	0	200	349	1514	571	1064	2620	816
Arrive On Green	0.16	0.00	0.16	0.06	0.00	0.06	0.20	0.60	0.60	0.41	0.69	0.69
Sat Flow, veh/h	3548	0	1583	3548	0	3167	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	316	0	229	145	0	142	302	792	193	119	712	343
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1774	0	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	10.5	0.0	18.1	5.1	0.0	5.6	10.9	11.7	7.6	2.7	6.9	12.3
Cycle Q Clear(g_c), s	10.5	0.0	18.1	5.1	0.0	5.6	10.9	11.7	7.6	2.7	6.9	12.3
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	583	0	260	224	0	200	349	1514	571	1064	2620	816
V/C Ratio(X)	0.54	0.00	0.88	0.65	0.00	0.71	0.86	0.52	0.34	0.11	0.27	0.42
Avail Cap(c_a), veh/h	1042	0	465	557	0	497	406	1514	571	1064	2620	816
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.33	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	0.94	0.94	0.94
Uniform Delay (d), s/veh	49.1	0.0	52.2	58.6	0.0	58.8	50.1	20.6	16.5	26.9	10.9	11.7
Incr Delay (d2), s/veh	0.3	0.0	3.8	1.2	0.0	1.7	12.7	1.1	1.4	0.0	0.1	0.5
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	5.2	0.0	8.2	2.6	0.0	2.5	5.7	5.6	3.8	1.3	3.2	5.3
LnGrp Delay(d),s/veh	49.3	0.0	56.0	59.7	0.0	60.5	62.9	21.7	17.9	26.9	10.9	12.2
LnGrp LOS	D		E	E		E	E	C	B	C	B	B
Approach Vol, veh/h		545			287			1287			1174	
Approach Delay, s/veh		52.2			60.1			30.8			12.9	
Approach LOS		D			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	45.3	43.8		13.0	17.4	71.7		25.9
Change Period (Y+Rc), s	5.7	* 5.7		4.9	4.4	5.7		4.9
Max Green Setting (Gmax), s	12.3	* 38		20.1	15.1	18.6		37.6
Max Q Clear Time (g_c+I1), s	4.7	13.7		7.6	12.9	14.3		20.1
Green Ext Time (p_c), s	0.4	7.7		0.5	0.1	2.8		1.0

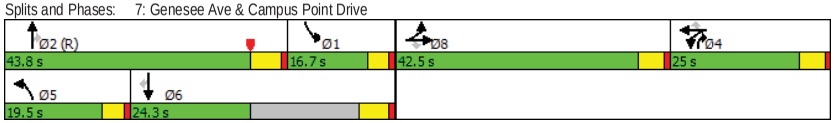
Intersection Summary	
HCM 2010 Ctrl Delay	30.5
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	WBTL	NBL	SBT	EBTL
Lead/Lag	Lag	Lead		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	None	None
Maximum Split (s)	16.7	43.8	25	19.5	24.3	42.5
Maximum Split (%)	13.0%	34.2%	19.5%	15.2%	19.0%	33.2%
Minimum Split (s)	8.4	37.7	22.5	8.4	33.7	11.9
Yellow Time (s)	3.4	4.7	3.9	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	7	4	10	7
Vehicle Extension (s)	2	3.7	2	2	4	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		25			21	28
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	31.7	115.9	90.9	115.9	7.4	48.4
End Time (s)	48.4	31.7	115.9	7.4	48.4	90.9
Yield/Force Off (s)	44	26	111	3	42.7	86
Yield/Force Off 170(s)	44	1	111	3	21.7	58
Local Start Time (s)	5.7	89.9	64.9	89.9	109.4	22.4
Local Yield (s)	18	0	85	105	16.7	60
Local Yield 170(s)	18	103	85	105	123.7	32

Intersection Summary	
Cycle Length	128
Control Type	Actuated-Coordinated
Natural Cycle	85
Offset: 26 (20%), Referenced to phase 2:NBT, Start of Yellow	

Splits and Phases: 7: Genesee Ave & Campus Point Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	878	96	50	1226	0	159	0	26	0	0	0
Future Volume (veh/h)	37	878	96	50	1226	0	159	0	26	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	0	1976	1863	1900			
Adj Flow Rate, veh/h	40	1254	137	69	1703	0	166	0	27			
Adj No. of Lanes	1	3	1	1	3	0	0	1	0			
Peak Hour Factor	0.92	0.70	0.70	0.72	0.72	0.92	0.96	0.92	0.96			
Percent Heavy Veh, %	2	2	2	2	2	0	0	2	0			
Cap, veh/h	51	3581	1115	88	3687	0	194	0	31			
Arrive On Green	0.03	0.70	0.70	0.05	0.72	0.00	0.13	0.00	0.13			
Sat Flow, veh/h	1774	5085	1583	1774	5253	0	1501	0	244			
Grp Volume(v), veh/h	40	1254	137	69	1703	0	193	0	0			
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1774	1695	0	1745	0	0			
Q Serve(g_s), s	2.9	12.4	3.6	4.9	17.7	0.0	13.9	0.0	0.0			
Cycle Q Clear(g_c), s	2.9	12.4	3.6	4.9	17.7	0.0	13.9	0.0	0.0			
Prop In Lane	1.00		1.00	1.00		0.00	0.86		0.14			
Lane Grp Cap(c), veh/h	51	3581	1115	88	3687	0	225	0	0			
V/C Ratio(X)	0.78	0.35	0.12	0.78	0.46	0.00	0.86	0.00	0.00			
Avail Cap(c_a), veh/h	140	3581	1115	168	3687	0	522	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.94	0.94	0.94	0.96	0.96	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	61.7	7.4	6.1	60.1	7.3	0.0	54.6	0.0	0.0			
Incr Delay (d2), s/veh	8.6	0.3	0.2	5.4	0.4	0.0	3.6	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.5	5.8	1.6	2.5	8.3	0.0	6.9	0.0	0.0			
LnGrp Delay(d),s/veh	70.4	7.7	6.3	65.6	7.7	0.0	58.2	0.0	0.0			
LnGrp LOS	E	A	A	E	A		E					
Approach Vol, veh/h		1431			1772			193				
Approach Delay, s/veh		9.3			9.9			58.2				
Approach LOS		A			A			E				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2			5	6		8
Phs Duration (G+Y+Rc), s	10.7	95.8			8.1	98.5		21.4
Change Period (Y+Rc), s	4.4	5.7			4.4	5.7		4.9
Max Green Setting (Gmax), s	12.1	62.6			10.1	64.6		38.3
Max Q Clear Time (g_c+I1), s	6.9	14.4			4.9	19.7		15.9
Green Ext Time (p_c), s	0.0	44.3			0.0	41.5		0.7

Intersection Summary		
HCM 2010 Ctrl Delay		12.4
HCM 2010 LOS		B

Notes

Phase Number	1	2	5	6	8
Movement	WBL	EBT	EBL	WBT	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	16.5	68.3	14.5	70.3	43.2
Maximum Split (%)	12.9%	53.4%	11.3%	54.9%	33.8%
Minimum Split (s)	9.5	22.7	9.5	22.5	37.9
Yellow Time (s)	3.4	4.7	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	4	10	4	10	7
Vehicle Extension (s)	2	5	2	3.9	2
Minimum Gap (s)	2	0.2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7			7
Flash Dont Walk (s)		10			26
Dual Entry	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	104.9	121.4	104.9	119.4	61.7
End Time (s)	121.4	61.7	119.4	61.7	104.9
Yield/Force Off (s)	117	56	115	56	100
Yield/Force Off 170(s)	117	46	115	56	74
Local Start Time (s)	48.9	65.4	48.9	63.4	5.7
Local Yield (s)	61	0	59	0	44
Local Yield 170(s)	61	118	59	0	18

Intersection Summary		
Cycle Length		128
Control Type	Actuated-Coordinated	
Natural Cycle		80

Offset: 56 (44%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Splits and Phases: 8: Regents & Genesee Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	103	215	18	106	27	224	668	13	40	691	123
Future Volume (veh/h)	112	103	215	18	106	27	224	668	13	40	691	123
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	135	124	259	23	134	34	233	696	14	49	843	150
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	2	3	0
Peak Hour Factor	0.83	0.83	0.83	0.79	0.79	0.79	0.96	0.96	0.96	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	160	343	291	31	208	177	143	2133	43	89	1525	270
Arrive On Green	0.09	0.18	0.18	0.02	0.11	0.11	0.16	0.83	0.83	0.03	0.35	0.35
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	5132	103	3442	4348	769
Grp Volume(v), veh/h	135	124	259	23	134	34	233	459	251	49	656	337
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1845	1721	1695	1727
Q Serve(g_s), s	9.6	7.4	20.4	1.7	8.8	2.5	10.3	4.0	4.0	1.8	19.9	20.1
Cycle Q Clear(g_c), s	9.6	7.4	20.4	1.7	8.8	2.5	10.3	4.0	4.0	1.8	19.9	20.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	1.00		0.45
Lane Grp Cap(c), veh/h	160	343	291	31	208	177	143	1409	767	89	1189	606
V/C Ratio(X)	0.85	0.36	0.89	0.74	0.64	0.19	1.63	0.33	0.33	0.55	0.55	0.56
Avail Cap(c_a), veh/h	170	504	428	240	576	490	143	1409	767	401	1189	606
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Uniform Delay (d), s/veh	57.4	45.7	50.9	62.6	54.4	51.6	53.7	6.6	6.7	61.6	33.4	33.5
Incr Delay (d2), s/veh	27.4	0.2	11.1	12.2	1.3	0.2	312.6	0.2	0.4	1.9	1.7	3.5
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	5.9	3.8	9.8	0.9	4.6	1.1	17.4	1.8	2.0	0.9	9.6	10.1
LnGrp Delay(d),s/veh	84.8	45.9	62.0	74.8	55.7	51.8	366.3	6.8	7.0	63.5	35.2	37.0
LnGrp LOS	F	D	E	E	E	D	F	A	A	E	D	D
Approach Vol, veh/h		518			191			943			1042	
Approach Delay, s/veh		64.1			57.3			95.7			37.1	
Approach LOS		E			E			F			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	58.9	6.6	28.7	16.0	50.6	15.9	19.4
Change Period (Y+Rc), s	4.4	5.7	4.4	* 5.1	5.7	* 5.7	4.4	5.1
Max Green Setting (Gmax), s	14.9	41.6	17.3	* 35	10.3	* 45	12.3	39.6
Max Q Clear Time (g_c+I1), s	3.8	6.0	3.7	22.4	12.3	22.1	11.6	10.8
Green Ext Time (p_c), s	0.0	7.2	0.0	1.1	0.0	9.6	0.0	1.3

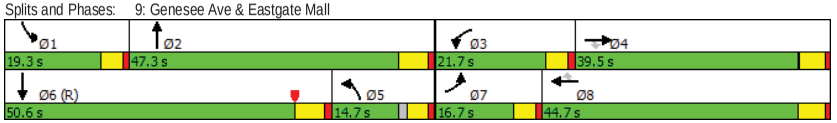
Intersection Summary	
HCM 2010 Ctrl Delay	64.2
HCM 2010 LOS	E

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	None
Maximum Split (s)	19.3	47.3	21.7	39.5	14.7	50.6	16.7	44.7
Maximum Split (%)	15.1%	37.0%	17.0%	30.9%	11.5%	39.5%	13.0%	34.9%
Minimum Split (s)	9.5	31.7	9.5	38.9	9.5	32.7	8.4	39.1
Yellow Time (s)	3.4	4.7	3.4	3.9	3.4	4.7	3.4	4.1
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	7	4	10	4	7
Vehicle Extension (s)	2	4.2	2	2	2	4.3	2	2
Minimum Gap (s)	2	0.2	2	2	2	0.2	2	2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		19		27		20		27
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	48.1	67.4	114.7	8.4	98.7	48.1	114.7	3.4
End Time (s)	67.4	114.7	8.4	48.1	114.7	98.7	3.4	48.1
Yield/Force Off (s)	63	109	4	43.2	110.3	93	127	43
Yield/Force Off 170(s)	63	90	4	16.2	110.3	73	127	16
Local Start Time (s)	83.1	102.4	21.7	43.4	5.7	83.1	21.7	38.4
Local Yield (s)	98	16	39	78.2	17.3	0	34	78
Local Yield 170(s)	98	125	39	51.2	17.3	108	34	51

Intersection Summary	
Cycle Length	128
Control Type	Actuated-Coordinated
Natural Cycle	95
Offset: 93 (73%), Referenced to phase 6:SBT, Start of Yellow	

Splits and Phases: 9: Genesee Ave & Eastgate Mall



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	76	48	118	89	99	53	770	126	79	734	30
Future Volume (veh/h)	26	76	48	118	89	99	53	770	126	79	734	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	31	89	56	137	103	115	66	962	158	84	781	32
Adj No. of Lanes	1	2	0	2	2	0	2	3	0	2	3	0
Peak Hour Factor	0.85	0.85	0.85	0.86	0.86	0.86	0.80	0.80	0.80	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	39	149	87	190	181	162	108	3029	496	130	3479	142
Arrive On Green	0.02	0.07	0.07	0.06	0.10	0.10	0.06	1.00	1.00	0.08	1.00	1.00
Sat Flow, veh/h	1774	2152	1258	3442	1770	1583	3442	4404	721	3442	5012	205
Grp Volume(v), veh/h	31	72	73	137	103	115	66	740	380	84	528	285
Grp Sat Flow(s),veh/h/ln	1774	1770	1641	1721	1770	1583	1721	1695	1735	1721	1695	1827
Q Serve(g_s), s	2.2	5.1	5.5	5.0	7.1	9.0	2.4	0.0	0.0	3.0	0.0	0.0
Cycle Q Clear(g_c), s	2.2	5.1	5.5	5.0	7.1	9.0	2.4	0.0	0.0	3.0	0.0	0.0
Prop In Lane	1.00		0.77	1.00		1.00	1.00		0.42	1.00		0.11
Lane Grp Cap(c), veh/h	39	123	114	190	181	162	108	2331	1193	130	2353	1268
V/C Ratio(X)	0.79	0.59	0.64	0.72	0.57	0.71	0.61	0.32	0.32	0.65	0.22	0.23
Avail Cap(c_a), veh/h	146	478	444	363	520	465	352	2331	1193	352	2353	1268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96	0.93	0.93	0.93
Uniform Delay (d), s/veh	62.3	57.8	58.0	59.5	54.7	55.6	59.2	0.0	0.0	58.3	0.0	0.0
Incr Delay (d2), s/veh	12.3	1.7	2.2	1.9	1.0	2.1	2.0	0.3	0.7	1.9	0.2	0.4
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	1.2	2.5	2.6	2.4	3.5	4.0	1.2	0.1	0.2	1.5	0.1	0.1
LnGrp Delay(d),s/veh	74.6	59.4	60.3	61.4	55.8	57.7	61.2	0.3	0.7	60.2	0.2	0.4
LnGrp LOS	E	E	E	E	E	E	E	A	A	E	A	A
Approach Vol, veh/h		176			355			1186			897	
Approach Delay, s/veh		62.4			58.6			3.8			5.9	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	93.5	11.5	13.8	8.4	94.3	7.2	18.0
Change Period (Y+Rc), s	4.4	5.5	4.4	4.9	4.4	* 5.5	4.4	4.9
Max Green Setting (Gmax), s	13.1	47.6	13.5	34.6	13.1	* 48	10.5	37.6
Max Q Clear Time (g_c+I1), s	5.0	2.0	7.0	7.5	4.4	2.0	4.2	11.0
Green Ext Time (p_c), s	0.1	23.6	0.1	1.4	0.0	23.6	0.0	1.4

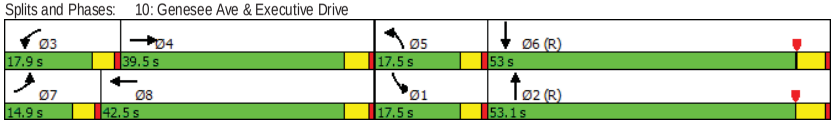
Intersection Summary	
HCM 2010 Ctrl Delay	15.9
HCM 2010 LOS	B

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	17.5	53.1	17.9	39.5	17.5	53	14.9	42.5
Maximum Split (%)	13.7%	41.5%	14.0%	30.9%	13.7%	41.4%	11.6%	33.2%
Minimum Split (s)	8.4	15.5	8.4	8.9	8.4	15.4	8.4	8.9
Yellow Time (s)	3.4	4.5	3.4	3.9	3.4	4.4	3.4	3.9
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	4	10	4	4
Vehicle Extension (s)	2	3.6	2	2	2	3.8	2	2
Minimum Gap (s)	2	0.2	2	2	2	0.2	2	2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		17		27		16		30
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	48.9	66.4	119.5	9.4	48.9	66.4	119.5	6.4
End Time (s)	66.4	119.5	9.4	48.9	66.4	119.5	6.4	48.9
Yield/Force Off (s)	62	114	5	44	62	114.1	2	44
Yield/Force Off 170(s)	62	97	5	17	62	98.1	2	14
Local Start Time (s)	62.9	80.4	5.5	23.4	62.9	80.4	5.5	20.4
Local Yield (s)	76	0	19	58	76	0.1	16	58
Local Yield 170(s)	76	111	19	31	76	112.1	16	28

Intersection Summary	
Cycle Length	128
Control Type	Actuated-Coordinated
Natural Cycle	50
Offset: 114 (89%), Referenced to phase 6:SBT and 2:NBT, Start of Yellow	

Splits and Phases: 10: Genesee Ave & Executive Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	3	98	223	3	16	77	914	117	14	882	19
Future Volume (veh/h)	18	3	98	223	3	16	77	914	117	14	882	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	14	0	112	250	0	0	84	993	127	15	919	20
Adj No. of Lanes	1	0	2	2	1	0	2	3	0	1	3	0
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.92	0.92	0.92	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	0	162	307	161	0	131	3169	404	23	3425	74
Arrive On Green	0.05	0.00	0.05	0.09	0.00	0.00	0.04	0.69	0.69	0.03	1.00	1.00
Sat Flow, veh/h	1774	0	3167	3548	1863	0	3442	4567	583	1774	5122	111
Grp Volume(v), veh/h	14	0	112	250	0	0	84	737	383	15	608	331
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1774	1863	0	1721	1695	1760	1774	1695	1843
Q Serve(g_s), s	1.0	0.0	4.5	8.9	0.0	0.0	3.1	10.9	10.9	1.1	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	4.5	8.9	0.0	0.0	3.1	10.9	10.9	1.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.33	1.00		0.06
Lane Grp Cap(c), veh/h	91	0	162	307	161	0	131	2352	1221	23	2267	1232
V/C Ratio(X)	0.15	0.00	0.69	0.81	0.00	0.00	0.64	0.31	0.31	0.65	0.27	0.27
Avail Cap(c_a), veh/h	237	0	423	452	237	0	406	2352	1221	168	2267	1232
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.64	0.64	0.64	0.97	0.97	0.97
Uniform Delay (d), s/veh	58.1	0.0	59.7	57.4	0.0	0.0	60.7	7.7	7.7	62.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	2.0	4.3	0.0	0.0	1.2	0.2	0.4	10.8	0.3	0.5
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	0.5	0.0	2.0	4.5	0.0	0.0	1.5	5.1	5.4	0.6	0.1	0.2
LnGrp Delay(d),s/veh	58.4	0.0	61.7	61.8	0.0	0.0	61.9	7.9	8.1	72.9	0.3	0.5
LnGrp LOS	E		E	E			E	A	A	E	A	A
Approach Vol, veh/h		126			250			1204			954	
Approach Delay, s/veh		61.4			61.8			11.7			1.5	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.1	94.5		11.4	9.3	91.3		16.0
Change Period (Y+Rc), s	4.4	5.7		4.9	4.4	5.7		4.9
Max Green Setting (Gmax), s	12.1	62.6		17.1	15.1	59.6		16.3
Max Q Clear Time (g_c+I1), s	3.1	12.9		6.5	5.1	2.0		10.9
Green Ext Time (p_c), s	0.0	21.5		0.2	0.1	22.6		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	15.3
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	16.5	68.3	22	19.5	65.3	21.2
Maximum Split (%)	12.9%	53.4%	17.2%	15.2%	51.0%	16.6%
Minimum Split (s)	8.4	15.7	8.9	8.4	15.7	8.9
Yellow Time (s)	3.4	4.7	3.9	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	3.9	2	2	2.2	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	
Flash Dont Walk (s)		14			19	
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	52.9	69.4	30.9	52.9	72.4	9.7
End Time (s)	69.4	9.7	52.9	72.4	9.7	30.9
Yield/Force Off (s)	65	4	48	68	4	26
Yield/Force Off 170(s)	65	118	48	68	113	26
Local Start Time (s)	48.9	65.4	26.9	48.9	68.4	5.7
Local Yield (s)	61	0	44	64	0	22
Local Yield 170(s)	61	114	44	64	109	22

Intersection Summary	
Cycle Length	128
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 4 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 11: Genesee Ave & Executive Square



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	382	191	336	618	315	195	564	212	546	462	198
Future Volume (veh/h)	218	382	191	336	618	315	195	564	212	546	462	198
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	272	478	239	386	710	362	207	600	226	587	497	213
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	3	1
Peak Hour Factor	0.80	0.80	0.80	0.87	0.87	0.87	0.94	0.94	0.94	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	322	1543	480	627	2025	923	256	661	296	635	1510	470
Arrive On Green	0.03	0.10	0.10	0.30	0.66	0.66	0.07	0.19	0.19	0.18	0.30	0.30
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	1583	3442	5085	1583
Grp Volume(v), veh/h	272	478	239	386	710	362	207	600	226	587	497	213
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1695	1583
Q Serve(g_s), s	11.5	12.7	16.7	14.0	8.9	12.5	8.6	24.2	13.5	24.5	11.1	16.0
Cycle Q Clear(g_c), s	11.5	12.7	16.7	14.0	8.9	12.5	8.6	24.2	13.5	24.5	11.1	16.0
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	322	1543	480	627	2025	923	256	661	296	635	1510	470
V/C Ratio(X)	0.84	0.31	0.50	0.62	0.35	0.39	0.81	0.91	0.76	0.92	0.33	0.45
Avail Cap(c_a), veh/h	408	1543	480	627	2025	923	415	693	310	698	1510	470
HCM Platoon Ratio	0.33	0.33	0.33	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	0.91	0.91	0.91	0.90	0.90	0.90	0.95	0.95	0.95
Uniform Delay (d), s/veh	69.7	51.5	35.1	46.4	16.2	8.5	66.6	58.1	26.2	58.5	40.0	41.7
Incr Delay (d2), s/veh	9.1	0.5	3.2	1.2	0.4	1.1	2.1	14.4	9.7	15.9	0.2	1.0
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	5.9	6.1	7.7	6.8	4.2	5.6	4.2	13.2	6.7	13.1	5.2	7.1
LnGrp Delay(d),s/veh	78.7	51.9	38.3	47.6	16.6	9.7	68.7	72.5	35.9	74.4	40.2	42.6
LnGrp LOS	E	D	D	D	B	A	E	E	D	E	D	D
Approach Vol, veh/h		989			1458			1033			1297	
Approach Delay, s/veh		56.0			23.1			63.7			56.1	
Approach LOS		E			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.1	49.6	15.2	49.1	18.1	63.6	31.3	33.0
Change Period (Y+Rc), s	5.5	* 5.3	4.4	* 5.7	4.4	5.5	4.4	5.7
Max Green Setting (Gmax), s	23.7	* 44	17.6	* 41	17.3	22.6	29.6	28.6
Max Q Clear Time (g_c+I1), s	16.0	18.7	10.6	18.0	13.5	14.5	26.5	26.2
Green Ext Time (p_c), s	1.5	9.7	0.2	11.7	0.2	6.1	0.5	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	47.7
HCM 2010 LOS	D

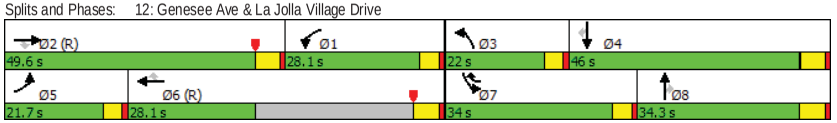
Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	28.1	49.6	22	46	21.7	28.1	34	34.3
Maximum Split (%)	19.2%	34.0%	15.1%	31.5%	14.9%	19.2%	23.3%	23.5%
Minimum Split (s)	8.4	15.3	8.4	43.4	8.4	15.5	8.4	15.7
Yellow Time (s)	3.4	4.3	3.4	4.4	3.4	4.5	3.4	4.7
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	10	4	10	4	10
Vehicle Extension (s)	2	6	2	4.1	2	5.8	2	3.5
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7				
Flash Dont Walk (s)		29		31				
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	5.3	101.7	33.4	55.4	101.7	123.4	33.4	67.4
End Time (s)	33.4	5.3	55.4	101.7	123.4	33.4	67.4	101.7
Yield/Force Off (s)	29	0	51	96.3	119	27.9	63	96
Yield/Force Off 170(s)	29	117	51	65.3	119	27.9	63	96
Local Start Time (s)	5.3	101.7	33.4	55.4	101.7	123.4	33.4	67.4
Local Yield (s)	29	0	51	96.3	119	27.9	63	96
Local Yield 170(s)	29	117	51	65.3	119	27.9	63	96

Intersection Summary	
Cycle Length	146
Control Type	Actuated-Coordinated
Natural Cycle	90

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection

Splits and Phases: 12: Genesee Ave & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	21	67	133	30	200	51	525	147	248	426	146
Future Volume (veh/h)	179	21	67	133	30	200	51	525	147	248	426	146
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	248	0	86	145	0	378	61	625	175	302	520	178
Adj No. of Lanes	2	0	1	1	0	2	1	2	1	2	3	0
Peak Hour Factor	0.78	0.78	0.78	0.68	0.68	0.68	0.84	0.84	0.84	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	311	0	139	248	0	443	539	1815	812	358	1145	380
Arrive On Green	0.09	0.00	0.09	0.14	0.00	0.14	0.61	1.00	1.00	0.10	0.30	0.30
Sat Flow, veh/h	3548	0	1583	1774	0	3167	1774	3539	1583	3442	3776	1255
Grp Volume(v), veh/h	248	0	86	145	0	378	61	625	175	302	465	233
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1774	0	1583	1774	1770	1583	1721	1695	1641
Q Serve(g_s), s	8.9	0.0	6.8	10.0	0.0	15.2	1.9	0.0	0.0	11.2	14.4	15.0
Cycle Q Clear(g_c), s	8.9	0.0	6.8	10.0	0.0	15.2	1.9	0.0	0.0	11.2	14.4	15.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	311	0	139	248	0	443	539	1815	812	358	1027	497
V/C Ratio(X)	0.80	0.00	0.62	0.58	0.00	0.85	0.11	0.34	0.22	0.84	0.45	0.47
Avail Cap(c_a), veh/h	603	0	269	505	0	901	539	1815	812	532	1027	497
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.90	0.90	0.90	0.89	0.89	0.89
Uniform Delay (d), s/veh	58.2	0.0	57.2	52.4	0.0	54.6	18.1	0.0	0.0	57.2	36.6	36.8
Incr Delay (d2), s/veh	1.8	0.0	1.7	0.8	0.0	1.8	0.0	0.5	0.5	4.6	1.3	2.8
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	4.5	0.0	3.1	4.9	0.0	6.7	0.9	0.1	0.1	5.6	6.9	7.2
LnGrp Delay(d),s/veh	59.9	0.0	58.9	53.2	0.0	56.5	18.1	0.5	0.5	61.8	37.9	39.6
LnGrp LOS	E		E	D		E	B	A	A	E	D	D
Approach Vol, veh/h		334			523			861			1000	
Approach Delay, s/veh		59.7			55.5			1.7			45.5	
Approach LOS		E			E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.9	72.7		16.3	45.5	45.1		23.1
Change Period (Y+Rc), s	4.4	6.0		4.9	6.0	* 5.7		4.9
Max Green Setting (Gmax), s	20.1	30.6		22.1	10.3	* 39		37.0
Max Q Clear Time (g_c+I1), s	13.2	2.0		10.9	3.9	17.0		17.2
Green Ext Time (p_c), s	0.3	6.3		0.5	0.5	6.1		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.3
HCM 2010 LOS	D

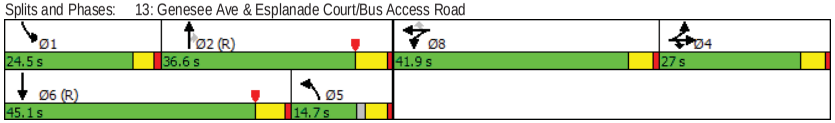
Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lag	Lead	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	24.5	36.6	27	14.7	45.1	41.9
Maximum Split (%)	18.8%	28.2%	20.8%	11.3%	34.7%	32.2%
Minimum Split (s)	8.4	16	8.9	8.4	15.7	8.9
Yellow Time (s)	3.4	5	3.9	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	3.7	2	2	4.1	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		22			21	31
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	25.6	50.1	128.6	70.7	25.6	86.7
End Time (s)	50.1	86.7	25.6	86.7	70.7	128.6
Yield/Force Off (s)	45.7	80.7	20.7	82.3	65	123.7
Yield/Force Off 170(s)	45.7	58.7	20.7	82.3	44	92.7
Local Start Time (s)	90.6	115.1	63.6	5.7	90.6	21.7
Local Yield (s)	110.7	15.7	85.7	17.3	0	58.7
Local Yield 170(s)	110.7	123.7	85.7	17.3	109	27.7

Intersection Summary	
Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	55

Offset: 65 (50%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Splits and Phases: 13: Genesee Ave & Esplanade Court/Bus Access Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	362	138	118	435	66	219	488	120	137	698	112
Future Volume (veh/h)	208	362	138	118	435	66	219	488	120	137	698	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	231	402	153	136	500	76	252	561	138	149	759	122
Adj No. of Lanes	2	2	1	2	2	0	2	2	1	2	3	1
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.87	0.87	0.87	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	850	380	190	653	99	301	1750	783	199	2365	736
Arrive On Green	0.08	0.24	0.24	0.06	0.21	0.21	0.17	0.99	0.99	0.12	0.93	0.93
Sat Flow, veh/h	3442	3539	1583	3442	3083	467	3442	3539	1583	3442	5085	1583
Grp Volume(v), veh/h	231	402	153	136	286	290	252	561	138	149	759	122
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1780	1721	1770	1583	1721	1695	1583
Q Serve(g_s), s	8.6	12.7	10.6	5.1	19.8	19.9	9.2	0.3	0.1	5.4	1.9	0.8
Cycle Q Clear(g_c), s	8.6	12.7	10.6	5.1	19.8	19.9	9.2	0.3	0.1	5.4	1.9	0.8
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	850	380	190	375	377	301	1750	783	199	2365	736
V/C Ratio(X)	0.80	0.47	0.40	0.72	0.76	0.77	0.84	0.32	0.18	0.75	0.32	0.17
Avail Cap(c_a), veh/h	559	996	446	564	498	501	394	1750	783	347	2365	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.89	0.89	0.89	0.82	0.82	0.82	0.96	0.96	0.96	0.94	0.94	0.94
Uniform Delay (d), s/veh	58.5	42.3	41.5	60.4	48.2	48.2	52.7	0.4	0.4	56.6	2.5	2.5
Incr Delay (d2), s/veh	1.8	0.5	0.9	1.5	2.9	3.0	8.8	0.5	0.5	2.0	0.3	0.5
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	6.3	4.7	2.4	10.0	10.1	4.7	0.3	0.2	2.6	0.9	0.4
LnGrp Delay(d),s/veh	60.3	42.9	42.4	62.0	51.0	51.3	61.6	0.8	0.8	58.6	2.8	2.9
LnGrp LOS	E	D	D	E	D	D	E	A	A	E	A	A
Approach Vol, veh/h		786			712			951			1030	
Approach Delay, s/veh		47.9			53.2			16.9			10.9	
Approach LOS		D			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	70.2	11.6	36.3	15.8	66.3	15.3	32.6
Change Period (Y+Rc), s	4.4	* 5.9	4.4	* 5.1	4.4	5.9	4.4	5.1
Max Green Setting (Gmax), s	13.1	* 40	21.3	* 37	14.9	37.6	21.1	36.6
Max Q Clear Time (g_c+I1), s	7.4	2.3	7.1	14.7	11.2	3.9	10.6	21.9
Green Ext Time (p_c), s	0.1	26.3	0.2	6.6	0.2	24.4	0.3	5.6

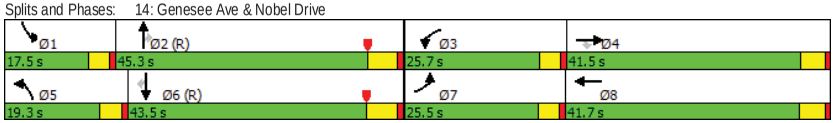
Intersection Summary	
HCM 2010 Ctrl Delay	29.6
HCM 2010 LOS	C

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	17.5	45.3	25.7	41.5	19.3	43.5	25.5	41.7
Maximum Split (%)	13.5%	34.8%	19.8%	31.9%	14.8%	33.5%	19.6%	32.1%
Minimum Split (s)	8.4	35.7	8.4	37.9	8.4	38.9	8.4	40.1
Yellow Time (s)	3.4	4.7	3.4	3.9	3.4	4.9	3.4	4.1
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	10	4	10	4	10
Vehicle Extension (s)	2	8	2	4	2	4	2	2.1
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		23		26		26		28
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	26.1	43.6	88.9	114.6	26.1	45.4	88.9	114.4
End Time (s)	43.6	88.9	114.6	26.1	45.4	88.9	114.4	26.1
Yield/Force Off (s)	39.2	83.2	110.2	21.2	41	83	110	21
Yield/Force Off 170(s)	39.2	60.2	110.2	125.2	41	57	110	123
Local Start Time (s)	73.1	90.6	5.9	31.6	73.1	92.4	5.9	31.4
Local Yield (s)	86.2	0.2	27.2	68.2	88	0	27	68
Local Yield 170(s)	86.2	107.2	27.2	42.2	88	104	27	40

Intersection Summary	
Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 83 (64%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 14: Genesee Ave & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	6	8	17	5	122	33	708	44	95	884	16
Future Volume (veh/h)	15	6	8	17	5	122	33	708	44	95	884	16
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	21	8	11	19	6	139	36	778	48	99	921	17
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.73	0.73	0.73	0.88	0.88	0.88	0.91	0.91	0.91	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	39	192	45	16	163	46	2349	145	121	2615	48
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.03	0.92	0.92	0.14	1.00	1.00
Sat Flow, veh/h	601	319	1583	112	130	1345	1774	3387	209	1774	3555	66
Grp Volume(v), veh/h	29	0	11	164	0	0	36	406	420	99	458	480
Grp Sat Flow(s),veh/h/ln	920	0	1583	1587	0	0	1774	1770	1826	1774	1770	1851
Q Serve(g_s), s	0.0	0.0	0.8	7.1	0.0	0.0	2.6	3.3	3.3	7.1	0.0	0.0
Cycle Q Clear(g_c), s	3.4	0.0	0.8	13.1	0.0	0.0	2.6	3.3	3.3	7.1	0.0	0.0
Prop In Lane	0.72		1.00	0.12		0.85	1.00		0.11	1.00		0.04
Lane Grp Cap(c), veh/h	159	0	192	224	0	0	46	1228	1267	121	1302	1362
V/C Ratio(X)	0.18	0.00	0.06	0.73	0.00	0.00	0.78	0.33	0.33	0.82	0.35	0.35
Avail Cap(c_a), veh/h	320	0	379	408	0	0	274	1228	1267	179	1302	1362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.96	0.96	0.96	0.94	0.94	0.94
Uniform Delay (d), s/veh	51.4	0.0	50.5	55.9	0.0	0.0	62.4	1.7	1.7	55.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.8	0.0	0.0	9.8	0.7	0.7	10.2	0.7	0.7
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	1.0	0.0	0.4	5.9	0.0	0.0	1.4	1.7	1.7	3.8	0.3	0.3
LnGrp Delay(d),s/veh	51.6	0.0	50.6	57.6	0.0	0.0	72.2	2.4	2.3	65.6	0.7	0.7
LnGrp LOS	D		D	E			E	A	A	E	A	A
Approach Vol, veh/h		40			164			862			1037	
Approach Delay, s/veh		51.3			57.6			5.3			6.9	
Approach LOS		D			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	101.5		20.7	13.2	96.1		20.7
Change Period (Y+Rc), s	4.4	5.9		4.9	4.4	* 5.9		4.9
Max Green Setting (Gmax), s	20.1	63.6		31.1	13.1	* 71		31.1
Max Q Clear Time (g_c+I1), s	4.6	2.0		15.1	9.1	5.3		5.4
Green Ext Time (p_c), s	0.0	25.2		0.7	0.0	25.7		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	11.0
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6	8
Movement	NBL	SBT	WBTL	SBL	NBT	EBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	24.5	69.5	36	17.5	76.3	36
Maximum Split (%)	18.8%	53.5%	27.7%	13.5%	58.7%	27.7%
Minimum Split (s)	8.4	28.9	33.9	8.4	30.7	33.9
Yellow Time (s)	3.4	4.9	3.9	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	3.7	2	2	4.3	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		16	22		18	22
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	8.9	33.4	102.9	8.9	26.4	102.9
End Time (s)	33.4	102.9	8.9	26.4	102.9	8.9
Yield/Force Off (s)	29	97	4	22	97.2	4
Yield/Force Off 170(s)	29	81	112	22	79.2	112
Local Start Time (s)	41.9	66.4	5.9	41.9	59.4	5.9
Local Yield (s)	62	0	37	55	0.2	37
Local Yield 170(s)	62	114	15	55	112.2	15

Intersection Summary	
Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	75
Offset: 97 (75%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow	

Splits and Phases: 15: Genesee Ave & Decoro Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	85	0	26	2	721	63	101	820	0
Future Volume (veh/h)	0	0	0	85	0	26	2	721	63	101	820	0
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln				1863	0	1863	1863	1863	1863	1863	1863	0
Adj Flow Rate, veh/h				129	0	39	2	801	70	107	872	0
Adj No. of Lanes				1	0	1	1	2	1	2	2	0
Peak Hour Factor				0.66	0.92	0.66	0.92	0.90	0.90	0.94	0.94	0.92
Percent Heavy Veh, %				2	0	2	2	2	2	2	2	0
Cap, veh/h				157	0	140	5	2637	1180	158	2790	0
Arrive On Green				0.09	0.00	0.09	0.00	0.75	0.75	0.02	0.26	0.00
Sat Flow, veh/h				1774	0	1583	1774	3539	1583	3442	3632	0
Grp Volume(v), veh/h				129	0	39	2	801	70	107	872	0
Grp Sat Flow(s),veh/h/ln				1774	0	1583	1774	1770	1583	1721	1770	0
Q Serve(g_s), s				9.3	0.0	3.0	0.1	9.7	1.5	4.0	25.8	0.0
Cycle Q Clear(g_c), s				9.3	0.0	3.0	0.1	9.7	1.5	4.0	25.8	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				157	0	140	5	2637	1180	158	2790	0
V/C Ratio(X)				0.82	0.00	0.28	0.42	0.30	0.06	0.68	0.31	0.00
Avail Cap(c_a), veh/h				418	0	373	151	2637	1180	294	2790	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.87	0.87	0.87	0.95	0.95	0.00
Uniform Delay (d), s/veh				58.3	0.0	55.4	64.7	5.5	4.4	63.1	19.7	0.0
Incr Delay (d2), s/veh				4.1	0.0	0.4	44.4	0.3	0.1	1.8	0.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.7	0.0	1.3	0.1	4.8	0.7	2.0	12.8	0.0
LnGrp Delay(d),s/veh				62.3	0.0	55.8	109.1	5.7	4.5	64.9	20.0	0.0
LnGrp LOS				E		E	F	A	A	E	C	
Approach Vol, veh/h					168			873			979	
Approach Delay, s/veh					60.8			5.9			24.9	
Approach LOS					E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	4.7	108.9		16.4	10.4	103.3		
Change Period (Y+Rc), s	4.4	6.4		4.9	4.4	* 6.4		
Max Green Setting (Gmax), s	11.1	72.6		30.6	11.1	* 73		
Max Q Clear Time (g_c+I1), s	2.1	27.8		11.3	6.0	11.7		
Green Ext Time (p_c), s	0.0	22.0		0.2	0.1	24.8		

Intersection Summary	
HCM 2010 Ctrl Delay	19.7
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6
Movement	NBL	SBT	WBL	SBL	NBT
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max
Maximum Split (s)	15.5	79	35.5	15.5	78.3
Maximum Split (%)	11.9%	60.8%	27.3%	11.9%	60.2%
Minimum Split (s)	9.5	16.4	11.9	8.4	15.7
Yellow Time (s)	3.4	5.4	3.9	3.4	4.7
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	5	10	7	4	10
Vehicle Extension (s)	3	3.4	2	2	4.2
Minimum Gap (s)	3	0.2	2	2	0.2
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)			7		7
Flash Dont Walk (s)			23		16
Dual Entry	No	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	78.9	94.4	43.4	78.9	94.4
End Time (s)	94.4	43.4	78.9	94.4	43.4
Yield/Force Off (s)	90	37	74	90	37.7
Yield/Force Off 170(s)	90	37	51	90	21.7
Local Start Time (s)	41.9	57.4	6.4	41.9	57.4
Local Yield (s)	53	0	37	53	0.7
Local Yield 170(s)	53	0	14	53	114.7

Intersection Summary	
Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 37 (28%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow	

Splits and Phases: 16: Genesee Ave & Centurion Square



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	250	96	232	219	141	145	427	170	245	438	117
Future Volume (veh/h)	152	250	96	232	219	141	145	427	170	245	438	117
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1937	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	162	266	102	280	264	170	156	459	183	295	528	141
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	2	2	1
Peak Hour Factor	0.94	0.94	0.94	0.83	0.83	0.83	0.93	0.93	0.93	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	441	197	543	804	346	199	718	321	626	1047	468
Arrive On Green	0.08	0.12	0.12	0.16	0.22	0.22	0.11	0.20	0.20	0.18	0.30	0.30
Sat Flow, veh/h	3442	3539	1583	3442	3681	1583	1774	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	162	266	102	280	264	170	156	459	183	295	528	141
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1840	1583	1774	1770	1583	1721	1770	1583
Q Serve(g_s), s	3.0	4.6	3.9	4.9	3.9	6.1	5.6	7.7	6.8	5.0	8.0	4.5
Cycle Q Clear(g_c), s	3.0	4.6	3.9	4.9	3.9	6.1	5.6	7.7	6.8	5.0	8.0	4.5
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	263	441	197	543	804	346	199	718	321	626	1047	468
V/C Ratio(X)	0.62	0.60	0.52	0.52	0.33	0.49	0.79	0.64	0.57	0.47	0.50	0.30
Avail Cap(c_a), veh/h	2112	2280	1020	1848	2371	1020	816	4072	1822	1584	4072	1822
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	29.2	27.0	26.7	25.2	21.5	22.3	28.2	23.8	23.4	23.9	19.0	17.7
Incr Delay (d2), s/veh	0.9	0.8	1.3	0.3	0.3	1.4	2.6	0.9	1.5	0.2	0.5	0.4
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	1.4	2.3	1.8	2.3	2.0	2.8	2.9	3.9	3.1	2.4	4.0	2.0
LnGrp Delay(d),s/veh	30.1	27.8	28.0	25.4	21.8	23.8	30.8	24.7	24.9	24.1	19.5	18.2
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	B	B
Approach Vol, veh/h		530			714			798			964	
Approach Delay, s/veh		28.5			23.7			26.0			20.7	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	19.1	15.5	13.3	11.7	24.7	9.4	19.4
Change Period (Y+Rc), s	5.4	* 5.9	5.2	* 5.2	4.4	5.4	4.4	5.2
Max Green Setting (Gmax), s	30.0	* 75	35.0	* 42	30.0	75.0	40.0	42.0
Max Q Clear Time (g_c+I1), s	7.0	9.7	6.9	6.6	7.6	10.0	5.0	8.1
Green Ext Time (p_c), s	4.9	3.5	3.5	1.5	0.2	5.4	0.3	3.6

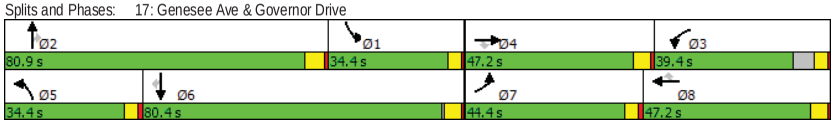
Intersection Summary	
HCM 2010 Ctrl Delay	24.2
HCM 2010 LOS	C

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	34.4	80.9	39.4	47.2	34.4	80.4	44.4	47.2
Maximum Split (%)	16.6%	39.1%	19.0%	22.8%	16.6%	38.9%	21.5%	22.8%
Minimum Split (s)	8.4	36.9	8.4	44.2	8.4	38.4	8.4	44.2
Yellow Time (s)	3.4	4.9	3.4	4.2	3.4	4.4	3.4	4.2
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	8	4	8	4	8	4	8
Vehicle Extension (s)	2	2.9	2	2.3	2	3.5	2	3.8
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		24		32		26		32
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	80.9	0	162.5	115.3	0	34.4	115.3	159.7
End Time (s)	115.3	80.9	0	162.5	34.4	115.3	159.7	0
Yield/Force Off (s)	110.9	75	202.5	157.3	30	109.9	155.3	201.7
Yield/Force Off 170(s)	110.9	75	202.5	125.3	30	109.9	155.3	169.7
Local Start Time (s)	177.9	97	52.6	5.4	97	131.4	5.4	49.8
Local Yield (s)	1	172	92.6	47.4	127	0	45.4	91.8
Local Yield 170(s)	1	172	92.6	15.4	127	0	45.4	59.8

Intersection Summary	
Cycle Length	206.9
Control Type	Actuated-Uncoordinated
Natural Cycle	110

Splits and Phases: 17: Genesee Ave & Governor Drive



Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	209	178	591	556	181
Future Vol, veh/h	0	209	178	591	556	181
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Free
Storage Length	-	0	265	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	83	83	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	240	214	712	639	208

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	-	639	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	-
Pot Cap-1 Maneuver	0	0	941	-	-	0
Stage 1	0	0	-	-	-	0
Stage 2	0	0	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	-	941	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	2.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	941	-	-	-
HCM Lane V/C Ratio	0.228	-	-	-
HCM Control Delay (s)	10	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0.9	-	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	186	169	600	309	539	226
Future Volume (veh/h)	186	169	600	309	539	226
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	202	184	732	0	599	251
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.92	0.92	0.82	0.82	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	267	238	971	435	635	2448
Arrive On Green	0.15	0.15	0.27	0.00	0.36	0.69
Sat Flow, veh/h	1774	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	202	184	732	0	599	251
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	1774	1770
Q Serve(g_s), s	8.7	8.9	15.1	0.0	26.1	1.9
Cycle Q Clear(g_c), s	8.7	8.9	15.1	0.0	26.1	1.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	267	238	971	435	635	2448
V/C Ratio(X)	0.76	0.77	0.75	0.00	0.94	0.10
Avail Cap(c_a), veh/h	557	497	1776	795	668	2448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	32.6	26.4	0.0	24.8	4.1
Incr Delay (d2), s/veh	4.4	5.3	1.2	0.0	21.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	4.2	7.5	0.0	16.4	0.9
LnGrp Delay(d),s/veh	36.9	37.9	27.7	0.0	46.1	4.1
LnGrp LOS	D	D	C		D	A
Approach Vol, veh/h	386		732			850
Approach Delay, s/veh	37.3		27.7			33.7
Approach LOS	D		C			C

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	33.2	29.4		17.1		62.6		
Change Period (Y+Rc), s	* 4.7	7.5		5.1		7.5		
Max Green Setting (Gmax), s	* 30	40.0		25.0		40.0		
Max Q Clear Time (g_c+I1), s	28.1	17.1		10.9		3.9		
Green Ext Time (p_c), s	0.5	4.8		1.1		7.1		

Intersection Summary	
HCM 2010 Ctrl Delay	32.2
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	6
Movement	SBL	NBT	WBL	SBT
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	Min	None	Min
Maximum Split (s)	34.7	47.5	30.1	47.5
Maximum Split (%)	30.9%	42.3%	26.8%	42.3%
Minimum Split (s)	9.7	38.5	37.1	25.5
Yellow Time (s)	3.7	5.5	4.1	5.5
All-Red Time (s)	1	2	1	2
Minimum Initial (s)	5	13	5	10
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7	7	
Flash Dont Walk (s)		24	25	
Dual Entry	No	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	34.7	82.2	0
End Time (s)	34.7	82.2	0	82.2
Yield/Force Off (s)	30	74.7	107.2	74.7
Yield/Force Off 170(s)	30	74.7	82.2	74.7
Local Start Time (s)	77.6	0	47.5	77.6
Local Yield (s)	107.6	40	72.5	40
Local Yield 170(s)	107.6	40	47.5	40

Intersection Summary		
Cycle Length		112.3
Control Type	Actuated-Uncoordinated	
Natural Cycle		120

Splits and Phases: 19: Genesee Ave & SR-52 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	37	34	18	26	100	21	603	15	49	583	95
Future Volume (veh/h)	206	37	34	18	26	100	21	603	15	49	583	95
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1937	1900	1900	1937	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	275	49	45	25	36	137	23	670	17	54	641	104
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.75	0.75	0.75	0.73	0.73	0.73	0.90	0.90	0.90	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	54	49	85	130	401	32	1769	45	70	1595	258
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.02	0.50	0.50	0.04	0.52	0.52
Sat Flow, veh/h	927	165	152	150	401	1238	1774	3527	89	1774	3051	494
Grp Volume(v), veh/h	369	0	0	198	0	0	23	336	351	54	371	374
Grp Sat Flow(s),veh/h/ln	1244	0	0	1789	0	0	1774	1770	1847	1774	1770	1776
Q Serve(g_s), s	22.6	0.0	0.0	0.0	0.0	0.0	1.4	13.1	13.1	3.4	14.2	14.2
Cycle Q Clear(g_c), s	32.4	0.0	0.0	9.8	0.0	0.0	1.4	13.1	13.1	3.4	14.2	14.2
Prop In Lane	0.75		0.12	0.13		0.69	1.00		0.05	1.00		0.28
Lane Grp Cap(c), veh/h	459	0	0	616	0	0	32	888	927	70	925	928
V/C Ratio(X)	0.80	0.00	0.00	0.32	0.00	0.00	0.71	0.38	0.38	0.77	0.40	0.40
Avail Cap(c_a), veh/h	507	0	0	673	0	0	112	888	927	192	925	928
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	37.7	0.0	0.0	28.9	0.0	0.0	54.7	17.2	17.2	53.3	16.1	16.2
Incr Delay (d2), s/veh	8.4	0.0	0.0	0.3	0.0	0.0	24.7	1.2	1.2	15.6	1.2	1.2
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	12.0	0.0	0.0	4.7	0.0	0.0	0.9	6.7	6.9	2.0	7.2	7.3
LnGrp Delay(d),s/veh	46.1	0.0	0.0	29.2	0.0	0.0	79.4	18.4	18.4	68.9	17.4	17.4
LnGrp LOS	D			C			E	B	B	E	B	B
Approach Vol, veh/h		369			198			710			799	
Approach Delay, s/veh		46.1			29.2			20.4			20.9	
Approach LOS		D			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.8	62.0		41.2	6.4	64.3		41.2
Change Period (Y+Rc), s	4.4	* 5.8		4.9	4.4	5.8		4.9
Max Green Setting (Gmax), s	12.1	* 45		40.2	7.1	49.6		40.2
Max Q Clear Time (g_c+I1), s	5.4	15.1		11.8	3.4	16.2		34.4
Green Ext Time (p_c), s	0.0	9.6		4.3	0.0	9.9		1.9

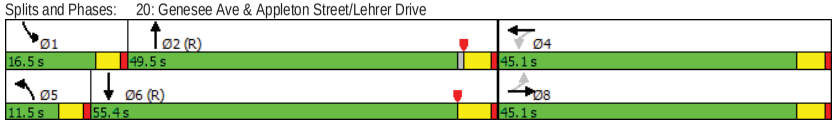
Intersection Summary		
HCM 2010 Ctrl Delay		26.0
HCM 2010 LOS		C

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	WBTL	NBL	SBT	EBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	16.5	49.5	45.1	11.5	55.4	45.1
Maximum Split (%)	14.7%	44.2%	40.3%	10.3%	49.5%	40.3%
Minimum Split (s)	8.4	14.9	10.9	8.4	15.8	10.9
Yellow Time (s)	3.4	3.9	3.9	3.4	4.8	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	6	4	10	6
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		13	19		11	19
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	26.9	43.4	93.8	26.9	38.4	93.8
End Time (s)	43.4	93.8	26.9	38.4	93.8	26.9
Yield/Force Off (s)	39	88.9	22	34	88	22
Yield/Force Off 170(s)	39	75.9	3	34	77	3
Local Start Time (s)	50.9	67.4	5.8	50.9	62.4	5.8
Local Yield (s)	63	0.9	46	58	0	46
Local Yield 170(s)	63	99.9	27	58	101	27

Intersection Summary	
Cycle Length	112
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 88 (79%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 20: Genesee Ave & Appleton Street/Lehrer Drive



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	672	131	588	613	113	558
Future Volume (veh/h)	672	131	588	613	113	558
Number	2	12	1	6	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	884	172	646	674	138	680
Adj No. of Lanes	3	1	2	3	2	2
Peak Hour Factor	0.76	0.76	0.91	0.91	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2410	750	693	3593	739	1159
Arrive On Green	0.47	0.47	0.40	1.00	0.21	0.21
Sat Flow, veh/h	5253	1583	3442	5253	3442	2787
Grp Volume(v), veh/h	884	172	646	674	138	680
Grp Sat Flow(s),veh/h/ln	1695	1583	1721	1695	1721	1393
Q Serve(g_s), s	15.5	9.0	25.1	0.0	4.6	26.4
Cycle Q Clear(g_c), s	15.5	9.0	25.1	0.0	4.6	26.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2410	750	693	3593	739	1159
V/C Ratio(X)	0.37	0.23	0.93	0.19	0.19	0.59
Avail Cap(c_a), veh/h	2410	750	944	3593	1096	1449
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.97	0.97	1.00	1.00
Uniform Delay (d), s/veh	23.4	21.7	40.9	0.0	45.0	31.6
Incr Delay (d2), s/veh	0.4	0.7	10.8	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	4.1	12.9	0.0	2.2	20.9
LnGrp Delay(d),s/veh	23.9	22.4	51.7	0.1	45.0	31.8
LnGrp LOS	C	C	D	A	D	C
Approach Vol, veh/h	1056			1320	818	
Approach Delay, s/veh	23.6			25.4	34.0	
Approach LOS	C			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	32.6	71.8		35.7		104.3		
Change Period (Y+Rc), s	4.4	5.4		5.6		* 5.4		
Max Green Setting (Gmax), s	38.4	41.6		44.6		* 84		
Max Q Clear Time (g_c+I1), s	27.1	17.5		28.4		2.0		
Green Ext Time (p_c), s	1.0	21.1		1.7		57.1		

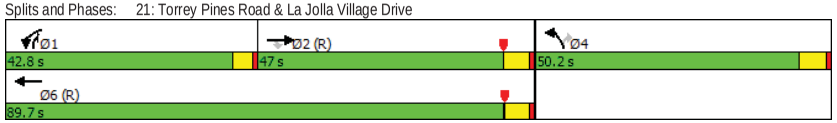
Intersection Summary		
HCM 2010 Ctrl Delay	27.0	
HCM 2010 LOS	C	

Notes

Phase Number	1	2	4	6
Movement	WBL	EBT	NBL	WBT
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max
Maximum Split (s)	42.8	47	50.2	89.7
Maximum Split (%)	30.6%	33.6%	35.9%	64.1%
Minimum Split (s)	8.4	15.4	9.6	15.3
Yellow Time (s)	3.4	4.4	4.6	4.3
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	4	10	4	10
Vehicle Extension (s)	2	5.5	2	8
Minimum Gap (s)	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		
Flash Dont Walk (s)		21		
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	70.6	113.4	20.4	70.6
End Time (s)	113.4	20.4	70.6	20.4
Yield/Force Off (s)	109	15	65	15.1
Yield/Force Off 170(s)	109	134	65	15.1
Local Start Time (s)	55.6	98.4	5.4	55.6
Local Yield (s)	94	0	50	0.1
Local Yield 170(s)	94	119	50	0.1

Intersection Summary		
Cycle Length		140
Control Type	Actuated-Coordinated	
Natural Cycle		45
Offset: 15 (11%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow		

Splits and Phases: 21: Torrey Pines Road & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1190	39	149	1154	0	46	0	159	0	0	0
Future Volume (veh/h)	0	1190	39	149	1154	0	46	0	159	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	0	1253	41	162	1254	0	52	0	181	0	0	0
Adj No. of Lanes	0	3	0	2	3	0	0	1	2	0	1	0
Peak Hour Factor	0.92	0.95	0.95	0.92	0.92	0.92	0.88	0.92	0.88	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	3789	124	212	4282	0	161	0	389	0	145	0
Arrive On Green	0.00	1.00	1.00	0.06	0.84	0.00	0.08	0.00	0.08	0.00	0.00	0.00
Sat Flow, veh/h	0	5226	165	3442	5253	0	1412	0	2787	0	1863	0
Grp Volume(v), veh/h	0	840	454	162	1254	0	52	0	181	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1695	1834	1721	1695	0	1412	0	1393	0	1863	0
Q Serve(g_s), s	0.0	0.0	0.0	6.5	7.2	0.0	4.9	0.0	8.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	6.5	7.2	0.0	4.9	0.0	8.4	0.0	0.0	0.0
Prop In Lane	0.00		0.09	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	2540	1374	212	4282	0	161	0	389	0	145	0
V/C Ratio(X)	0.00	0.33	0.33	0.76	0.29	0.00	0.32	0.00	0.47	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2540	1374	381	4282	0	377	0	814	0	426	0
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.87	0.87	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	64.7	2.3	0.0	61.8	0.0	55.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.6	2.2	0.2	0.0	0.4	0.0	0.3	0.0	0.0	0.0
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	0.1	0.2	3.1	3.4	0.0	1.9	0.0	3.2	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.3	0.6	66.9	2.5	0.0	62.2	0.0	55.8	0.0	0.0	0.0
LnGrp LOS		A	A	E	A		E		E			
Approach Vol, veh/h		1294			1416			233			0	
Approach Delay, s/veh		0.4			9.9			57.2			0.0	
Approach LOS		A			A			E				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	13.0	110.6		16.4		123.6		16.4
Change Period (Y+Rc), s	4.4	5.7		* 5.5		* 5.7		5.5
Max Green Setting (Gmax), s	15.5	76.6		* 32		* 96		32.3
Max Q Clear Time (g_c+I1), s	8.5	2.0		0.0		9.2		10.4
Green Ext Time (p_c), s	0.1	61.6		0.0		69.6		0.5

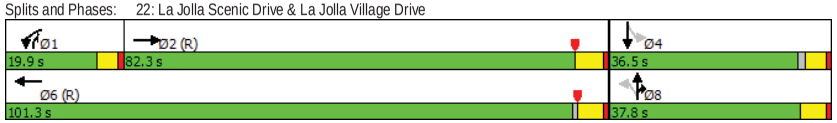
Intersection Summary		
HCM 2010 Ctrl Delay		9.4
HCM 2010 LOS		A

Notes

Phase Number	1	2	4	6	8
Movement	WBL	EBT	SBTL	WBT	NBTL
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	19.9	82.3	36.5	101.3	37.8
Maximum Split (%)	14.2%	58.8%	26.1%	72.4%	27.0%
Minimum Split (s)	8.4	15.7	35.5	15.3	9.5
Yellow Time (s)	3.4	4.7	3.5	4.3	4.5
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	4	10	5	10	4
Vehicle Extension (s)	2	4	3	5.9	2
Minimum Gap (s)	2	4	3	5.9	2
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7		
Flash Dont Walk (s)		20	24		
Dual Entry	No	No	Yes	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	55.5	75.4	17.7	55.5	17.7
End Time (s)	75.4	17.7	55.5	17.7	55.5
Yield/Force Off (s)	71	12	51	12.4	50
Yield/Force Off 170(s)	71	132	27	12.4	50
Local Start Time (s)	43.5	63.4	5.7	43.5	5.7
Local Yield (s)	59	0	39	0.4	38
Local Yield 170(s)	59	120	15	0.4	38

Intersection Summary		
Cycle Length	140	
Control Type	Actuated-Coordinated	
Natural Cycle	70	
Offset: 12 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow		

Splits and Phases: 22: La Jolla Scenic Drive & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	18	0	106	155	179	0	0	226	23
Future Volume (veh/h)	0	0	0	18	0	106	155	179	0	0	226	23
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln				1900	1863	1900	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				21	0	126	161	186	0	0	251	0
Adj No. of Lanes				0	1	0	1	2	0	0	2	1
Peak Hour Factor				0.84	0.84	0.84	0.96	0.96	0.96	0.90	0.90	0.90
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				30	0	177	220	1898	0	0	1014	453
Arrive On Green				0.13	0.00	0.13	0.12	0.54	0.00	0.00	0.29	0.00
Sat Flow, veh/h				230	0	1378	1774	3632	0	0	3632	1583
Grp Volume(v), veh/h				147	0	0	161	186	0	0	251	0
Grp Sat Flow(s),veh/h/ln				1608	0	0	1774	1770	0	0	1770	1583
Q Serve(g_s), s				3.1	0.0	0.0	3.1	0.9	0.0	0.0	1.9	0.0
Cycle Q Clear(g_c), s				3.1	0.0	0.0	3.1	0.9	0.0	0.0	1.9	0.0
Prop In Lane				0.14		0.86	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				207	0	0	220	1898	0	0	1014	453
V/C Ratio(X)				0.71	0.00	0.00	0.73	0.10	0.00	0.00	0.25	0.00
Avail Cap(c_a), veh/h				1381	0	0	1524	6081	0	0	6081	2721
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				14.6	0.0	0.0	14.7	4.0	0.0	0.0	9.6	0.0
Incr Delay (d2), s/veh				4.5	0.0	0.0	4.7	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.6	0.0	0.0	1.8	0.4	0.0	0.0	0.9	0.0
LnGrp Delay(d),s/veh				19.0	0.0	0.0	19.4	4.0	0.0	0.0	9.7	0.0
LnGrp LOS				B			B	A			A	
Approach Vol, veh/h					147			347			251	
Approach Delay, s/veh					19.0			11.1			9.7	
Approach LOS					B			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		25.5			8.7	16.8		9.4
Change Period (Y+Rc), s		* 6.8			4.4	6.8		4.9
Max Green Setting (Gmax), s		* 60			30.0	60.0		30.0
Max Q Clear Time (g_c+I1), s		2.9			5.1	3.9		5.1
Green Ext Time (p_c), s		3.0			0.4	3.0		0.9

Intersection Summary		
HCM 2010 Ctrl Delay		12.2
HCM 2010 LOS		B

Notes

Phase Number	2	5	6	8
Movement	NBT	NBL	SBT	WBTL
Lead/Lag		Lead	Lag	
Lead-Lag Optimize		Yes	Yes	
Recall Mode	Min	None	Min	None
Maximum Split (s)	65.9	34.4	66.8	34.9
Maximum Split (%)	48.4%	25.3%	49.1%	25.6%
Minimum Split (s)	17.9	8.5	18.8	34.9
Yellow Time (s)	4.9	3.4	5.8	3.9
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	10	4	10	4
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7		7	7
Flash Dont Walk (s)	5		5	23
Dual Entry	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	0	34.4	101.2
End Time (s)	101.2	34.4	101.2	0
Yield/Force Off (s)	95.3	30	94.4	131.2
Yield/Force Off 170(s)	95.3	30	94.4	108.2
Local Start Time (s)	41.7	41.7	76.1	6.8
Local Yield (s)	0.9	71.7	0	36.8
Local Yield 170(s)	0.9	71.7	0	13.8

Intersection Summary		
Cycle Length		136.1
Control Type	Actuated-Uncoordinated	
Natural Cycle		65

Splits and Phases: 23: Gilman Drive & La Jolla Village Drive WB Off



Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	4	226	0	0	0	0	319	40	90	157	0
Future Vol, veh/h	18	4	226	0	0	0	0	319	40	90	157	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	330	-	-	-	-	-	100	70	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	4	246	0	0	0	0	347	43	98	171	0

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	539	713	85				-	0	0	347	0	0
Stage 1	366	366	-				-	-	-	-	-	-
Stage 2	173	347	-				-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94				-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-				-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-				-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32				-	-	-	2.22	-	-
Pot Cap-1 Maneuver	473	356	957				0	-	-	1209	-	0
Stage 1	672	621	-				0	-	-	-	-	0
Stage 2	840	633	-				0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	435	0	957				-	-	-	1209	-	-
Mov Cap-2 Maneuver	435	0	-				-	-	-	-	-	-
Stage 1	618	0	-				-	-	-	-	-	-
Stage 2	840	0	-				-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0	3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	435	957	1209	-
HCM Lane V/C Ratio	-	-	0.045	0.257	0.081	-
HCM Control Delay (s)	-	-	13.7	10.1	8.2	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	1	0.3	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	1039	111	691	993	556	142	577	554	437	125	37
Future Volume (veh/h)	99	1039	111	691	993	556	142	577	554	437	125	37
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	106	1117	119	727	1045	585	160	648	622	497	142	42
Adj No. of Lanes	1	3	1	2	3	1	2	1	1	2	1	0
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.89	0.89	0.89	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	1577	841	778	2362	982	785	333	283	536	162	48
Arrive On Green	0.07	0.31	0.31	0.23	0.46	0.46	0.22	0.18	0.18	0.16	0.12	0.12
Sat Flow, veh/h	1774	5085	1583	3442	5085	1583	3548	1863	1583	3442	1382	409
Grp Volume(v), veh/h	106	1117	119	727	1045	585	160	648	622	497	0	184
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1695	1583	1774	1863	1583	1721	0	1791
Q Serve(g_s), s	9.4	31.1	3.3	33.2	22.2	9.3	5.9	28.6	18.6	22.8	0.0	16.2
Cycle Q Clear(g_c), s	9.4	31.1	3.3	33.2	22.2	9.3	5.9	28.6	18.6	22.8	0.0	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	127	1577	841	778	2362	982	785	333	283	536	0	209
V/C Ratio(X)	0.83	0.71	0.14	0.93	0.44	0.60	0.20	1.95	2.20	0.93	0.00	0.88
Avail Cap(c_a), veh/h	461	1577	841	916	2362	982	785	333	283	549	0	376
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	0.24	0.24	0.24	0.88	0.88	0.88	1.00	0.00	1.00
Uniform Delay (d), s/veh	73.3	48.8	7.4	60.7	28.9	7.0	50.8	65.7	27.7	66.7	0.0	69.5
Incr Delay (d2), s/veh	5.3	2.7	0.4	4.3	0.1	0.7	0.0	435.4	549.1	21.4	0.0	4.6
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	4.8	15.0	1.5	16.2	10.4	8.6	2.9	55.0	51.3	12.4	0.0	8.3
LnGrp Delay(d),s/veh	78.7	51.5	7.8	65.1	29.0	7.7	50.8	501.1	576.8	88.1	0.0	74.2
LnGrp LOS	E	D	A	E	C	A	D	F	F	F		E
Approach Vol, veh/h		1342			2357			1430			681	
Approach Delay, s/veh		49.8			34.8			483.6			84.3	
Approach LOS		D			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	40.6	56.0	39.8	23.6	15.9	80.7	29.3	34.1
Change Period (Y+Rc), s	4.4	6.4	4.4	4.9	4.4	* 6.4	4.4	5.5
Max Green Setting (Gmax), s	42.6	42.6	21.1	33.6	41.6	* 44	25.5	28.6
Max Q Clear Time (g_c+I1), s	35.2	33.1	7.9	18.2	11.4	24.2	24.8	30.6
Green Ext Time (p_c), s	1.0	9.2	1.1	0.5	0.1	18.3	0.1	0.0

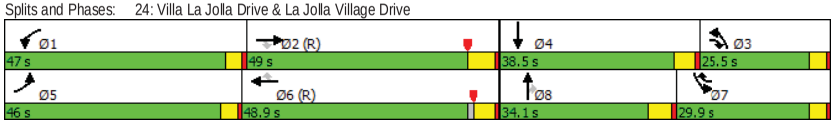
Intersection Summary	
HCM 2010 Ctrl Delay	154.6
HCM 2010 LOS	F

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	47	49	25.5	38.5	46	48.9	29.9	34.1
Maximum Split (%)	29.4%	30.6%	15.9%	24.1%	28.8%	30.6%	18.7%	21.3%
Minimum Split (s)	8.4	16.4	22.4	8.9	8.4	15.3	8.4	9.5
Yellow Time (s)	3.4	5.4	3.4	3.9	3.4	4.3	3.4	4.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	4	10	4	4
Vehicle Extension (s)	2	4.4	2	2	2	4.7	2	3.3
Minimum Gap (s)	2	0.2	2	2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		
Flash Dont Walk (s)		26		31		22		
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	74.4	121.4	48.9	10.4	74.4	120.4	44.5	10.4
End Time (s)	121.4	10.4	74.4	48.9	120.4	10.4	74.4	44.5
Yield/Force Off (s)	117	4	70	44	116	5.1	70	39
Yield/Force Off 170(s)	117	138	70	13	116	143.1	70	39
Local Start Time (s)	70.4	117.4	44.9	6.4	70.4	116.4	40.5	6.4
Local Yield (s)	113	0	66	40	112	1.1	66	35
Local Yield 170(s)	113	134	66	9	112	139.1	66	35

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 4 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 24: Villa La Jolla Drive & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1357	690	0	1136	446	0	0	0	616	0	1118
Future Volume (veh/h)	1	1357	690	0	1136	446	0	0	0	616	0	1118
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				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
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	1	1475	750	0	1420	0				700	0	1270
Adj No. of Lanes	1	4	1	0	3	1				2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.80	0.80	0.80				0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	0	2	2				2	0	2
Cap, veh/h	665	4202	1038	0	1229	383				860	0	1742
Arrive On Green	0.38	0.66	0.66	0.00	0.48	0.00				0.25	0.00	0.25
Sat Flow, veh/h	1774	6408	1583	0	5253	1583				3442	0	2787
Grp Volume(v), veh/h	1	1475	750	0	1420	0				700	0	1270
Grp Sat Flow(s),veh/h/ln	1774	1602	1583	0	1695	1583				1721	0	1393
Q Serve(g_s), s	0.0	12.3	37.2	0.0	29.0	0.0				23.0	0.0	30.0
Cycle Q Clear(g_c), s	0.0	12.3	37.2	0.0	29.0	0.0				23.0	0.0	30.0
Prop In Lane	1.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	665	4202	1038	0	1229	383				860	0	1742
V/C Ratio(X)	0.00	0.35	0.72	0.00	1.16	0.00				0.81	0.00	0.73
Avail Cap(c_a), veh/h	665	4202	1038	0	1229	383				860	0	1742
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.34	0.34	0.34	0.00	0.87	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	23.5	9.2	13.5	0.0	31.0	0.0				42.4	0.0	15.5
Incr Delay (d2), s/veh	0.0	0.1	1.5	0.0	78.4	0.0				5.6	0.0	1.4
Initial Q Delay(d3),s/veh	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	5.5	16.5	0.0	22.4	0.0				11.6	0.0	29.3
LnGrp Delay(d),s/veh	23.5	9.3	15.0	0.0	109.4	0.0				48.0	0.0	16.9
LnGrp LOS	C	A	B		F					D		B
Approach Vol, veh/h		2226			1420						1970	
Approach Delay, s/veh		11.2			109.4						27.9	
Approach LOS		B			F						C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		84.9		35.1	49.7	35.2		
Change Period (Y+Rc), s		6.2		5.1	* 4.7	6.2		
Max Green Setting (Gmax), s		78.7		30.0	* 45	29.0		
Max Q Clear Time (g_c+I1), s		39.2		32.0	2.0	31.0		
Green Ext Time (p_c), s		25.0		0.0	0.0	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	41.9
HCM 2010 LOS	D

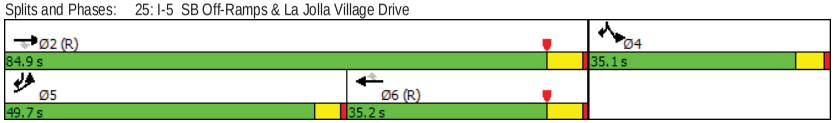
Notes

Phase Number	2	4	5	6
Movement	EBT	SBL	EBL	WBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	C-Max	Min	Max	C-Max
Maximum Split (s)	84.9	35.1	49.7	35.2
Maximum Split (%)	70.8%	29.3%	41.4%	29.3%
Minimum Split (s)	16.2	10.1	6.7	21.2
Yellow Time (s)	5.2	4.1	3.7	5.2
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	10	5	2	15
Vehicle Extension (s)	2	2	3	2
Minimum Gap (s)	2	2	3	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				7
Flash Dont Walk (s)				23
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	111.3	76.2	111.3	41
End Time (s)	76.2	111.3	41	76.2
Yield/Force Off (s)	70	106.2	36.3	70
Yield/Force Off 170(s)	70	106.2	36.3	47
Local Start Time (s)	41.3	6.2	41.3	91
Local Yield (s)	0	36.2	86.3	0
Local Yield 170(s)	0	36.2	86.3	97

Intersection Summary	
Cycle Length	120
Control Type	Actuated-Coordinated
Natural Cycle	60

Offset: 70 (58%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Splits and Phases: 25: I-5 SB Off-Ramps & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1143	840	1	1183	357	379	0	276	0	0	0
Future Volume (veh/h)	0	1143	840	1	1183	357	379	0	276	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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			
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	1361	0	1	1425	0	457	0	333			
Adj No. of Lanes	0	3	1	1	3	1	2	0	2			
Peak Hour Factor	0.84	0.84	0.84	0.83	0.83	0.83	0.83	0.83	0.83			
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2			
Cap, veh/h	0	3584	1116	1	3803	1184	544	0	442			
Arrive On Green	0.00	1.00	0.00	0.00	0.75	0.00	0.16	0.00	0.16			
Sat Flow, veh/h	0	5253	1583	1774	5085	1583	3442	0	2787			
Grp Volume(v), veh/h	0	1361	0	1	1425	0	457	0	333			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	1774	1695	1583	1721	0	1393			
Q Serve(g_s), s	0.0	0.0	0.0	0.1	11.8	0.0	15.5	0.0	13.7			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.1	11.8	0.0	15.5	0.0	13.7			
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3584	1116	1	3803	1184	544	0	442			
V/C Ratio(X)	0.00	0.38	0.00	0.68	0.37	0.00	0.84	0.00	0.75			
Avail Cap(c_a), veh/h	0	3584	1116	355	3803	1184	860	0	698			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.86	0.00	0.86	0.86	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	59.9	5.3	0.0	49.0	0.0	48.2			
Incr Delay (d2), s/veh	0.0	0.3	0.0	103.0	0.2	0.0	2.3	0.0	1.0			
Initial Q Delay(d3),s/veh	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	0.1	0.0	0.1	5.5	0.0	7.5	0.0	5.3			
LnGrp Delay(d),s/veh	0.0	0.3	0.0	163.0	5.5	0.0	51.4	0.0	49.2			
LnGrp LOS		A		F	A		D		D			
Approach Vol, veh/h		1361			1426			790				
Approach Delay, s/veh		0.3			5.7			50.5				
Approach LOS		A			A			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.2	90.8				95.9		24.1
Change Period (Y+Rc), s	5.1	6.2				6.2		5.1
Max Green Setting (Gmax), s	24.0	49.6				78.7		30.0
Max Q Clear Time (g_c+I1), s	2.1	2.0				13.8		17.5
Green Ext Time (p_c), s	0.0	21.5				23.7		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	13.5
HCM 2010 LOS	B

Phase Number	1	2	6	8
Movement	WBL	EBT	WBT	NBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	C-Max	Min
Maximum Split (s)	29.1	55.8	84.9	35.1
Maximum Split (%)	24.3%	46.5%	70.8%	29.3%
Minimum Split (s)	7.1	36.2	22.2	10.1
Yellow Time (s)	4.1	5.2	5.2	4.1
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	2	16	16	5
Vehicle Extension (s)	2	2	2	2
Minimum Gap (s)	2	2	2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		
Flash Dont Walk (s)		23		
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	116.3	25.4	116.3	81.2
End Time (s)	25.4	81.2	81.2	116.3
Yield/Force Off (s)	20.3	75	75	111.2
Yield/Force Off 170(s)	20.3	52	75	111.2
Local Start Time (s)	41.3	70.4	41.3	6.2
Local Yield (s)	65.3	0	0	36.2
Local Yield 170(s)	65.3	97	0	36.2

Intersection Summary	
Cycle Length	120
Control Type	Actuated-Coordinated
Natural Cycle	60
Offset: 75 (63%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 26: I-5 NB Ramps & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1208	61	71	1364	7	154	10	80	7	2	12
Future Volume (veh/h)	16	1208	61	71	1364	7	154	10	80	7	2	12
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	16	1233	62	91	1749	9	237	0	133	12	3	21
Adj No. of Lanes	1	3	1	2	3	0	2	0	2	0	1	1
Peak Hour Factor	0.98	0.98	0.98	0.78	0.78	0.78	0.65	0.65	0.65	0.58	0.58	0.58
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	3538	1101	133	3767	19	384	0	343	30	8	33
Arrive On Green	0.01	0.70	0.70	0.08	1.00	1.00	0.11	0.00	0.11	0.02	0.02	0.02
Sat Flow, veh/h	1774	5085	1583	3442	5221	27	3548	0	3167	1433	358	1583
Grp Volume(v), veh/h	16	1233	62	91	1136	622	237	0	133	15	0	21
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1695	1858	1774	0	1583	1791	0	1583
Q Serve(g_s), s	1.3	14.2	1.8	3.8	0.0	0.0	9.3	0.0	5.7	1.2	0.0	1.9
Cycle Q Clear(g_c), s	1.3	14.2	1.8	3.8	0.0	0.0	9.3	0.0	5.7	1.2	0.0	1.9
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.80		1.00
Lane Grp Cap(c), veh/h	23	3538	1101	133	2446	1340	384	0	343	38	0	33
V/C Ratio(X)	0.69	0.35	0.06	0.68	0.46	0.46	0.62	0.00	0.39	0.40	0.00	0.63
Avail Cap(c_a), veh/h	135	3538	1101	262	2446	1340	853	0	761	151	0	133
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.66	0.66	0.66	0.99	0.00	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.8	8.9	7.0	66.5	0.0	0.0	62.2	0.0	60.6	70.6	0.0	70.9
Incr Delay (d2), s/veh	11.6	0.2	0.1	1.5	0.4	0.8	7.2	0.0	3.3	2.5	0.0	7.1
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	0.7	6.7	0.8	1.8	0.1	0.3	5.0	0.0	2.6	0.6	0.0	0.9
LnGrp Delay(d),s/veh	83.4	9.2	7.1	68.0	0.4	0.8	69.4	0.0	63.9	73.1	0.0	78.0
LnGrp LOS	F	A	A	E	A	A	E		E	E		E
Approach Vol, veh/h		1311			1849			370			36	
Approach Delay, s/veh		10.0			3.9			67.4			75.9	
Approach LOS		A			A			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.1	107.3		8.0	6.3	111.0		20.7
Change Period (Y+Rc), s	4.4	* 5.7		4.9	4.4	5.7		4.9
Max Green Setting (Gmax), s	11.1	* 68		12.3	11.1	67.6		35.1
Max Q Clear Time (g_c+I1), s	5.8	16.2		3.9	3.3	2.0		11.3
Green Ext Time (p_c), s	0.0	50.5		0.0	0.0	63.5		4.5

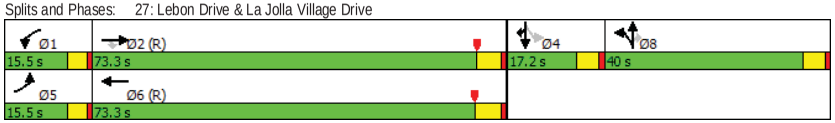
Intersection Summary	
HCM 2010 Ctrl Delay	13.4
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	15.5	73.3	17.2	15.5	73.3	40
Maximum Split (%)	10.6%	50.2%	11.8%	10.6%	50.2%	27.4%
Minimum Split (s)	8.4	15.3	8.9	8.4	15.7	39.9
Yellow Time (s)	3.4	4.3	3.9	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	7
Vehicle Extension (s)	2	6.1	2	2	5.6	6.5
Minimum Gap (s)	2	0.2	2	2	0.2	0.2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		25			11	28
Dual Entry	No	Yes	Yes	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	19.9	35.4	108.7	19.9	35.4	125.9
End Time (s)	35.4	108.7	125.9	35.4	108.7	19.9
Yield/Force Off (s)	31	103.4	121	31	103	15
Yield/Force Off 170(s)	31	78.4	121	31	92	133
Local Start Time (s)	62.9	78.4	5.7	62.9	78.4	22.9
Local Yield (s)	74	0.4	18	74	0	58
Local Yield 170(s)	74	121.4	18	74	135	30

Intersection Summary	
Cycle Length	146
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 103 (71%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 27: Lebon Drive & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	375	877	44	167	739	103	204	233	94	158	263	359
Future Volume (veh/h)	375	877	44	167	739	103	204	233	94	158	263	359
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	383	895	45	204	901	126	232	265	107	205	342	466
Adj No. of Lanes	2	3	0	2	3	0	2	2	1	1	2	1
Peak Hour Factor	0.98	0.98	0.98	0.82	0.82	0.82	0.88	0.88	0.88	0.77	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	219	1942	97	243	1798	250	283	972	435	230	1140	510
Arrive On Green	0.13	0.78	0.78	0.02	0.13	0.13	0.08	0.27	0.27	0.13	0.32	0.32
Sat Flow, veh/h	3442	4960	249	3442	4513	629	3442	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	383	611	329	204	676	351	232	265	107	205	342	466
Grp Sat Flow(s),veh/h/ln	1721	1695	1819	1721	1695	1752	1721	1770	1583	1774	1770	1583
Q Serve(g_s), s	9.3	8.9	9.0	8.6	27.1	27.2	9.7	8.6	7.7	16.6	10.6	41.3
Cycle Q Clear(g_c), s	9.3	8.9	9.0	8.6	27.1	27.2	9.7	8.6	7.7	16.6	10.6	41.3
Prop In Lane	1.00		0.14	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	219	1327	712	243	1351	698	283	972	435	230	1140	510
V/C Ratio(X)	1.75	0.46	0.46	0.84	0.50	0.50	0.82	0.27	0.25	0.89	0.30	0.91
Avail Cap(c_a), veh/h	219	1327	712	243	1351	698	394	994	445	335	1251	560
HCM Platoon Ratio	2.00	2.00	2.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.91	0.91	0.91	0.99	0.99	0.99	0.92	0.92	0.92
Uniform Delay (d), s/veh	63.7	10.6	10.6	70.5	49.9	50.0	65.9	41.5	41.2	62.5	37.1	47.5
Incr Delay (d2), s/veh	353.3	1.1	2.0	20.7	1.2	2.4	9.2	0.1	0.3	17.0	0.1	17.5
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	15.1	4.3	4.8	4.8	12.9	13.7	5.0	4.2	3.4	9.2	5.2	20.5
LnGrp Delay(d),s/veh	417.0	11.7	12.6	91.1	51.1	52.3	75.1	41.7	41.5	79.5	37.3	65.1
LnGrp LOS	F	B	B	F	D	D	E	D	D	E	D	E
Approach Vol, veh/h		1323			1231			604			1013	
Approach Delay, s/veh		129.2			58.1			54.5			58.6	
Approach LOS		F			E			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.7	62.6	16.4	52.3	13.7	63.6	23.3	45.4
Change Period (Y+Rc), s	4.4	* 5.4	4.4	5.3	4.4	5.4	4.4	5.3
Max Green Setting (Gmax), s	10.3	* 48	16.7	51.6	9.3	48.6	27.6	41.0
Max Q Clear Time (g_c+I1), s	10.6	11.0	11.7	43.3	11.3	29.2	18.6	10.6
Green Ext Time (p_c), s	0.0	16.8	0.3	3.7	0.0	11.9	0.4	6.5

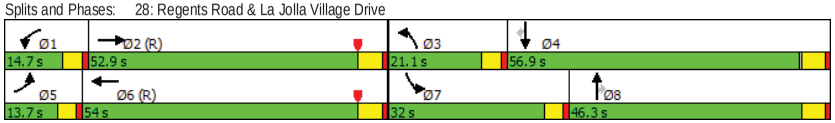
Intersection Summary	
HCM 2010 Ctrl Delay	80.3
HCM 2010 LOS	F

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	14.7	52.9	21.1	56.9	13.7	54	32	46.3
Maximum Split (%)	10.1%	36.2%	14.5%	39.0%	9.4%	37.0%	21.9%	31.7%
Minimum Split (s)	8.4	41.3	8.4	35.3	8.4	35.4	8.4	41.3
Yellow Time (s)	3.4	4.3	3.4	4.3	3.4	4.4	3.4	4.3
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	10	4	10	4	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		29		23		23		29
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	145.7	14.4	67.4	88.5	145.7	13.4	67.4	99.4
End Time (s)	14.4	67.4	88.5	145.7	13.4	67.4	99.4	145.7
Yield/Force Off (s)	10	62.1	84.1	140.4	9	62	95	140.4
Yield/Force Off 170(s)	10	33.1	84.1	117.4	9	39	95	111.4
Local Start Time (s)	83.7	98.4	5.4	26.5	83.7	97.4	5.4	37.4
Local Yield (s)	94	0.1	22.1	78.4	93	0	33	78.4
Local Yield 170(s)	94	117.1	22.1	55.4	93	123	33	49.4

Intersection Summary	
Cycle Length	146
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 62 (42%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 28: Regents Road & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	786	277	382	783	113	156	59	267	135	57	66
Future Volume (veh/h)	65	786	277	382	783	113	156	59	267	135	57	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	68	827	292	455	932	135	122	144	303	169	71	82
Adj No. of Lanes	1	3	1	2	3	0	1	1	2	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.84	0.84	0.84	0.88	0.88	0.88	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	2503	779	497	2642	381	206	216	368	202	201	180
Arrive On Green	0.10	0.98	0.98	0.29	1.00	1.00	0.12	0.12	0.12	0.11	0.11	0.11
Sat Flow, veh/h	1774	5085	1583	3442	4490	648	1774	1863	3167	1774	1770	1583
Grp Volume(v), veh/h	68	827	292	455	703	364	122	144	303	169	71	82
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1695	1748	1774	1863	1583	1774	1770	1583
Q Serve(g_s), s	5.5	0.6	0.7	18.7	0.0	0.0	9.5	10.8	13.7	13.6	5.4	7.1
Cycle Q Clear(g_c), s	5.5	0.6	0.7	18.7	0.0	0.0	9.5	10.8	13.7	13.6	5.4	7.1
Prop In Lane	1.00		1.00	1.00		0.37	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	85	2503	779	497	1995	1029	206	216	368	202	201	180
V/C Ratio(X)	0.80	0.33	0.37	0.92	0.35	0.35	0.59	0.67	0.82	0.84	0.35	0.46
Avail Cap(c_a), veh/h	183	2503	779	592	1995	1029	507	532	904	232	232	207
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.3	0.6	0.6	51.1	0.0	0.0	61.2	61.8	63.1	63.4	59.7	60.5
Incr Delay (d2), s/veh	4.8	0.3	1.1	14.7	0.4	0.9	1.0	1.3	1.8	29.7	4.0	6.8
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	2.8	0.2	0.4	9.9	0.1	0.2	4.7	5.6	6.1	8.3	2.9	3.4
LnGrp Delay(d),s/veh	70.1	0.9	1.6	65.7	0.4	0.9	62.2	63.1	64.8	93.1	63.7	67.2
LnGrp LOS	E	A	A	E	A	A	E	E	E	F	E	E
Approach Vol, veh/h		1187			1522			569			322	
Approach Delay, s/veh		5.0			20.1			63.9			80.0	
Approach LOS		A			C			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	25.5	77.2		21.5	11.4	91.2		21.9
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	25.1	40.6		19.1	15.1	30.6		41.7
Max Q Clear Time (g_c+I1), s	20.7	2.7		15.6	7.5	2.0		15.7
Green Ext Time (p_c), s	0.4	33.1		1.0	0.0	25.7		1.3

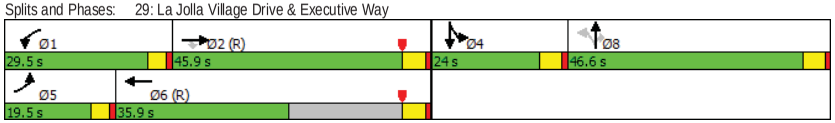
Intersection Summary	
HCM 2010 Ctrl Delay	27.4
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	29.5	45.9	24	19.5	35.9	46.6
Maximum Split (%)	20.2%	31.4%	16.4%	13.4%	24.6%	31.9%
Minimum Split (s)	8.4	39.3	8.9	8.4	34.3	45.9
Yellow Time (s)	3.4	4.3	3.9	3.4	4.3	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	5.8	6.1	2	5.5	2
Minimum Gap (s)	2	2	0.2	2	2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		27			22	34
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	80.9	110.4	10.3	80.9	100.4	34.3
End Time (s)	110.4	10.3	34.3	100.4	10.3	80.9
Yield/Force Off (s)	106	5	29.4	96	5	76
Yield/Force Off 170(s)	106	124	29.4	96	129	42
Local Start Time (s)	75.9	105.4	5.3	75.9	95.4	29.3
Local Yield (s)	101	0	24.4	91	0	71
Local Yield 170(s)	101	119	24.4	91	124	37

Intersection Summary	
Cycle Length	146
Control Type	Actuated-Coordinated
Natural Cycle	115
Offset: 5 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 29: La Jolla Village Drive & Executive Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1109	54	169	1163	122	69	32	265	542	111	46
Future Volume (veh/h)	39	1109	54	169	1163	122	69	32	265	542	111	46
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	41	1155	56	199	1368	144	77	36	294	589	121	50
Adj No. of Lanes	2	3	1	2	3	2	2	2	2	2	2	0
Peak Hour Factor	0.96	0.96	0.96	0.85	0.85	0.85	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	656	2438	759	246	1801	987	118	440	546	655	696	274
Arrive On Green	0.38	0.96	0.96	0.07	0.35	0.35	0.03	0.12	0.12	0.19	0.28	0.28
Sat Flow, veh/h	3442	5085	1583	3442	5085	2787	3442	3539	2787	3442	2481	979
Grp Volume(v), veh/h	41	1155	56	199	1368	144	77	36	294	589	85	86
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1393	1721	1770	1393	1721	1770	1690
Q Serve(g_s), s	1.1	2.5	0.2	8.3	34.7	3.1	3.2	1.3	13.8	24.4	5.3	5.7
Cycle Q Clear(g_c), s	1.1	2.5	0.2	8.3	34.7	3.1	3.2	1.3	13.8	24.4	5.3	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.58
Lane Grp Cap(c), veh/h	656	2438	759	246	1801	987	118	440	546	655	496	474
V/C Ratio(X)	0.06	0.47	0.07	0.81	0.76	0.15	0.65	0.08	0.54	0.90	0.17	0.18
Avail Cap(c_a), veh/h	656	2438	759	297	1801	987	167	897	906	792	766	732
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.9	1.6	1.6	66.8	41.7	11.6	69.6	56.6	52.8	57.7	39.7	39.8
Incr Delay (d2), s/veh	0.0	0.6	0.2	12.9	3.1	0.3	5.9	0.1	0.8	11.6	0.2	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	0.5	1.0	0.1	4.4	16.7	1.2	1.6	0.6	5.4	12.7	2.6	2.7
LnGrp Delay(d),s/veh	36.9	2.2	1.7	79.7	44.7	12.0	75.5	56.6	53.6	69.3	39.9	40.0
LnGrp LOS	D	A	A	E	D	B	E	E	D	E	D	D
Approach Vol, veh/h		1252			1711			407			760	
Approach Delay, s/veh		3.3			46.0			58.0			62.7	
Approach LOS		A			D			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	75.5	9.4	46.2	33.3	57.0	32.2	23.5
Change Period (Y+Rc), s	4.4	5.5	4.4	5.3	5.5	* 5.3	4.4	* 5.3
Max Green Setting (Gmax), s	12.6	43.5	7.1	63.2	4.6	* 52	33.6	* 37
Max Q Clear Time (g_c+I1), s	10.3	4.5	5.2	7.7	3.1	36.7	26.4	15.8
Green Ext Time (p_c), s	0.1	9.8	0.0	2.5	0.0	8.3	1.4	2.3

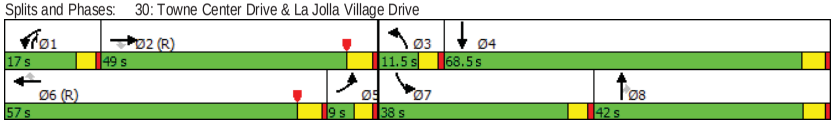
Intersection Summary	
HCM 2010 Ctrl Delay	37.3
HCM 2010 LOS	D

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	17	49	11.5	68.5	9	57	38	42
Maximum Split (%)	11.6%	33.6%	7.9%	46.9%	6.2%	39.0%	26.0%	28.8%
Minimum Split (s)	8.4	33.5	8.4	41.3	8.4	33.3	8.4	42
Yellow Time (s)	3.4	4.5	3.4	4.3	3.4	4.3	3.4	4
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	4	10	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		5
Flash Dont Walk (s)		21		29		21		32
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	94.3	111.3	14.3	25.8	5.3	94.3	14.3	52.3
End Time (s)	111.3	14.3	25.8	94.3	14.3	5.3	52.3	94.3
Yield/Force Off (s)	106.9	8.8	21.4	89	9.9	0	47.9	89.3
Yield/Force Off 170(s)	106.9	133.8	21.4	60	9.9	125	47.9	57.3
Local Start Time (s)	94.3	111.3	14.3	25.8	5.3	94.3	14.3	52.3
Local Yield (s)	106.9	8.8	21.4	89	9.9	0	47.9	89.3
Local Yield 170(s)	106.9	133.8	21.4	60	9.9	125	47.9	57.3

Intersection Summary		
Cycle Length	146	
Control Type	Actuated-Coordinated	
Natural Cycle	105	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow		

Splits and Phases: 30: Towne Center Drive & La Jolla Village Drive



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1224	50	275	1565	56	732
Future Volume (veh/h)	1224	50	275	1565	56	732
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	1302	53	293	1665	58	762
Adj No. of Lanes	4	0	2	4	1	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3055	124	368	4029	478	1048
Arrive On Green	0.48	0.48	0.11	0.63	0.27	0.27
Sat Flow, veh/h	6625	259	3442	6669	1774	2787
Grp Volume(v), veh/h	983	372	293	1665	58	762
Grp Sat Flow(s),veh/h/ln	1602	1817	1721	1602	1774	1393
Q Serve(g_s), s	14.0	14.1	8.7	13.7	2.6	24.7
Cycle Q Clear(g_c), s	14.0	14.1	8.7	13.7	2.6	24.7
Prop In Lane		0.14	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2307	872	368	4029	478	1048
V/C Ratio(X)	0.43	0.43	0.80	0.41	0.12	0.73
Avail Cap(c_a), veh/h	2744	1037	1310	4029	675	1358
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	17.9	17.9	45.8	9.8	29.0	28.1
Incr Delay (d2), s/veh	0.3	0.7	1.5	0.2	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	7.2	4.2	6.1	1.3	9.6
LnGrp Delay(d),s/veh	18.1	18.6	47.3	10.0	29.0	29.0
LnGrp LOS	B	B	D	A	C	C
Approach Vol, veh/h	1355			1958	820	
Approach Delay, s/veh	18.2			15.6	29.0	
Approach LOS	B			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	15.6	56.8				72.4		32.7
Change Period (Y+Rc), s	4.4	6.3				* 6.3		4.4
Max Green Setting (Gmax), s	40.0	60.0				* 60		40.0
Max Q Clear Time (g_c+I1), s	10.7	16.1				15.7		26.7
Green Ext Time (p_c), s	0.5	34.4				42.4		1.6

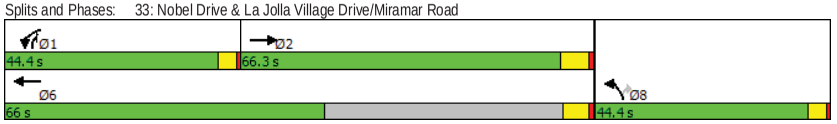
Intersection Summary	
HCM 2010 Ctrl Delay	19.1
HCM 2010 LOS	B

Notes

Phase Number	1	2	6	8
Movement	WBL	EBT	WBT	NBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	Min	Min	None
Maximum Split (s)	44.4	66.3	66	44.4
Maximum Split (%)	28.6%	42.7%	42.6%	28.6%
Minimum Split (s)	8.4	16.3	16	11.4
Yellow Time (s)	3.4	5.3	5	3.4
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	4	10	10	7
Vehicle Extension (s)	2	5	5.4	2
Minimum Gap (s)	2	0.2	0.2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		18		36
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	44.4	0	110.7
End Time (s)	44.4	110.7	110.7	0
Yield/Force Off (s)	40	104.4	104.7	150.7
Yield/Force Off 170(s)	40	104.4	104.7	114.7
Local Start Time (s)	110.7	0	110.7	66.3
Local Yield (s)	150.7	60	60.3	106.3
Local Yield 170(s)	150.7	60	60.3	70.3

Intersection Summary	
Cycle Length	155.1
Control Type	Actuated-Uncoordinated
Natural Cycle	50

Splits and Phases: 33: Nobel Drive & La Jolla Village Drive/Miramar Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	7	5	122	3	322	7	260	192	308	284	8
Future Volume (veh/h)	7	7	5	122	3	322	7	260	192	308	284	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	10	10	7	133	3	350	8	280	206	338	312	9
Adj No. of Lanes	0	1	0	2	1	0	1	2	0	2	2	0
Peak Hour Factor	0.68	0.68	0.68	0.92	0.92	0.92	0.93	0.93	0.93	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	23	16	916	4	418	15	555	396	457	1425	41
Arrive On Green	0.04	0.04	0.04	0.27	0.27	0.27	0.01	0.28	0.28	0.13	0.41	0.41
Sat Flow, veh/h	648	648	454	3442	13	1572	1774	1975	1409	3442	3513	101
Grp Volume(v), veh/h	27	0	0	133	0	353	8	250	236	338	157	164
Grp Sat Flow(s),veh/h/ln	1750	0	0	1721	0	1585	1774	1770	1614	1721	1770	1845
Q Serve(g_s), s	1.0	0.0	0.0	2.0	0.0	14.1	0.3	7.9	8.3	6.3	3.9	3.9
Cycle Q Clear(g_c), s	1.0	0.0	0.0	2.0	0.0	14.1	0.3	7.9	8.3	6.3	3.9	3.9
Prop In Lane	0.37		0.26	1.00		0.99	1.00		0.87	1.00		0.05
Lane Grp Cap(c), veh/h	62	0	0	916	0	422	15	497	454	457	718	748
V/C Ratio(X)	0.44	0.00	0.00	0.15	0.00	0.84	0.55	0.50	0.52	0.74	0.22	0.22
Avail Cap(c_a), veh/h	783	0	0	2052	0	945	793	1582	1443	1539	1582	1650
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	0.0	0.0	18.8	0.0	23.3	33.1	20.2	20.3	28.0	13.0	13.0
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.0	0.0	1.7	11.2	1.2	1.5	0.9	0.2	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	0.5	0.0	0.0	0.9	0.0	6.4	0.2	4.1	3.9	3.1	1.9	2.0
LnGrp Delay(d),s/veh	33.5	0.0	0.0	18.8	0.0	25.0	44.4	21.4	21.8	28.9	13.2	13.2
LnGrp LOS	C			B		C	D	C	C	C	B	B
Approach Vol, veh/h		27			486			494			659	
Approach Delay, s/veh		33.5			23.3			22.0			21.2	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.3	23.8		7.3	5.0	32.1		22.7
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	30.0	60.0		30.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	8.3	10.3		3.0	2.3	5.9		16.1
Green Ext Time (p_c), s	0.6	8.6		0.1	0.0	8.7		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	22.2
HCM 2010 LOS	C

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	None	None	Min	None
Maximum Split (s)	34.4	64.9	34.9	34.4	64.9	44.9
Maximum Split (%)	19.2%	36.2%	19.5%	19.2%	36.2%	25.1%
Minimum Split (s)	10.4	11.9	10.9	8.4	14.9	10.9
Yellow Time (s)	3.4	3.9	3.9	3.4	3.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	6	7	6	4	10	6
Vehicle Extension (s)	2	4.3	2	2	3.7	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		21	20		13	20
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.3	0	34.4	134.2
End Time (s)	34.4	99.3	134.2	34.4	99.3	0
Yield/Force Off (s)	30	94.4	129.3	30	94.4	174.2
Yield/Force Off 170(s)	30	94.4	109.3	30	94.4	154.2
Local Start Time (s)	144.7	0	64.9	144.7	0	99.8
Local Yield (s)	174.7	60	94.9	174.7	60	139.8
Local Yield 170(s)	174.7	60	74.9	174.7	60	119.8

Intersection Summary	
Cycle Length	179.1
Control Type	Actuated-Uncoordinated
Natural Cycle	50

Splits and Phases: 38: Villa La Jolla Drive & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	261	175	344	240	294	134	57	245	312	64	48
Future Volume (veh/h)	71	261	175	344	240	294	134	57	245	312	64	48
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	76	278	186	366	255	313	111	129	285	230	222	52
Adj No. of Lanes	1	2	1	2	2	1	1	1	1	1	1	0
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.86	0.86	0.86	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	97	1376	616	431	1625	727	199	209	376	342	281	66
Arrive On Green	0.05	0.39	0.39	0.21	0.77	0.77	0.11	0.11	0.11	0.19	0.19	0.19
Sat Flow, veh/h	1774	3539	1583	3442	3539	1583	1774	1863	1583	1774	1460	342
Grp Volume(v), veh/h	76	278	186	366	255	313	111	129	285	230	0	274
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1721	1770	1583	1774	1863	1583	1774	0	1802
Q Serve(g_s), s	4.6	5.6	8.8	11.0	2.1	7.4	6.4	7.1	12.1	13.0	0.0	15.6
Cycle Q Clear(g_c), s	4.6	5.6	8.8	11.0	2.1	7.4	6.4	7.1	12.1	13.0	0.0	15.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	97	1376	616	431	1625	727	199	209	376	342	0	347
V/C Ratio(X)	0.78	0.20	0.30	0.85	0.16	0.43	0.56	0.62	0.76	0.67	0.00	0.79
Avail Cap(c_a), veh/h	215	1376	616	672	1625	727	199	209	376	568	0	577
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.97	0.97	0.97	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.4	21.9	22.9	41.7	7.1	7.7	45.4	45.7	38.3	40.5	0.0	41.5
Incr Delay (d2), s/veh	4.5	0.3	1.1	3.5	0.2	1.8	4.4	6.3	9.3	3.3	0.0	5.7
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	2.4	2.8	4.0	5.4	1.0	3.5	3.4	4.0	8.8	6.7	0.0	8.3
LnGrp Delay(d),s/veh	54.9	22.2	24.0	45.3	7.3	9.5	49.8	52.1	47.6	43.7	0.0	47.2
LnGrp LOS	D	C	C	D	A	A	D	D	D	D		D
Approach Vol, veh/h		540			934			525			504	
Approach Delay, s/veh		27.4			22.9			49.1			45.6	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.9	47.4		25.7	10.3	55.0		17.0
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	21.1	* 21		34.6	13.1	28.6		12.1
Max Q Clear Time (g_c+I1), s	13.0	10.8		17.6	6.6	9.4		14.1
Green Ext Time (p_c), s	0.5	4.9		3.2	0.0	7.3		0.0

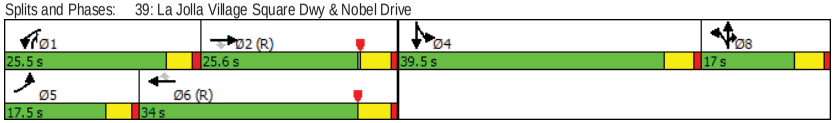
Intersection Summary	
HCM 2010 Ctrl Delay	34.0
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	25.5	25.6	39.5	17.5	34	17
Maximum Split (%)	23.6%	23.7%	36.6%	16.2%	31.5%	15.7%
Minimum Split (s)	8.4	12	38.9	9.4	12.4	12.9
Yellow Time (s)	3.4	4	3.9	3.4	4.4	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	7	8	4	7	8
Vehicle Extension (s)	2	4.1	4	2	4	4
Minimum Gap (s)	2	0.2	4	2	0.2	4
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	
Flash Dont Walk (s)		20	27		19	
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	102.9	20.4	46.4	102.9	12.4	85.9
End Time (s)	20.4	46.4	85.9	12.4	46.4	102.9
Yield/Force Off (s)	16	41.4	81	8	41	98
Yield/Force Off 170(s)	16	21.4	54	8	22	98
Local Start Time (s)	61.9	87.4	5.4	61.9	79.4	44.9
Local Yield (s)	83	0.4	40	75	0	57
Local Yield 170(s)	83	88.4	13	75	89	57

Intersection Summary	
Cycle Length	108
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 41 (38%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 39: La Jolla Village Square Dwy & Nobel Drive



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	529	259	250	920	0	0
Future Volume (veh/h)	529	259	250	920	0	0
Number	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863		
Adj Flow Rate, veh/h	594	291	255	939		
Adj No. of Lanes	2	0	2	2		
Peak Hour Factor	0.89	0.89	0.98	0.98		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	606	297	3429	4791		
Arrive On Green	0.09	0.09	1.00	1.00		
Sat Flow, veh/h	2398	1128	3442	3632		
Grp Volume(v), veh/h	456	429	255	939		
Grp Sat Flow(s),veh/h/ln	1770	1664	1721	1770		
Q Serve(g_s), s	13.9	13.9	0.0	0.0		
Cycle Q Clear(g_c), s	13.9	13.9	0.0	0.0		
Prop In Lane		0.68	1.00			
Lane Grp Cap(c), veh/h	465	437	3429	4791		
V/C Ratio(X)	0.98	0.98	0.07	0.20		
Avail Cap(c_a), veh/h	465	437	3429	4791		
HCM Platoon Ratio	0.33	0.33	1.00	1.00		
Upstream Filter(I)	0.90	0.90	0.93	0.93		
Uniform Delay (d), s/veh	24.5	24.5	0.0	0.0		
Incr Delay (d2), s/veh	35.0	36.4	0.0	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	11.3	10.8	0.0	0.1		
LnGrp Delay(d),s/veh	59.5	60.9	0.0	0.1		
LnGrp LOS	E	E	A	A		
Approach Vol, veh/h	885			1194		
Approach Delay, s/veh	60.2			0.1		
Approach LOS	E			A		

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		
Phs Duration (G+Y+Rc), s	59.2	19.3				78.5		
Change Period (Y+Rc), s	4.7	* 5.1				* 4.7		
Max Green Setting (Gmax), s	30.0	* 14				* 50		
Max Q Clear Time (g_c+I1), s	2.0	15.9				2.0		
Green Ext Time (p_c), s	8.5	0.0				9.5		

Intersection Summary	
HCM 2010 Ctrl Delay	25.7
HCM 2010 LOS	C

Notes

Phase Number	1	2	6
Movement	WBL	EBT	WBT
Lead/Lag	Lag	Lead	
Lead-Lag Optimize	Yes	Yes	
Recall Mode	None	C-Max	C-Max
Maximum Split (s)	34.7	19.3	54
Maximum Split (%)	64.3%	35.7%	100.0%
Minimum Split (s)	9.7	18.1	22
Yellow Time (s)	3.7	4.1	3
All-Red Time (s)	1	1	1
Minimum Initial (s)	5	13	13
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)		7	7
Flash Dont Walk (s)		20	11
Dual Entry	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	5.1	39.8	39.8
End Time (s)	39.8	5.1	39.8
Yield/Force Off (s)	35.1	0	35.8
Yield/Force Off 170(s)	35.1	34	24.8
Local Start Time (s)	5.1	39.8	39.8
Local Yield (s)	35.1	0	35.8
Local Yield 170(s)	35.1	34	24.8

Intersection Summary	
Cycle Length	54
Control Type	Actuated-Coordinated
Natural Cycle	40
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 40: I-5 SB Ramps & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	528	0	0	719	32	303	54	159	0	0	148
Future Volume (veh/h)	1	528	0	0	719	32	303	54	159	0	0	148
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	1	580	0	0	765	34	356	0	166	0	0	187
Adj No. of Lanes	1	2	0	0	3	0	2	0	1	0	1	1
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.96	0.96	0.96	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	0	2	2
Cap, veh/h	68	2657	0	0	3364	149	518	0	271	0	318	332
Arrive On Green	0.04	0.75	0.00	0.00	0.67	0.67	0.17	0.00	0.17	0.00	0.00	0.17
Sat Flow, veh/h	1774	3632	0	0	5160	221	2383	0	1583	0	1863	1583
Grp Volume(v), veh/h	1	580	0	0	519	280	356	0	166	0	0	187
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1695	1824	1192	0	1583	0	1863	1583
Q Serve(g_s), s	0.1	6.4	0.0	0.0	7.7	7.7	18.9	0.0	12.6	0.0	0.0	13.8
Cycle Q Clear(g_c), s	0.1	6.4	0.0	0.0	7.7	7.7	18.9	0.0	12.6	0.0	0.0	13.8
Prop In Lane	1.00		0.00	0.00		0.12	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	68	2657	0	0	2284	1229	518	0	271	0	318	332
V/C Ratio(X)	0.01	0.22	0.00	0.00	0.23	0.23	0.69	0.00	0.61	0.00	0.00	0.56
Avail Cap(c_a), veh/h	205	2657	0	0	2284	1229	807	0	463	0	318	332
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)	0.34	0.34	0.00	0.00	0.99	0.99	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	60.1	4.8	0.0	0.0	8.2	8.2	52.5	0.0	49.9	0.0	0.0	46.1
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.2	0.4	0.6	0.0	0.8	0.0	0.0	2.2
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	0.0	3.1	0.0	0.0	3.6	4.0	6.3	0.0	5.6	0.0	0.0	6.2
LnGrp Delay(d),s/veh	60.1	4.9	0.0	0.0	8.4	8.6	53.1	0.0	50.8	0.0	0.0	48.3
LnGrp LOS	E	A			A	A	D		D			D
Approach Vol, veh/h		581			799			522			187	
Approach Delay, s/veh		5.0			8.5			52.4			48.3	
Approach LOS		A			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		102.7		27.3	10.0	92.7		27.3
Change Period (Y+Rc), s		5.1		* 5.1	5.0	5.1		5.1
Max Green Setting (Gmax), s		59.8		* 18	15.0	39.8		38.0
Max Q Clear Time (g_c+I1), s		8.4		15.8	2.1	9.7		20.9
Green Ext Time (p_c), s		7.2		0.6	0.0	6.8		1.3

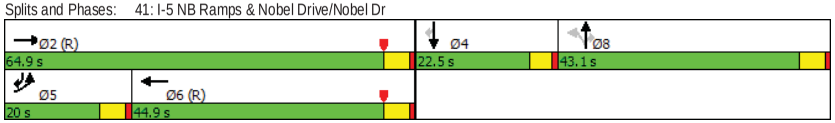
Intersection Summary	
HCM 2010 Ctrl Delay	22.0
HCM 2010 LOS	C

Notes

Phase Number	2	4	5	6	8
Movement	EBT	SBT	EBL	WBT	NBTL
Lead/Lag			Lead	Lag	
Lead-Lag Optimize			Yes	Yes	
Recall Mode	C-Max	None	Min	C-Max	Min
Maximum Split (s)	64.9	22.5	20	44.9	43.1
Maximum Split (%)	49.7%	17.2%	15.3%	34.4%	33.0%
Minimum Split (s)	16.1	22.5	10	18.1	10.1
Yellow Time (s)	4.1	3.5	4	4.1	4.1
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	11	5	5	13	5
Vehicle Extension (s)	2	3	2	2	2
Minimum Gap (s)	2	3	2	2	1
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)	7	7		7	7
Flash Dont Walk (s)	17	11		20	37
Dual Entry	No	Yes	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	7.2	72.1	7.2	27.2	94.6
End Time (s)	72.1	94.6	27.2	72.1	7.2
Yield/Force Off (s)	67	90.1	22.2	67	2.1
Yield/Force Off 170(s)	50	79.1	22.2	47	2.1
Local Start Time (s)	70.7	5.1	70.7	90.7	27.6
Local Yield (s)	0	23.1	85.7	0	65.6
Local Yield 170(s)	113.5	12.1	85.7	110.5	65.6

Intersection Summary	
Cycle Length	130.5
Control Type	Actuated-Coordinated
Natural Cycle	70
Offset: 67 (51%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 41: I-5 NB Ramps & Nobel Drive/Nobel Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	609	34	32	657	21	34	1	28	13	2	38
Future Volume (veh/h)	78	609	34	32	657	21	34	1	28	13	2	38
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	83	648	36	34	706	23	41	1	34	16	2	46
Adj No. of Lanes	1	3	0	1	3	0	0	1	0	0	1	0
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	2334	129	567	3743	122	104	7	48	61	12	79
Arrive On Green	0.06	0.47	0.47	0.32	0.74	0.74	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1774	4932	273	1774	5060	164	799	108	734	296	176	1205
Grp Volume(v), veh/h	83	444	240	34	472	257	76	0	0	64	0	0
Grp Sat Flow(s),veh/h/ln	1774	1695	1815	1774	1695	1834	1642	0	0	1676	0	0
Q Serve(g_s), s	5.0	8.6	8.7	1.4	4.6	4.6	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.0	8.6	8.7	1.4	4.6	4.6	4.6	0.0	0.0	3.9	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.09	0.54		0.45	0.25		0.72
Lane Grp Cap(c), veh/h	107	1604	859	567	2508	1356	159	0	0	151	0	0
V/C Ratio(X)	0.77	0.28	0.28	0.06	0.19	0.19	0.48	0.00	0.00	0.42	0.00	0.00
Avail Cap(c_a), veh/h	379	1604	859	567	2508	1356	489	0	0	499	0	0
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)	0.98	0.98	0.98	0.92	0.92	0.92	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	50.0	17.3	17.3	25.5	4.2	4.3	49.3	0.0	0.0	49.0	0.0	0.0
Incr Delay (d2), s/veh	10.8	0.4	0.8	0.0	0.2	0.3	1.7	0.0	0.0	0.7	0.0	0.0
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	2.8	4.1	4.5	0.7	2.2	2.4	2.3	0.0	0.0	1.9	0.0	0.0
LnGrp Delay(d),s/veh	60.8	17.7	18.1	25.5	4.4	4.5	50.9	0.0	0.0	49.7	0.0	0.0
LnGrp LOS	E	B	B	C	A	A	D			D		
Approach Vol, veh/h		767			763			76			64	
Approach Delay, s/veh		22.5			5.4			50.9			49.7	
Approach LOS		C			A			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	39.7	56.3		12.0	10.9	85.1		12.0
Change Period (Y+Rc), s	5.2	* 5.2		4.9	4.4	5.2		4.9
Max Green Setting (Gmax), s	10.8	* 51		31.6	23.1	23.6		31.6
Max Q Clear Time (g_c+I1), s	3.4	10.7		5.9	7.0	6.6		6.6
Green Ext Time (p_c), s	0.2	10.1		0.6	0.2	6.7		0.6

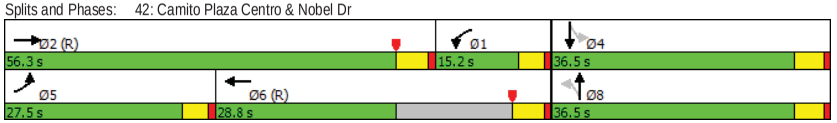
Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lag	Lead		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	15.2	56.3	36.5	27.5	28.8	36.5
Maximum Split (%)	14.1%	52.1%	33.8%	25.5%	26.7%	33.8%
Minimum Split (s)	9.5	25.2	36.5	9.5	25.2	36.5
Yellow Time (s)	3.4	4.2	3.9	3.4	4.2	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	6	4	10	6
Vehicle Extension (s)	3	5	2	3	4.5	2.5
Minimum Gap (s)	3	0.2	2	3	0.2	2.5
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		13	26		13	26
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	27.2	78.9	42.4	78.9	106.4	42.4
End Time (s)	42.4	27.2	78.9	106.4	42.4	78.9
Yield/Force Off (s)	38	22	74	102	37.2	74
Yield/Force Off 170(s)	38	9	48	102	24.2	48
Local Start Time (s)	5.2	56.9	20.4	56.9	84.4	20.4
Local Yield (s)	16	0	52	80	15.2	52
Local Yield 170(s)	16	95	26	80	2.2	26

Intersection Summary	
Cycle Length	108
Control Type	Actuated-Coordinated
Natural Cycle	75
Offset: 22 (20%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 42: Camito Plaza Centro & Nobel Dr



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	527	71	24	534	53	110	153	67	56	94	66
Future Volume (veh/h)	52	527	71	24	534	53	110	153	67	56	94	66
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	57	579	78	27	600	60	117	163	71	71	119	84
Adj No. of Lanes	2	3	0	1	3	0	2	2	1	2	2	1
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.94	0.94	0.94	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	133	1934	257	42	1932	191	200	600	269	371	776	408
Arrive On Green	0.04	0.43	0.43	0.02	0.41	0.41	0.06	0.17	0.17	0.11	0.22	0.22
Sat Flow, veh/h	3442	4542	604	1774	4705	466	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	57	430	227	27	431	229	117	163	71	71	119	84
Grp Sat Flow(s),veh/h/ln	1721	1695	1756	1774	1695	1781	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	1.1	5.8	5.9	1.0	5.9	6.0	2.3	2.8	2.7	1.3	1.9	2.9
Cycle Q Clear(g_c), s	1.1	5.8	5.9	1.0	5.9	6.0	2.3	2.8	2.7	1.3	1.9	2.9
Prop In Lane	1.00		0.34	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	133	1444	748	42	1392	731	200	600	269	371	776	408
V/C Ratio(X)	0.43	0.30	0.30	0.65	0.31	0.31	0.59	0.27	0.26	0.19	0.15	0.21
Avail Cap(c_a), veh/h	1494	2943	1525	770	2943	1546	1494	3073	1375	1494	3073	1436
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	32.5	13.0	13.1	33.5	13.7	13.8	31.7	25.0	24.9	28.1	21.8	20.1
Incr Delay (d2), s/veh	0.8	0.2	0.4	6.2	0.2	0.4	1.0	1.1	2.4	0.1	0.3	0.7
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	0.5	2.7	2.9	0.6	2.8	3.0	1.1	1.5	1.3	0.6	0.9	1.3
LnGrp Delay(d),s/veh	33.3	13.2	13.5	39.7	14.0	14.2	32.8	26.1	27.3	28.2	22.0	20.8
LnGrp LOS	C	B	B	D	B	B	C	C	C	C	C	C
Approach Vol, veh/h		714			687			351			274	
Approach Delay, s/veh		14.9			15.0			28.6			23.2	
Approach LOS		B			B			C			C	

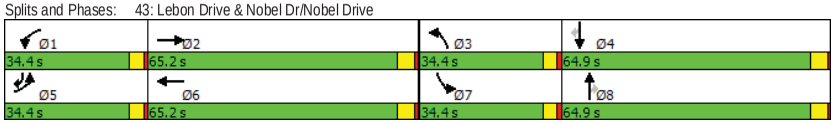
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.0	34.6	8.4	20.1	7.1	33.6	11.8	16.6
Change Period (Y+Rc), s	4.4	5.2	4.4	4.9	4.4	5.2	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	60.0	30.0	60.0	30.0	60.0
Max Q Clear Time (g_c+I1), s	3.0	7.9	4.3	4.9	3.1	8.0	3.3	4.8
Green Ext Time (p_c), s	0.0	20.4	0.2	7.1	0.1	20.4	0.1	7.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.5
HCM 2010 LOS	B

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Maximum Split (s)	34.4	65.2	34.4	64.9	34.4	65.2	34.4	64.9
Maximum Split (%)	17.3%	32.8%	17.3%	32.6%	17.3%	32.8%	17.3%	32.6%
Minimum Split (s)	8.4	15.2	8.4	14.9	8.4	15.2	14.4	12.9
Yellow Time (s)	3.4	4.2	3.4	3.9	3.4	4.2	3.4	3.9
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	10	4	10	10	8
Vehicle Extension (s)	2	4.5	2	5.5	2	4.5	2	6.4
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		28		29		26		25
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.6	134	0	34.4	99.6	134
End Time (s)	34.4	99.6	134	0	34.4	99.6	134	0
Yield/Force Off (s)	30	94.4	129.6	194	30	94.4	129.6	194
Yield/Force Off 170(s)	30	66.4	129.6	165	30	68.4	129.6	169
Local Start Time (s)	164.5	0	65.2	99.6	164.5	0	65.2	99.6
Local Yield (s)	194.5	60	95.2	159.6	194.5	60	95.2	159.6
Local Yield 170(s)	194.5	32	95.2	130.6	194.5	34	95.2	134.6

Intersection Summary		
Cycle Length		198.9
Control Type	Actuated-Uncoordinated	
Natural Cycle		55

Splits and Phases: 43: Lebon Drive & Nobel Dr/Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	480	45	114	483	96	45	188	183	80	207	141
Future Volume (veh/h)	85	480	45	114	483	96	45	188	183	80	207	141
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	93	527	49	121	514	102	61	254	247	84	218	148
Adj No. of Lanes	2	3	0	2	2	1	1	3	0	1	2	1
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.74	0.74	0.74	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	1571	145	737	1823	816	191	749	350	76	517	231
Arrive On Green	0.04	0.33	0.33	0.43	1.00	1.00	0.11	0.22	0.22	0.04	0.15	0.15
Sat Flow, veh/h	3442	4740	436	3442	3539	1583	1774	3390	1583	1774	3539	1583
Grp Volume(v), veh/h	93	375	201	121	514	102	61	254	247	84	218	148
Grp Sat Flow(s),veh/h/ln	1721	1695	1786	1721	1770	1583	1774	1695	1583	1774	1770	1583
Q Serve(g_s), s	2.9	9.0	9.1	2.3	0.0	0.0	3.4	6.8	15.6	4.6	6.1	9.5
Cycle Q Clear(g_c), s	2.9	9.0	9.1	2.3	0.0	0.0	3.4	6.8	15.6	4.6	6.1	9.5
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	1124	592	737	1823	816	191	749	350	76	517	231
V/C Ratio(X)	0.64	0.33	0.34	0.16	0.28	0.13	0.32	0.34	0.71	1.11	0.42	0.64
Avail Cap(c_a), veh/h	217	1124	592	737	1823	816	191	1212	566	76	1003	449
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.96	0.96	0.96	0.90	0.90	0.90	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	50.9	27.1	27.2	24.9	0.0	0.0	44.6	35.4	38.8	51.7	42.0	43.4
Incr Delay (d2), s/veh	1.6	0.8	1.5	0.0	0.3	0.3	0.4	0.8	7.7	136.8	2.2	11.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.3	4.8	1.1	0.1	0.1	1.7	3.3	7.5	5.1	3.1	4.9
LnGrp Delay(d),s/veh	52.5	27.9	28.7	25.0	0.3	0.3	44.9	36.2	46.6	188.6	44.2	54.8
LnGrp LOS	D	C	C	C	A	A	D	D	D	F	D	D
Approach Vol, veh/h		669			737			562			450	
Approach Delay, s/veh		31.6			4.4			41.7			74.6	
Approach LOS		C			A			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	29.1	28.4	41.5	16.8	21.3	9.0	60.9
Change Period (Y+Rc), s	4.4	5.2	5.3	* 5.7	5.2	* 5.5	4.4	5.3
Max Green Setting (Gmax), s	4.6	38.6	9.3	* 36	11.5	* 31	6.8	24.6
Max Q Clear Time (g_c+I1), s	6.6	17.6	4.3	11.1	5.4	11.5	4.9	2.0
Green Ext Time (p_c), s	0.0	6.3	0.5	5.6	2.7	4.3	0.0	8.5

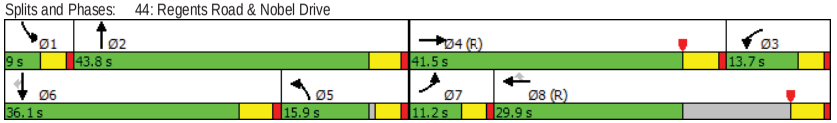
Intersection Summary	
HCM 2010 Ctrl Delay	33.7
HCM 2010 LOS	C

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	C-Max	None	Min	None	C-Max
Maximum Split (s)	9	43.8	13.7	41.5	15.9	36.1	11.2	29.9
Maximum Split (%)	8.3%	40.6%	12.7%	38.4%	14.7%	33.4%	10.4%	27.7%
Minimum Split (s)	8.4	15.2	8.4	15.7	8.4	15.5	8.4	15.3
Yellow Time (s)	3.4	4.2	3.4	4.7	3.4	4.5	3.4	4.3
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	10	4	10	4	10
Vehicle Extension (s)	2	5.7	2	4.4	2	6.2	2	6.1
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		29		25		23		25
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	84.4	93.4	70.7	29.2	12.5	84.4	29.2	40.4
End Time (s)	93.4	29.2	84.4	70.7	29.2	12.5	40.4	84.4
Yield/Force Off (s)	89	24	80	65	24.8	7	36	79.1
Yield/Force Off 170(s)	89	24	80	40	24.8	7	36	54.1
Local Start Time (s)	19.4	28.4	5.7	72.2	55.5	19.4	72.2	83.4
Local Yield (s)	24	67	15	0	67.8	50	79	14.1
Local Yield 170(s)	24	67	15	83	67.8	50	79	97.1

Intersection Summary		
Cycle Length	108	
Control Type	Actuated-Coordinated	
Natural Cycle	50	
Offset: 65 (60%), Referenced to phase 4:EBT and 8:WBT, Start of Yellow		

Splits and Phases: 44: Regents Road & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	528	47	62	560	89	34	46	51	99	26	96
Future Volume (veh/h)	167	528	47	62	560	89	34	46	51	99	26	96
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	184	580	52	67	609	97	47	63	70	122	32	119
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.73	0.73	0.73	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	1546	137	197	1470	231	60	249	277	125	120	444
Arrive On Green	0.04	0.11	0.11	0.11	0.33	0.33	0.03	0.31	0.31	0.07	0.34	0.34
Sat Flow, veh/h	1774	4756	422	1774	4433	697	1774	807	897	1774	347	1289
Grp Volume(v), veh/h	184	412	220	67	464	242	47	0	133	122	0	151
Grp Sat Flow(s),veh/h/ln	1774	1695	1788	1774	1695	1740	1774	0	1704	1774	0	1635
Q Serve(g_s), s	11.2	12.2	12.4	3.8	11.4	11.7	2.8	0.0	6.3	7.4	0.0	7.2
Cycle Q Clear(g_c), s	11.2	12.2	12.4	3.8	11.4	11.7	2.8	0.0	6.3	7.4	0.0	7.2
Prop In Lane	1.00		0.24	1.00		0.40	1.00		0.53	1.00		0.79
Lane Grp Cap(c), veh/h	199	1102	581	197	1124	577	60	0	526	125	0	564
V/C Ratio(X)	0.93	0.37	0.38	0.34	0.41	0.42	0.78	0.00	0.25	0.98	0.00	0.27
Avail Cap(c_a), veh/h	199	1102	581	210	1124	577	76	0	526	125	0	564
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.65	0.65	0.65	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.6	38.0	38.1	44.3	28.0	28.0	51.8	0.0	28.0	50.1	0.0	25.5
Incr Delay (d2), s/veh	41.4	0.9	1.8	0.2	0.7	1.5	25.9	0.0	1.2	73.0	0.0	1.2
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	7.8	5.9	6.4	1.9	5.5	5.8	1.8	0.0	3.1	6.2	0.0	3.4
LnGrp Delay(d),s/veh	92.9	38.9	39.8	44.6	28.7	29.5	77.7	0.0	29.2	123.1	0.0	26.7
LnGrp LOS	F	D	D	D	C	C	E		C	F		C
Approach Vol, veh/h		816			773			180			273	
Approach Delay, s/veh		51.3			30.3			41.8			69.8	
Approach LOS		D			C			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	40.3	8.1	42.4	16.5	41.0	12.0	38.5
Change Period (Y+Rc), s	5.2	* 5.2	4.4	5.2	4.4	5.2	4.4	5.2
Max Green Setting (Gmax), s	12.8	* 35	4.6	36.3	12.1	18.6	7.6	33.3
Max Q Clear Time (g_c+I1), s	5.8	14.4	4.8	9.2	13.2	13.7	9.4	8.3
Green Ext Time (p_c), s	0.3	6.2	0.0	3.0	0.0	2.6	0.0	3.0

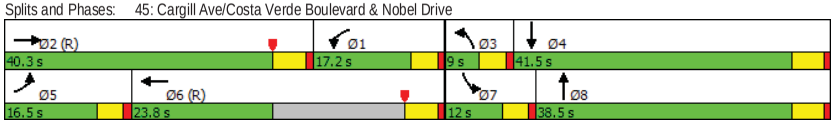
Intersection Summary	
HCM 2010 Ctrl Delay	45.0
HCM 2010 LOS	D

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	Max	None	C-Max	None	Max
Maximum Split (s)	17.2	40.3	9	41.5	16.5	23.8	12	38.5
Maximum Split (%)	15.9%	37.3%	8.3%	38.4%	15.3%	22.0%	11.1%	35.6%
Minimum Split (s)	8.4	30.2	8.4	30.2	8.4	39.2	8.4	30.2
Yellow Time (s)	3.4	4.2	3.4	4.2	3.4	4.2	3.4	4.2
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	7	4	4	4	7	4	4
Vehicle Extension (s)	2	4.5	2	4.5	2	4.5	2	4.5
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		20		27		27		20
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	11.7	79.4	28.9	37.9	79.4	95.9	28.9	40.9
End Time (s)	28.9	11.7	37.9	79.4	95.9	28.9	40.9	79.4
Yield/Force Off (s)	24.5	6.5	33.5	74.2	91.5	23.7	36.5	74.2
Yield/Force Off 170(s)	24.5	94.5	33.5	47.2	91.5	104.7	36.5	54.2
Local Start Time (s)	5.2	72.9	22.4	31.4	72.9	89.4	22.4	34.4
Local Yield (s)	18	0	27	67.7	85	17.2	30	67.7
Local Yield 170(s)	18	88	27	40.7	85	98.2	30	47.7

Intersection Summary	
Cycle Length	108
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 6.5 (6%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 45: Cargill Ave/Costa Verde Boulevard & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	589	10	11	511	104	6	0	9	95	2	166
Future Volume (veh/h)	209	589	10	11	511	104	6	0	9	95	2	166
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	220	620	11	12	549	112	8	0	12	125	3	218
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.75	0.75	0.75	0.76	0.76	0.76
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	279	2037	36	21	1252	254	110	31	90	332	4	289
Arrive On Green	0.16	0.57	0.57	0.01	0.43	0.43	0.18	0.00	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1774	3558	63	1774	2931	596	157	167	487	1397	22	1565
Grp Volume(v), veh/h	220	308	323	12	331	330	20	0	0	125	0	221
Grp Sat Flow(s),veh/h/ln	1774	1770	1852	1774	1770	1758	811	0	0	1397	0	1587
Q Serve(g_s), s	7.4	5.6	5.6	0.4	8.2	8.2	0.1	0.0	0.0	0.0	0.0	8.2
Cycle Q Clear(g_c), s	7.4	5.6	5.6	0.4	8.2	8.2	8.2	0.0	0.0	6.6	0.0	8.2
Prop In Lane	1.00		0.03	1.00		0.34	0.40		0.60	1.00		0.99
Lane Grp Cap(c), veh/h	279	1013	1060	21	756	750	231	0	0	332	0	293
V/C Ratio(X)	0.79	0.30	0.30	0.56	0.44	0.44	0.09	0.00	0.00	0.38	0.00	0.75
Avail Cap(c_a), veh/h	860	1715	1795	860	1715	1704	868	0	0	977	0	1025
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	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.1	6.9	6.9	30.4	12.5	12.5	21.1	0.0	0.0	23.3	0.0	23.9
Incr Delay (d2), s/veh	4.9	0.2	0.2	21.0	0.7	0.7	0.1	0.0	0.0	0.3	0.0	1.5
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	4.0	2.7	2.8	0.3	4.1	4.1	0.3	0.0	0.0	2.0	0.0	3.7
LnGrp Delay(d),s/veh	30.0	7.1	7.1	51.5	13.2	13.2	21.1	0.0	0.0	23.5	0.0	25.4
LnGrp LOS	C	A	A	D	B	B	C			C		C
Approach Vol, veh/h		851			673			20			346	
Approach Delay, s/veh		13.0			13.9			21.1			24.7	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.1	40.4		16.3	14.1	31.4		16.3
Change Period (Y+Rc), s	4.4	5.0		4.9	4.4	* 5		4.9
Max Green Setting (Gmax), s	30.0	60.0		40.0	30.0	* 60		40.0
Max Q Clear Time (g_c+I1), s	2.4	7.6		10.2	9.4	10.2		10.2
Green Ext Time (p_c), s	0.0	16.4		1.2	0.6	16.2		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	15.5
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	34.4	65	44.9	34.4	64.9	44.9
Maximum Split (%)	23.8%	45.0%	31.1%	23.8%	45.0%	31.1%
Minimum Split (s)	9.5	19	32.9	9.5	28.9	32.9
Yellow Time (s)	3.4	4	3.9	3.4	3.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	7	4	4	7	4
Vehicle Extension (s)	3	3.7	2	3	4.4	2
Minimum Gap (s)	3	0.2	2	3	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		7	21		17	21
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.4	0	34.4	99.4
End Time (s)	34.4	99.4	0	34.4	99.4	0
Yield/Force Off (s)	30	94.4	139.4	30	94.5	139.4
Yield/Force Off 170(s)	30	87.4	118.4	30	77.5	118.4
Local Start Time (s)	49.9	84.3	5	49.9	84.3	5
Local Yield (s)	79.9	0	45	79.9	0.1	45
Local Yield 170(s)	79.9	137.3	24	79.9	127.4	24

Intersection Summary	
Cycle Length	144.3
Control Type	Actuated-Uncoordinated
Natural Cycle	75

Splits and Phases: 46: Lombard Place & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	303	331	17	13	323	111	12	41	28	52	57	319
Future Volume (veh/h)	303	331	17	13	323	111	12	41	28	52	57	319
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	316	345	18	15	380	131	15	53	36	57	63	351
Adj No. of Lanes	2	2	0	1	3	1	0	2	0	1	1	1
Peak Hour Factor	0.96	0.96	0.96	0.85	0.85	0.85	0.78	0.78	0.78	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	1110	58	26	1069	780	28	99	68	501	526	447
Arrive On Green	0.13	0.32	0.32	0.01	0.21	0.21	0.06	0.06	0.06	0.28	0.28	0.28
Sat Flow, veh/h	3442	3423	178	1774	5085	1583	501	1773	1213	1774	1863	1583
Grp Volume(v), veh/h	316	178	185	15	380	131	55	0	49	57	63	351
Grp Sat Flow(s),veh/h/ln	1721	1770	1831	1774	1695	1583	1838	0	1649	1774	1863	1583
Q Serve(g_s), s	5.5	4.7	4.8	0.5	4.0	2.9	1.8	0.0	1.8	1.5	1.6	12.8
Cycle Q Clear(g_c), s	5.5	4.7	4.8	0.5	4.0	2.9	1.8	0.0	1.8	1.5	1.6	12.8
Prop In Lane	1.00		0.10	1.00		1.00	0.27		0.74	1.00		1.00
Lane Grp Cap(c), veh/h	443	574	594	26	1069	780	103	0	92	501	526	447
V/C Ratio(X)	0.71	0.31	0.31	0.58	0.36	0.17	0.54	0.00	0.53	0.11	0.12	0.79
Avail Cap(c_a), veh/h	3299	1696	1755	850	2437	1206	881	0	790	1417	1488	1265
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	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	15.9	15.9	30.6	21.1	8.8	28.8	0.0	28.7	16.7	16.7	20.7
Incr Delay (d2), s/veh	0.8	0.6	0.6	7.3	0.2	0.1	1.6	0.0	1.8	0.1	0.1	4.3
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	2.7	2.4	2.5	0.3	1.9	2.0	1.0	0.0	0.9	0.7	0.8	6.1
LnGrp Delay(d),s/veh	27.0	16.5	16.5	37.9	21.3	8.9	30.4	0.0	30.5	16.8	16.8	25.1
LnGrp LOS	C	B	B	D	C	A	C		C	B	B	C
Approach Vol, veh/h		679			526			104			471	
Approach Delay, s/veh		21.4			18.7			30.4			23.0	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.3	26.3		22.6	12.5	19.2		8.4
Change Period (Y+Rc), s	4.4	* 6		4.9	4.4	6.0		4.9
Max Green Setting (Gmax), s	30.0	* 60		50.0	60.0	30.0		30.0
Max Q Clear Time (g_c+I1), s	2.5	6.8		14.8	7.5	6.0		3.8
Green Ext Time (p_c), s	0.0	8.5		2.9	0.6	7.2		0.4

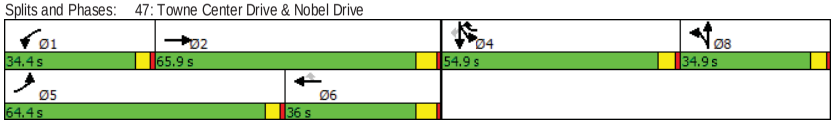
Intersection Summary	
HCM 2010 Ctrl Delay	21.5
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	34.4	65.9	54.9	64.4	36	34.9
Maximum Split (%)	18.1%	34.6%	28.9%	33.9%	18.9%	18.3%
Minimum Split (s)	8.4	12.9	8.9	8.4	13	8.9
Yellow Time (s)	3.4	4.9	3.9	3.4	5	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	7	4	4	7	4
Vehicle Extension (s)	2	4.9	4	2	3.3	2
Minimum Gap (s)	2	0.2	0.2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		17	24		24	28
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	100.4	0	64.4	155.3
End Time (s)	34.4	100.4	155.3	64.4	100.4	0
Yield/Force Off (s)	30	94.5	150.4	60	94.4	185.3
Yield/Force Off 170(s)	30	77.5	126.4	60	70.4	157.3
Local Start Time (s)	155.8	0	66	155.8	30	120.9
Local Yield (s)	185.8	60.1	116	25.6	60	150.9
Local Yield 170(s)	185.8	43.1	92	25.6	36	122.9

Intersection Summary	
Cycle Length	190.2
Control Type	Actuated-Uncoordinated
Natural Cycle	50

Splits and Phases: 47: Towne Center Drive & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	373	13	12	410	78	12	4	16	85	2	25
Future Volume (veh/h)	25	373	13	12	410	78	12	4	16	85	2	25
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	27	401	14	14	471	90	19	6	26	91	2	27
Adj No. of Lanes	1	3	0	1	3	0	0	1	0	1	1	2
Peak Hour Factor	0.93	0.93	0.93	0.87	0.87	0.87	0.62	0.62	0.62	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	2086	72	25	1732	323	26	8	36	136	143	214
Arrive On Green	0.03	0.41	0.41	0.01	0.40	0.40	0.04	0.04	0.04	0.08	0.08	0.08
Sat Flow, veh/h	1774	5047	175	1774	4307	804	626	198	857	1774	1863	2787
Grp Volume(v), veh/h	27	269	146	14	368	193	51	0	0	91	2	27
Grp Sat Flow(s),veh/h/ln	1774	1695	1832	1774	1695	1721	1680	0	0	1774	1863	1393
Q Serve(g_s), s	0.7	2.2	2.3	0.3	3.2	3.3	1.3	0.0	0.0	2.2	0.0	0.4
Cycle Q Clear(g_c), s	0.7	2.2	2.3	0.3	3.2	3.3	1.3	0.0	0.0	2.2	0.0	0.4
Prop In Lane	1.00		0.10	1.00		0.47	0.37		0.51	1.00		1.00
Lane Grp Cap(c), veh/h	45	1401	757	25	1363	692	71	0	0	136	143	214
V/C Ratio(X)	0.60	0.19	0.19	0.55	0.27	0.28	0.72	0.00	0.00	0.67	0.01	0.13
Avail Cap(c_a), veh/h	1201	4591	2481	1201	4591	2330	1517	0	0	1602	1682	2516
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	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	8.3	8.3	21.7	8.9	8.9	21.0	0.0	0.0	19.9	18.9	19.1
Incr Delay (d2), s/veh	4.6	0.1	0.2	6.8	0.2	0.4	5.1	0.0	0.0	2.1	0.0	0.1
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	0.4	1.1	1.2	0.2	1.5	1.6	0.7	0.0	0.0	1.2	0.0	0.2
LnGrp Delay(d),s/veh	26.0	8.4	8.5	28.5	9.1	9.3	26.0	0.0	0.0	22.0	18.9	19.2
LnGrp LOS	C	A	A	C	A	A	C			C	B	B
Approach Vol, veh/h		442			575			51			120	
Approach Delay, s/veh		9.5			9.6			26.0			21.3	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.0	24.2		8.3	5.5	23.7		6.8
Change Period (Y+Rc), s	4.4	* 5.9		4.9	4.4	5.9		4.9
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	2.3	4.3		4.2	2.7	5.3		3.3
Green Ext Time (p_c), s	0.0	12.5		0.2	0.0	12.5		0.2

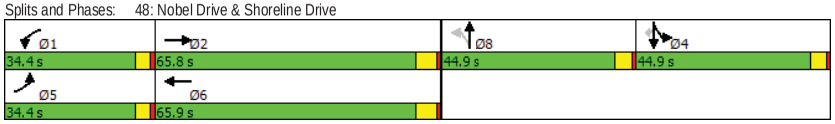
Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	34.4	65.8	44.9	34.4	65.9	44.9
Maximum Split (%)	18.1%	34.6%	23.6%	18.1%	34.7%	23.6%
Minimum Split (s)	8.4	15.8	33.9	8.4	30.9	8.9
Yellow Time (s)	3.4	4.8	3.9	3.4	4.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	4.6	2	2	4.4	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	
Flash Dont Walk (s)		8	22		18	
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	145.2	0	34.4	100.3
End Time (s)	34.4	100.3	0	34.4	100.3	145.2
Yield/Force Off (s)	30	94.5	185.2	30	94.4	140.3
Yield/Force Off 170(s)	30	86.5	163.2	30	76.4	140.3
Local Start Time (s)	155.7	0	110.8	155.7	0	65.9
Local Yield (s)	185.7	60.1	150.8	185.7	60	105.9
Local Yield 170(s)	185.7	52.1	128.8	185.7	42	105.9

Intersection Summary		
Cycle Length		190.1
Control Type	Actuated-Uncoordinated	
Natural Cycle		85

Splits and Phases: 48: Nobel Drive & Shoreline Drive



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	93	426	382	240	229	66		
Future Volume (veh/h)	93	426	382	240	229	66		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	103	473	449	282	263	76		
Adj No. of Lanes	2	3	3	0	2	1		
Peak Hour Factor	0.90	0.90	0.85	0.85	0.87	0.87		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	192	3366	1798	840	493	227		
Arrive On Green	0.06	0.66	0.53	0.53	0.14	0.14		
Sat Flow, veh/h	3442	5253	3558	1583	3442	1583		
Grp Volume(v), veh/h	103	473	449	282	263	76		
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1583	1721	1583		
Q Serve(g_s), s	1.7	2.0	4.2	5.9	4.1	2.5		
Cycle Q Clear(g_c), s	1.7	2.0	4.2	5.9	4.1	2.5		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	192	3366	1798	840	493	227		
V/C Ratio(X)	0.54	0.14	0.25	0.34	0.53	0.33		
Avail Cap(c_a), veh/h	1779	5258	3506	1637	2372	1091		
HCM Platoon Ratio	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		
Uniform Delay (d), s/veh	26.7	3.7	7.4	7.8	23.1	22.4		
Incr Delay (d2), s/veh	0.9	0.0	0.2	0.6	1.5	1.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.8	0.9	2.0	2.6	2.0	0.1		
LnGrp Delay(d),s/veh	27.5	3.7	7.6	8.4	24.5	23.8		
LnGrp LOS	C	A	A	A	C	C		
Approach Vol, veh/h		576	731		339			
Approach Delay, s/veh		8.0	7.9		24.4			
Approach LOS		A	A		C			

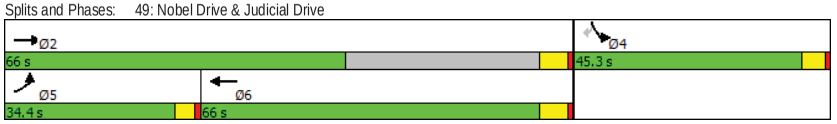
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		44.4		13.6	7.6	36.8		
Change Period (Y+Rc), s		6.0		5.3	4.4	6.0		
Max Green Setting (Gmax), s		60.0		40.0	30.0	60.0		
Max Q Clear Time (g_c+I1), s		4.0		6.1	3.7	7.9		
Green Ext Time (p_c), s		23.5		2.2	0.2	22.9		

Intersection Summary	
HCM 2010 Ctrl Delay	11.3
HCM 2010 LOS	B

Phase Number	2	4	5	6
Movement	EBT	SBL	EBL	WBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	Min	None	None	Min
Maximum Split (s)	66	45.3	34.4	66
Maximum Split (%)	45.3%	31.1%	23.6%	45.3%
Minimum Split (s)	16	39.3	8.4	36
Yellow Time (s)	5	4.3	3.4	5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	10	7	4	10
Vehicle Extension (s)	5.4	4.4	2	5.4
Minimum Gap (s)	0.2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		27		23
Dual Entry	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	100.4	0	34.4
End Time (s)	100.4	0	34.4	100.4
Yield/Force Off (s)	94.4	140.4	30	94.4
Yield/Force Off 170(s)	94.4	113.4	30	94.4
Local Start Time (s)	111.3	66	111.3	0
Local Yield (s)	60	106	141.3	60
Local Yield 170(s)	60	79	141.3	60

Intersection Summary	
Cycle Length	145.7
Control Type	Actuated-Uncoordinated
Natural Cycle	85

Splits and Phases: 49: Nobel Drive & Judicial Drive



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	208	464	174	616
Future Volume (veh/h)	0	0	208	464	174	616
Number			2	12	1	6
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)				1.00	1.00	
Parking Bus, Adj			1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln			1863	1863	1863	1863
Adj Flow Rate, veh/h			226	504	185	655
Adj No. of Lanes			2	2	2	3
Peak Hour Factor			0.92	0.92	0.94	0.94
Percent Heavy Veh, %			2	2	2	2
Cap, veh/h			1707	1344	449	3907
Arrive On Green			0.48	0.48	0.13	0.77
Sat Flow, veh/h			3632	2787	3442	5253
Grp Volume(v), veh/h			226	504	185	655
Grp Sat Flow(s),veh/h/ln			1770	1393	1721	1695
Q Serve(g_s), s			1.1	3.5	1.5	1.0
Cycle Q Clear(g_c), s			1.1	3.5	1.5	1.0
Prop In Lane				1.00	1.00	
Lane Grp Cap(c), veh/h			1707	1344	449	3907
V/C Ratio(X)			0.13	0.38	0.41	0.17
Avail Cap(c_a), veh/h			4686	3690	3418	12962
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh			4.3	4.9	12.1	0.9
Incr Delay (d2), s/veh			0.0	0.2	0.6	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			0.5	1.3	0.7	0.4
LnGrp Delay(d),s/veh			4.4	5.1	12.7	1.0
LnGrp LOS			A	A	B	A
Approach Vol, veh/h			730			840
Approach Delay, s/veh			4.9			3.5
Approach LOS			A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		
Phs Duration (G+Y+Rc), s	8.6	21.6				30.2		
Change Period (Y+Rc), s	* 4.7	7.0				* 7		
Max Green Setting (Gmax), s	* 30	40.0				* 77		
Max Q Clear Time (g_c+I1), s	3.5	5.5				3.0		
Green Ext Time (p_c), s	0.6	9.1				9.8		

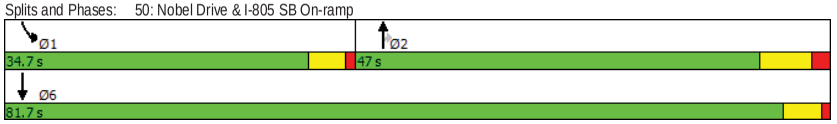
Intersection Summary	
HCM 2010 Ctrl Delay	4.2
HCM 2010 LOS	A

Notes

Phase Number	1	2	6
Movement	SBL	NBT	SBT
Lead/Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	
Recall Mode	None	Min	None
Maximum Split (s)	34.7	47	81.7
Maximum Split (%)	42.5%	57.5%	100.0%
Minimum Split (s)	9.7	39	9.7
Yellow Time (s)	3.7	5	3.7
All-Red Time (s)	1	2	1
Minimum Initial (s)	5	12	5
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)		7	
Flash Dont Walk (s)		15	
Dual Entry	No	Yes	No
Inhibit Max	Yes	Yes	Yes
Start Time (s)	0	34.7	0
End Time (s)	34.7	0	0
Yield/Force Off (s)	30	74.7	77
Yield/Force Off 170(s)	30	74.7	77
Local Start Time (s)	47	0	47
Local Yield (s)	77	40	42.3
Local Yield 170(s)	77	40	42.3

Intersection Summary	
Cycle Length	81.7
Control Type	Actuated-Uncoordinated
Natural Cycle	50

Splits and Phases: 50: Nobel Drive & I-805 SB On-ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	458	0	614	0	198	0	0	342	0
Future Volume (veh/h)	0	0	0	458	0	614	0	198	0	0	342	0
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln				1863	0	1863	1863	1863	0	1863	1863	0
Adj Flow Rate, veh/h				533	0	714	0	213	0	0	1368	0
Adj No. of Lanes				2	0	2	1	2	0	1	3	0
Peak Hour Factor				0.86	0.92	0.86	0.92	0.93	0.93	0.25	0.25	0.92
Percent Heavy Veh, %				2	0	2	2	2	0	2	2	0
Cap, veh/h				1341	0	865	3	1378	0	3	1979	0
Arrive On Green				0.39	0.00	0.39	0.00	0.39	0.00	0.00	0.39	0.00
Sat Flow, veh/h				3442	0	2787	1774	3632	0	1774	5253	0
Grp Volume(v), veh/h				533	0	714	0	213	0	0	1368	0
Grp Sat Flow(s),veh/h/ln				1721	0	1393	1774	1770	0	1774	1695	0
Q Serve(g_s), s				6.6	0.0	18.8	0.0	2.3	0.0	0.0	13.3	0.0
Cycle Q Clear(g_c), s				6.6	0.0	18.8	0.0	2.3	0.0	0.0	13.3	0.0
Prop In Lane				1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h				1341	0	865	3	1378	0	3	1979	0
V/C Ratio(X)				0.40	0.00	0.83	0.00	0.15	0.00	0.00	0.69	0.00
Avail Cap(c_a), veh/h				1742	0	1190	599	2389	0	449	3432	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				13.1	0.0	32.1	0.0	11.8	0.0	0.0	15.1	0.0
Incr Delay (d2), s/veh				0.1	0.0	2.5	0.0	0.0	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.1	0.0	11.5	0.0	1.1	0.0	0.0	6.2	0.0
LnGrp Delay(d),s/veh				13.1	0.0	34.7	0.0	11.8	0.0	0.0	15.3	0.0
LnGrp LOS				B		C		B			B	
Approach Vol, veh/h					1247			213			1368	
Approach Delay, s/veh					25.5			11.8			15.3	
Approach LOS					C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2			5	6		8
Phs Duration (G+Y+Rc), s	0.0	30.1			0.0	30.1		29.2
Change Period (Y+Rc), s	* 4.7	7.0			* 4.7	7.0		6.1
Max Green Setting (Gmax), s	* 15	40.0			* 20	40.0		30.0
Max Q Clear Time (g_c+I1), s	0.0	4.3			0.0	15.3		20.8
Green Ext Time (p_c), s	0.0	8.4			0.0	7.7		2.3

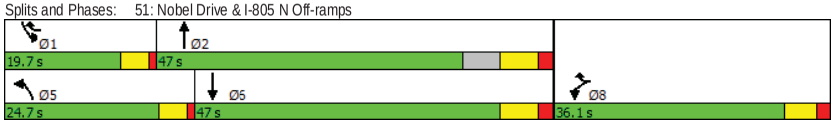
Intersection Summary	
HCM 2010 Ctrl Delay	19.5
HCM 2010 LOS	B

Notes

Phase Number	1	2	5	6	8
Movement	SBL	NBT	NBL	SBT	WBL
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	
Recall Mode	Max	Min	None	Min	None
Maximum Split (s)	19.7	47	24.7	47	36.1
Maximum Split (%)	18.3%	43.6%	22.9%	43.6%	33.5%
Minimum Split (s)	11.1	23	9.7	18	11.1
Yellow Time (s)	3.7	5	3.7	5	4.1
All-Red Time (s)	1	2	1	2	2
Minimum Initial (s)	5	16	5	11	5
Vehicle Extension (s)	2	2	2	2	2
Minimum Gap (s)	2	2	2	2	2
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7			
Flash Dont Walk (s)		19			
Dual Entry	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	19.7	0	24.7	71.7
End Time (s)	19.7	71.7	24.7	71.7	0
Yield/Force Off (s)	15	64.7	20	64.7	101.7
Yield/Force Off 170(s)	15	64.7	20	64.7	101.7
Local Start Time (s)	83.1	102.8	83.1	0	47
Local Yield (s)	98.1	40	103.1	40	77
Local Yield 170(s)	98.1	40	103.1	40	77

Intersection Summary	
Cycle Length	107.8
Control Type	Actuated-Uncoordinated
Natural Cycle	55

Splits and Phases: 51: Nobel Drive & I-805 N Off-ramps



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	21	15	776	36	19	321
Future Volume (veh/h)	21	15	776	36	19	321
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h	28	20	853	40	21	361
Adj No. of Lanes	0	0	2	0	1	2
Peak Hour Factor	0.75	0.75	0.91	0.91	0.89	0.89
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	39	28	2154	101	36	2612
Arrive On Green	0.04	0.04	0.63	0.63	0.02	0.74
Sat Flow, veh/h	967	691	3536	161	1774	3632
Grp Volume(v), veh/h	49	0	438	455	21	361
Grp Sat Flow(s),veh/h/ln	1692	0	1770	1834	1774	1770
Q Serve(g_s), s	1.4	0.0	5.9	5.9	0.6	1.4
Cycle Q Clear(g_c), s	1.4	0.0	5.9	5.9	0.6	1.4
Prop In Lane	0.57	0.41		0.09	1.00	
Lane Grp Cap(c), veh/h	68	0	1107	1148	36	2612
V/C Ratio(X)	0.72	0.00	0.40	0.40	0.58	0.14
Avail Cap(c_a), veh/h	1417	0	2222	2303	1114	4445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	0.0	4.5	4.5	23.2	1.8
Incr Delay (d2), s/veh	5.3	0.0	0.5	0.5	13.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	3.0	3.1	0.4	0.7
LnGrp Delay(d),s/veh	28.0	0.0	5.0	5.0	37.1	1.9
LnGrp LOS	C		A	A	D	A
Approach Vol, veh/h	49		893			382
Approach Delay, s/veh	28.0		5.0			3.8
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.4	35.6				41.0		6.8
Change Period (Y+Rc), s	4.4	* 5.7				5.7		4.9
Max Green Setting (Gmax), s	30.0	* 60				60.0		40.0
Max Q Clear Time (g_c+I1), s	2.6	7.9				3.4		3.4
Green Ext Time (p_c), s	0.0	22.0				22.7		0.1

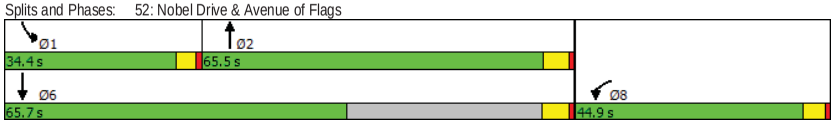
Intersection Summary	
HCM 2010 Ctrl Delay	5.5
HCM 2010 LOS	A

Notes

Phase Number	1	2	6	8
Movement	SBL	NBT	SBT	WBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	Min	Min	None
Maximum Split (s)	34.4	65.5	65.7	44.9
Maximum Split (%)	23.8%	45.2%	45.4%	31.0%
Minimum Split (s)	9.5	26.5	12.7	28.9
Yellow Time (s)	3.4	4.5	4.7	3.9
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	4	7	7	4
Vehicle Extension (s)	3	5.2	4.9	2
Minimum Gap (s)	3	0.2	0.2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		14		17
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	0	99.9
End Time (s)	34.4	99.9	99.9	0
Yield/Force Off (s)	30	94.4	94.2	139.9
Yield/Force Off 170(s)	30	94.4	94.2	122.9
Local Start Time (s)	50.6	85	50.6	5.7
Local Yield (s)	80.6	0.2	0	45.7
Local Yield 170(s)	80.6	0.2	0	28.7

Intersection Summary		
Cycle Length		144.8
Control Type	Actuated-Uncoordinated	
Natural Cycle		65

Splits and Phases: 52: Nobel Drive & Avenue of Flags



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	0	300	1	1	0	259	122	1	0	101	65
Future Volume (veh/h)	52	0	300	1	1	0	259	122	1	0	101	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	67	0	385	2	2	0	282	133	1	0	125	80
Adj No. of Lanes	0	1	1	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.78	0.78	0.78	0.50	0.50	0.50	0.92	0.92	0.92	0.81	0.81	0.81
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	515	0	714	256	214	0	366	968	7	4	228	146
Arrive On Green	0.24	0.00	0.24	0.24	0.24	0.00	0.21	0.52	0.52	0.00	0.21	0.21
Sat Flow, veh/h	1412	0	1583	527	875	0	1774	1846	14	1774	1063	680
Grp Volume(v), veh/h	67	0	385	4	0	0	282	0	134	0	0	205
Grp Sat Flow(s),veh/h/ln	1412	0	1583	1402	0	0	1774	0	1860	1774	0	1743
Q Serve(g_s), s	1.5	0.0	7.5	0.0	0.0	0.0	6.4	0.0	1.6	0.0	0.0	4.4
Cycle Q Clear(g_c), s	1.6	0.0	7.5	0.1	0.0	0.0	6.4	0.0	1.6	0.0	0.0	4.4
Prop In Lane	1.00		1.00	0.50		0.00	1.00		0.01	1.00		0.39
Lane Grp Cap(c), veh/h	515	0	714	471	0	0	366	0	975	4	0	374
V/C Ratio(X)	0.13	0.00	0.54	0.01	0.00	0.00	0.77	0.00	0.14	0.00	0.00	0.55
Avail Cap(c_a), veh/h	1497	0	1818	1374	0	0	1671	0	2628	1253	0	2462
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	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	12.7	0.0	8.5	12.1	0.0	0.0	15.9	0.0	5.2	0.0	0.0	14.8
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.0	0.0	1.3	0.0	0.1	0.0	0.0	1.7
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	0.6	0.0	3.3	0.0	0.0	0.0	3.2	0.0	0.8	0.0	0.0	2.3
LnGrp Delay(d),s/veh	12.7	0.0	8.7	12.1	0.0	0.0	17.2	0.0	5.3	0.0	0.0	16.5
LnGrp LOS	B		A	B			B		A			B
Approach Vol, veh/h		452			4			416			205	
Approach Delay, s/veh		9.3			12.1			13.4			16.5	
Approach LOS		A			B			B			B	

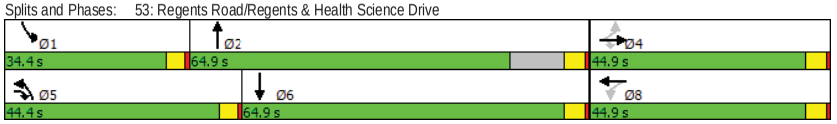
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	0.0	27.2		15.3	13.2	14.0		15.3
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	30.0	60.0		40.0	40.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	0.0	3.6		9.5	8.4	6.4		2.1
Green Ext Time (p_c), s	0.0	2.9		1.0	0.4	2.9		1.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.3
HCM 2010 LOS	B

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Min	None	None
Maximum Split (s)	34.4	64.9	44.9	44.4	64.9	44.9
Maximum Split (%)	22.3%	42.1%	29.1%	28.8%	42.1%	29.1%
Minimum Split (s)	8.4	14.9	8.9	8.4	14.9	22.9
Yellow Time (s)	3.4	3.9	3.9	3.4	3.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	3.8	2	2	3.8	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		10	10		16	10
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	109.3	0	44.4	109.3
End Time (s)	34.4	109.3	0	44.4	109.3	0
Yield/Force Off (s)	30	104.4	149.3	40	104.4	149.3
Yield/Force Off 170(s)	30	94.4	139.3	40	88.4	139.3
Local Start Time (s)	109.8	144.2	64.9	109.8	0	64.9
Local Yield (s)	139.8	60	104.9	149.8	60	104.9
Local Yield 170(s)	139.8	50	94.9	149.8	44	94.9

Intersection Summary	
Cycle Length	154.2
Control Type	Actuated-Uncoordinated
Natural Cycle	60

Splits and Phases: 53: Regents Road/Regents & Health Science Drive



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	83	65	320	79	63	340
Future Volume (veh/h)	83	65	320	79	63	340
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	87	68	340	84	74	400
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.94	0.94	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	185	165	950	808	665	950
Arrive On Green	0.10	0.10	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1774	1583	1863	1583	959	1863
Grp Volume(v), veh/h	87	68	340	84	74	400
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1583	959	1863
Q Serve(g_s), s	1.2	1.0	2.8	0.7	1.3	3.4
Cycle Q Clear(g_c), s	1.2	1.0	2.8	0.7	4.1	3.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	185	165	950	808	665	950
V/C Ratio(X)	0.47	0.41	0.36	0.10	0.11	0.42
Avail Cap(c_a), veh/h	2073	1850	2902	2466	1670	2902
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	10.8	10.8	3.8	3.3	5.0	3.9
Incr Delay (d2), s/veh	0.7	0.6	0.3	0.1	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.5	1.5	0.3	0.3	1.8
LnGrp Delay(d),s/veh	11.5	11.4	4.0	3.3	5.1	4.3
LnGrp LOS	B	B	A	A	A	A
Approach Vol, veh/h	155		424			474
Approach Delay, s/veh	11.5		3.9			4.4
Approach LOS	B		A			A

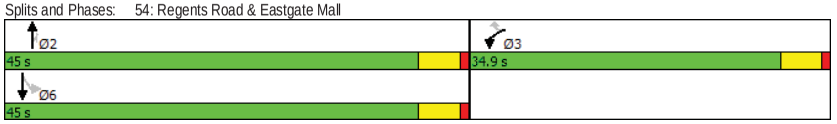
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		18.1				18.1		7.6
Change Period (Y+Rc), s		5.0				5.0		4.9
Max Green Setting (Gmax), s		40.0				40.0		30.0
Max Q Clear Time (g_c+I1), s		4.8				6.1		3.2
Green Ext Time (p_c), s		7.1				7.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.2
HCM 2010 LOS	A

Phase Number	2	3	6
Movement	NBT	WBL	SBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	Min	None	Min
Maximum Split (s)	45	34.9	45
Maximum Split (%)	56.3%	43.7%	56.3%
Minimum Split (s)	12	8.9	12
Yellow Time (s)	4	3.9	4
All-Red Time (s)	1	1	1
Minimum Initial (s)	7	4	7
Vehicle Extension (s)	3.4	2	3.5
Minimum Gap (s)	0.2	2	0.2
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)		7	
Flash Dont Walk (s)		20	
Dual Entry	No	No	No
Inhibit Max	Yes	Yes	Yes
Start Time (s)	0	45	0
End Time (s)	45	0	45
Yield/Force Off (s)	40	75	40
Yield/Force Off 170(s)	40	55	40
Local Start Time (s)	0	45	0
Local Yield (s)	40	75	40
Local Yield 170(s)	40	55	40

Intersection Summary	
Cycle Length	79.9
Control Type	Actuated-Uncoordinated
Natural Cycle	40

Splits and Phases: 54: Regents Road & Eastgate Mall



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	8	11	93	8	36	13	345	83	37	350	12
Future Volume (veh/h)	4	8	11	93	8	36	13	345	83	37	350	12
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	4	8	11	103	9	40	14	363	87	40	376	13
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.96	0.96	0.96	0.90	0.90	0.90	0.95	0.95	0.95	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	155	128	138	436	29	274	26	981	232	66	1285	44
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.01	0.35	0.35	0.04	0.37	0.37
Sat Flow, veh/h	130	742	800	1273	170	1583	1774	2841	673	1774	3491	120
Grp Volume(v), veh/h	23	0	0	112	0	40	14	225	225	40	190	199
Grp Sat Flow(s),veh/h/ln	1672	0	0	1443	0	1583	1774	1770	1744	1774	1770	1841
Q Serve(g_s), s	0.0	0.0	0.0	1.8	0.0	0.7	0.3	3.0	3.1	0.7	2.4	2.4
Cycle Q Clear(g_c), s	0.4	0.0	0.0	2.2	0.0	0.7	0.3	3.0	3.1	0.7	2.4	2.4
Prop In Lane	0.17		0.48	0.92		1.00	1.00		0.39	1.00		0.07
Lane Grp Cap(c), veh/h	421	0	0	466	0	274	26	611	602	66	652	678
V/C Ratio(X)	0.05	0.00	0.00	0.24	0.00	0.15	0.54	0.37	0.37	0.60	0.29	0.29
Avail Cap(c_a), veh/h	1662	0	0	1995	0	1982	1666	3323	3275	1666	3323	3458
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.1	0.0	0.0	11.8	0.0	11.2	15.6	7.8	7.9	15.1	7.1	7.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.3	6.3	0.4	0.4	3.2	0.3	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	0.2	0.0	0.0	0.9	0.0	0.3	0.2	1.5	1.5	0.4	1.2	1.3
LnGrp Delay(d),s/veh	11.1	0.0	0.0	12.1	0.0	11.5	22.0	8.2	8.3	18.4	7.4	7.4
LnGrp LOS	B			B		B	C	A	A	B	A	A
Approach Vol, veh/h		23			152			464			429	
Approach Delay, s/veh		11.1			11.9			8.7			8.4	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.6	15.9		10.4	4.9	16.7		10.4
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	30.0	60.0		30.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	2.7	5.1		2.4	2.3	4.4		4.2
Green Ext Time (p_c), s	0.0	5.9		0.8	0.0	5.9		0.8

Intersection Summary	
HCM 2010 Ctrl Delay	9.1
HCM 2010 LOS	A

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	None	None	Min	None
Maximum Split (s)	34.4	64.9	34.9	34.4	64.9	44.9
Maximum Split (%)	23.9%	45.0%	24.2%	23.9%	45.0%	31.1%
Minimum Split (s)	8.4	14.9	11.9	8.4	14.9	11.9
Yellow Time (s)	3.4	3.9	3.9	3.4	3.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	7	4	10	7
Vehicle Extension (s)	2	3.1	2	2	3.1	3.1
Minimum Gap (s)	2	0.2	2	2	0.2	0.2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		16	17		8	14
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.3	0	34.4	99.3
End Time (s)	34.4	99.3	0	34.4	99.3	0
Yield/Force Off (s)	30	94.4	139.3	30	94.4	139.3
Yield/Force Off 170(s)	30	94.4	122.3	30	94.4	125.3
Local Start Time (s)	109.8	0	64.9	109.8	0	64.9
Local Yield (s)	139.8	60	104.9	139.8	60	104.9
Local Yield 170(s)	139.8	60	87.9	139.8	60	90.9

Intersection Summary	
Cycle Length	144.2
Control Type	Actuated-Uncoordinated
Natural Cycle	40

Splits and Phases: 55: Regents Road & Executive Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	5	73	143	7	86	61	387	126	67	406	33
Future Volume (veh/h)	24	5	73	143	7	86	61	387	126	67	406	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	32	7	97	151	7	91	71	450	147	74	446	36
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.75	0.75	0.75	0.95	0.95	0.95	0.86	0.86	0.86	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	386	25	342	381	26	341	92	1083	351	94	1371	110
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.05	0.41	0.41	0.05	0.41	0.41
Sat Flow, veh/h	1292	108	1492	1285	114	1486	1774	2630	852	1774	3318	267
Grp Volume(v), veh/h	32	0	104	151	0	98	71	302	295	74	237	245
Grp Sat Flow(s),veh/h/ln	1292	0	1599	1285	0	1600	1774	1770	1712	1774	1770	1816
Q Serve(g_s), s	1.0	0.0	2.5	5.1	0.0	2.3	1.8	5.6	5.7	1.9	4.2	4.2
Cycle Q Clear(g_c), s	3.3	0.0	2.5	7.6	0.0	2.3	1.8	5.6	5.7	1.9	4.2	4.2
Prop In Lane	1.00		0.93	1.00		0.93	1.00		0.50	1.00		0.15
Lane Grp Cap(c), veh/h	386	0	367	381	0	367	92	729	705	94	731	750
V/C Ratio(X)	0.08	0.00	0.28	0.40	0.00	0.27	0.77	0.41	0.42	0.79	0.32	0.33
Avail Cap(c_a), veh/h	1204	0	1379	1194	0	1380	1529	2288	2214	1147	2288	2348
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.0	0.0	14.7	17.9	0.0	14.7	21.7	9.7	9.7	21.7	9.2	9.2
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.2	0.0	0.1	5.1	0.5	0.5	5.4	0.3	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	0.4	0.0	1.1	1.8	0.0	1.0	1.0	2.8	2.7	1.1	2.1	2.2
LnGrp Delay(d),s/veh	16.1	0.0	14.9	18.1	0.0	14.8	26.9	10.2	10.2	27.1	9.6	9.6
LnGrp LOS	B		B	B		B	C	B	B	C	A	A
Approach Vol, veh/h		136			249			668			556	
Approach Delay, s/veh		15.2			16.8			12.0			11.9	
Approach LOS		B			B			B			B	

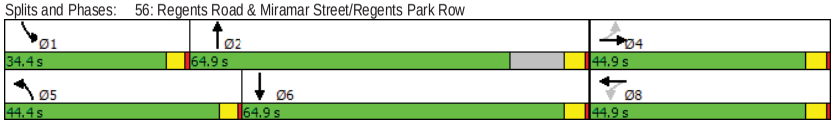
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	24.0		15.5	6.8	24.1		15.5
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	30.0	60.0		40.0	40.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.9	7.7		5.3	3.8	6.2		9.6
Green Ext Time (p_c), s	0.1	11.4		1.1	0.1	11.5		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	34.4	64.9	44.9	44.4	64.9	44.9
Maximum Split (%)	22.3%	42.1%	29.1%	28.8%	42.1%	29.1%
Minimum Split (s)	8.4	11.9	8.9	8.4	11.9	8.9
Yellow Time (s)	3.4	3.9	3.9	3.4	3.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	7	4	4	7	4
Vehicle Extension (s)	2	3.8	2	2	3.8	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		16			10	17
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	109.3	0	44.4	109.3
End Time (s)	34.4	109.3	0	44.4	109.3	0
Yield/Force Off (s)	30	104.4	149.3	40	104.4	149.3
Yield/Force Off 170(s)	30	88.4	149.3	40	94.4	132.3
Local Start Time (s)	109.8	144.2	64.9	109.8	0	64.9
Local Yield (s)	139.8	60	104.9	149.8	60	104.9
Local Yield 170(s)	139.8	44	104.9	149.8	50	87.9

Intersection Summary		
Cycle Length		154.2
Control Type	Actuated-Uncoordinated	
Natural Cycle		40

Splits and Phases: 56: Regents Road & Miramar Street/Regents Park Row



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	5	6	32	19	119	13	343	33	54	377	25
Future Volume (veh/h)	26	5	6	32	19	119	13	343	33	54	377	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	34	6	8	34	20	127	14	381	37	61	424	28
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	2	0
Peak Hour Factor	0.77	0.77	0.77	0.94	0.94	0.94	0.90	0.90	0.90	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	48	28	265	101	273	26	1918	183	91	1493	98
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.01	0.41	0.41	0.05	0.44	0.44
Sat Flow, veh/h	744	398	228	786	829	1583	1774	4722	451	1774	3371	222
Grp Volume(v), veh/h	48	0	0	54	0	127	14	272	146	61	222	230
Grp Sat Flow(s),veh/h/ln	1371	0	0	1615	0	1583	1774	1695	1783	1774	1770	1824
Q Serve(g_s), s	0.1	0.0	0.0	0.0	0.0	2.5	0.3	1.8	1.8	1.2	2.8	2.8
Cycle Q Clear(g_c), s	1.0	0.0	0.0	0.9	0.0	2.5	0.3	1.8	1.8	1.2	2.8	2.8
Prop In Lane	0.71		0.17	0.63		1.00	1.00		0.25	1.00		0.12
Lane Grp Cap(c), veh/h	344	0	0	365	0	273	26	1377	724	91	784	808
V/C Ratio(X)	0.14	0.00	0.00	0.15	0.00	0.46	0.54	0.20	0.20	0.67	0.28	0.28
Avail Cap(c_a), veh/h	1730	0	0	1953	0	1909	1536	5871	3088	1536	3064	3158
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	0.0	0.0	13.8	0.0	12.9	17.0	6.6	6.7	16.1	6.1	6.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.1	0.0	0.5	6.4	0.1	0.2	3.2	0.3	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	0.4	0.0	0.0	0.5	0.0	1.1	0.2	0.9	0.9	0.6	1.4	1.5
LnGrp Delay(d),s/veh	13.8	0.0	0.0	13.8	0.0	13.4	23.4	6.8	6.9	19.3	6.4	6.4
LnGrp LOS	B			B		B	C	A	A	B	A	A
Approach Vol, veh/h		48			181			432			513	
Approach Delay, s/veh		13.8			13.5			7.3			8.0	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.2	19.4		9.1	4.9	20.6		9.1
Change Period (Y+Rc), s	4.4	* 5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.2	3.8		3.0	2.3	4.8		4.5
Green Ext Time (p_c), s	0.1	10.2		0.6	0.0	10.2		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	34.4	65.2	44.9	34.4	65.3	44.9
Maximum Split (%)	23.8%	45.1%	31.1%	23.8%	45.2%	31.1%
Minimum Split (s)	8.4	15.2	8.9	8.4	15.3	8.9
Yellow Time (s)	3.4	4.2	3.9	3.4	4.3	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	4.5	2	2	4.2	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		15	25		10	29
Dual Entry	No	Yes	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.7	0	34.4	99.7
End Time (s)	34.4	99.7	0	34.4	99.7	0
Yield/Force Off (s)	30	94.5	139.7	30	94.4	139.7
Yield/Force Off 170(s)	30	79.5	114.7	30	84.4	110.7
Local Start Time (s)	50.2	84.6	5.3	50.2	84.6	5.3
Local Yield (s)	80.2	0.1	45.3	80.2	0	45.3
Local Yield 170(s)	80.2	129.7	20.3	80.2	134.6	16.3

Intersection Summary		
Cycle Length		144.6
Control Type	Actuated-Uncoordinated	
Natural Cycle		40

Splits and Phases: 57: Regents Road & Plaza De Palmas



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	11	2	147	5	77	261		
Future Volume (veh/h)	11	2	147	5	77	261		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863		
Adj Flow Rate, veh/h	14	2	167	6	85	287		
Adj No. of Lanes	0	0	2	0	1	2		
Peak Hour Factor	0.81	0.81	0.88	0.88	0.91	0.91		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	26	4	748	27	133	1790		
Arrive On Green	0.02	0.02	0.21	0.21	0.07	0.51		
Sat Flow, veh/h	1445	206	3579	125	1774	3632		
Grp Volume(v), veh/h	17	0	84	89	85	287		
Grp Sat Flow(s),veh/h/ln	1754	0	1770	1841	1774	1770		
Q Serve(g_s), s	0.2	0.0	0.8	0.8	0.9	0.9		
Cycle Q Clear(g_c), s	0.2	0.0	0.8	0.8	0.9	0.9		
Prop In Lane	0.82	0.12		0.07	1.00			
Lane Grp Cap(c), veh/h	32	0	380	395	133	1790		
V/C Ratio(X)	0.54	0.00	0.22	0.22	0.64	0.16		
Avail Cap(c_a), veh/h	3015	0	4345	4520	3049	8691		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	9.9	0.0	6.6	6.6	9.2	2.7		
Incr Delay (d2), s/veh	5.2	0.0	0.4	0.4	1.9	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.4	0.4	0.5	0.4		
LnGrp Delay(d),s/veh	15.1	0.0	7.0	7.0	11.0	2.8		
LnGrp LOS	B		A	A	B	A		
Approach Vol, veh/h	17		173			372		
Approach Delay, s/veh	15.1		7.0			4.7		
Approach LOS	B		A			A		

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	5.9	9.7				15.6		4.8
Change Period (Y+Rc), s	4.4	* 5.3				5.3		4.4
Max Green Setting (Gmax), s	35.0	* 50				50.0		35.0
Max Q Clear Time (g_c+I1), s	2.9	2.8				2.9		2.2
Green Ext Time (p_c), s	0.1	4.0				4.0		0.0

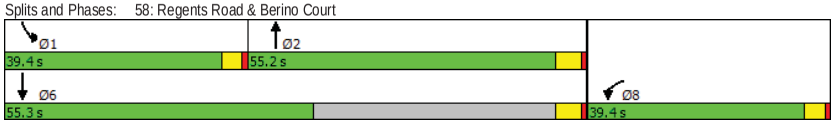
Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A

Notes

Phase Number	1	2	6	8
Movement	SBL	NBT	SBT	WBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	None	None	None
Maximum Split (s)	39.4	55.2	55.3	39.4
Maximum Split (%)	29.4%	41.2%	41.3%	29.4%
Minimum Split (s)	8.4	12.2	12.3	8.4
Yellow Time (s)	3.4	4.2	4.3	3.4
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	4	7	7	4
Vehicle Extension (s)	2	3.9	3.7	2
Minimum Gap (s)	2	0.2	0.2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		11		22
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	39.4	0	94.6
End Time (s)	39.4	94.6	94.6	0
Yield/Force Off (s)	35	89.4	89.3	129.6
Yield/Force Off 170(s)	35	78.4	89.3	107.6
Local Start Time (s)	94.6	0	94.6	55.2
Local Yield (s)	129.6	50	49.9	90.2
Local Yield 170(s)	129.6	39	49.9	68.2

Intersection Summary	
Cycle Length	134
Control Type	Actuated-Uncoordinated
Natural Cycle	40

Splits and Phases: 58: Regents Road & Berino Court



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	82	12	2	80	26	5	7	9	127	24	68
Future Volume (veh/h)	55	82	12	2	80	26	5	7	9	127	24	68
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	65	96	14	3	113	37	6	8	10	146	28	78
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	1
Peak Hour Factor	0.85	0.85	0.85	0.71	0.71	0.71	0.88	0.88	0.88	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	716	102	6	472	149	12	61	54	191	479	302
Arrive On Green	0.06	0.23	0.23	0.00	0.18	0.18	0.01	0.03	0.03	0.11	0.14	0.14
Sat Flow, veh/h	1774	3109	445	1774	2650	835	1774	1770	1583	1774	3539	1583
Grp Volume(v), veh/h	65	54	56	3	74	76	6	8	10	146	28	78
Grp Sat Flow(s),veh/h/ln	1774	1770	1784	1774	1770	1715	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	1.1	0.7	0.8	0.1	1.1	1.2	0.1	0.1	0.2	2.5	0.2	1.3
Cycle Q Clear(g_c), s	1.1	0.7	0.8	0.1	1.1	1.2	0.1	0.1	0.2	2.5	0.2	1.3
Prop In Lane	1.00		0.25	1.00		0.49	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	98	408	411	6	315	306	12	61	54	191	479	302
V/C Ratio(X)	0.66	0.13	0.14	0.51	0.23	0.25	0.52	0.13	0.18	0.77	0.06	0.26
Avail Cap(c_a), veh/h	1722	3436	3465	1722	3436	3331	1722	2291	2050	1722	6872	3162
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	14.3	9.4	9.5	15.4	10.9	10.9	15.3	14.5	14.5	13.4	11.6	10.6
Incr Delay (d2), s/veh	2.8	0.6	0.6	23.6	1.3	1.4	12.8	1.9	3.1	2.4	0.1	0.7
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	0.6	0.4	0.4	0.1	0.6	0.7	0.1	0.1	0.1	1.3	0.1	0.6
LnGrp Delay(d),s/veh	17.1	10.1	10.1	39.0	12.2	12.4	28.1	16.4	17.6	15.8	11.7	11.4
LnGrp LOS	B	B	B	D	B	B	C	B	B	B	B	B
Approach Vol, veh/h		175			153			24			252	
Approach Delay, s/veh		12.7			12.8			19.8			14.0	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.5	12.0	4.6	9.8	6.1	10.4	7.7	6.7
Change Period (Y+Rc), s	4.4	4.9	4.4	5.6	4.4	4.9	4.4	* 5.6
Max Green Setting (Gmax), s	30.0	60.0	30.0	60.0	30.0	60.0	30.0	* 40
Max Q Clear Time (g_c+I1), s	2.1	2.8	2.1	3.3	3.1	3.2	4.5	2.2
Green Ext Time (p_c), s	0.0	4.4	0.0	1.0	0.1	4.4	0.2	0.9

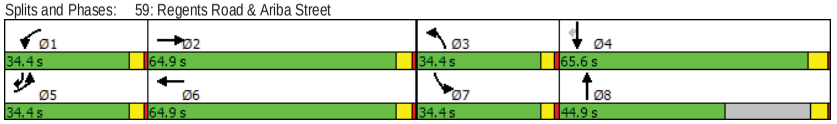
Intersection Summary	
HCM 2010 Ctrl Delay	13.6
HCM 2010 LOS	B

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Maximum Split (s)	34.4	64.9	34.4	65.6	34.4	64.9	34.4	44.9
Maximum Split (%)	17.3%	32.6%	17.3%	32.9%	17.3%	32.6%	17.3%	22.5%
Minimum Split (s)	8.4	11.9	8.4	12.6	8.4	11.9	8.4	11.9
Yellow Time (s)	3.4	3.9	3.4	4.6	3.4	3.9	3.4	3.9
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	7	4	7	4	7	4	7
Vehicle Extension (s)	2	6.3	2	4.4	2	5.9	2	4.8
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		21		25		25		17
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.3	133.7	0	34.4	99.3	133.7
End Time (s)	34.4	99.3	133.7	0	34.4	99.3	133.7	0
Yield/Force Off (s)	30	94.4	129.3	193.7	30	94.4	129.3	194.4
Yield/Force Off 170(s)	30	73.4	129.3	168.7	30	69.4	129.3	177.4
Local Start Time (s)	164.9	0	64.9	99.3	164.9	0	64.9	99.3
Local Yield (s)	194.9	60	94.9	159.3	194.9	60	94.9	160
Local Yield 170(s)	194.9	39	94.9	134.3	194.9	35	94.9	143

Intersection Summary		
Cycle Length	199.3	
Control Type	Actuated-Uncoordinated	
Natural Cycle	45	

Splits and Phases: 59: Regents Road & Ariba Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	99	32	250	136	11	32	79	193	21	25	7
Future Volume (veh/h)	9	99	32	250	136	11	32	79	193	21	25	7
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	10	110	36	291	158	13	38	94	230	25	30	8
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	2	0
Peak Hour Factor	0.90	0.90	0.90	0.86	0.86	0.86	0.84	0.84	0.84	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	19	467	147	366	1234	101	501	458	390	394	687	176
Arrive On Green	0.01	0.18	0.18	0.21	0.37	0.37	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1774	2651	834	1774	3314	270	1364	1863	1583	1052	2791	715
Grp Volume(v), veh/h	10	72	74	291	84	87	38	94	230	25	19	19
Grp Sat Flow(s),veh/h/ln	1774	1770	1715	1774	1770	1815	1364	1863	1583	1052	1770	1737
Q Serve(g_s), s	0.2	1.4	1.5	6.3	1.3	1.3	0.9	1.6	5.2	0.8	0.3	0.3
Cycle Q Clear(g_c), s	0.2	1.4	1.5	6.3	1.3	1.3	1.2	1.6	5.2	2.4	0.3	0.3
Prop In Lane	1.00		0.49	1.00		0.15	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	19	312	302	366	659	676	501	458	390	394	435	427
V/C Ratio(X)	0.54	0.23	0.24	0.79	0.13	0.13	0.08	0.21	0.59	0.06	0.04	0.05
Avail Cap(c_a), veh/h	1308	2610	2530	1308	2610	2677	1507	1831	1557	1169	1740	1707
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	20.0	14.4	14.4	15.3	8.4	8.4	12.2	12.2	13.5	13.1	11.7	11.7
Incr Delay (d2), s/veh	8.6	0.6	0.7	1.5	0.2	0.2	0.1	0.4	2.5	0.0	0.0	0.0
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	0.2	0.7	0.8	3.2	0.6	0.7	0.3	0.9	2.5	0.2	0.2	0.2
LnGrp Delay(d),s/veh	28.6	15.0	15.1	16.8	8.6	8.6	12.3	12.6	16.1	13.2	11.7	11.7
LnGrp LOS	C	B	B	B	A	A	B	B	B	B	B	B
Approach Vol, veh/h		156			462			362			63	
Approach Delay, s/veh		16.0			13.8			14.8			12.3	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.8	12.1		15.8	4.8	20.0		15.8
Change Period (Y+Rc), s	4.4	4.9		* 5.8	4.4	4.9		5.8
Max Green Setting (Gmax), s	30.0	60.0		* 40	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	8.3	3.5		4.4	2.2	3.3		7.2
Green Ext Time (p_c), s	0.4	3.7		2.9	0.0	3.7		2.9

Intersection Summary	
HCM 2010 Ctrl Delay	14.4
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	None	None	Min	None
Maximum Split (s)	34.4	64.9	45.5	34.4	64.9	45.8
Maximum Split (%)	23.7%	44.7%	31.4%	23.7%	44.7%	31.6%
Minimum Split (s)	8.4	8.9	9.5	8.4	11.9	12.8
Yellow Time (s)	3.4	3.9	4.5	3.4	3.9	4.8
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	4	4	4	7	7
Vehicle Extension (s)	2	4.5	2	2	5	4.6
Minimum Gap (s)	2	0.2	2	2	0.2	0.2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		21	23		22	22
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.3	0	34.4	99.3
End Time (s)	34.4	99.3	0	34.4	99.3	0
Yield/Force Off (s)	30	94.4	139.6	30	94.4	139.3
Yield/Force Off 170(s)	30	94.4	116.6	30	94.4	117.3
Local Start Time (s)	110.7	0	64.9	110.7	0	64.9
Local Yield (s)	140.7	60	105.2	140.7	60	104.9
Local Yield 170(s)	140.7	60	82.2	140.7	60	82.9

Intersection Summary		
Cycle Length	145.1	
Control Type	Actuated-Uncoordinated	
Natural Cycle	45	

Splits and Phases: 60: Regents Road & Governor Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	290	2	147	303	362	0	0	302	204
Future Volume (veh/h)	0	0	0	290	2	147	303	362	0	0	302	204
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln				1900	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				312	2	0	356	426	0	0	347	0
Adj No. of Lanes				0	1	1	2	2	0	0	2	1
Peak Hour Factor				0.93	0.93	0.93	0.85	0.85	0.85	0.87	0.87	0.87
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				344	2	309	404	2575	0	0	2045	915
Arrive On Green				0.20	0.20	0.00	0.23	1.00	0.00	0.00	0.58	0.00
Sat Flow, veh/h				1763	11	1583	3442	3632	0	0	3632	1583
Grp Volume(v), veh/h				314	0	0	356	426	0	0	347	0
Grp Sat Flow(s),veh/h/ln				1775	0	1583	1721	1770	0	0	1770	1583
Q Serve(g_s), s				25.3	0.0	0.0	14.6	0.0	0.0	0.0	6.7	0.0
Cycle Q Clear(g_c), s				25.3	0.0	0.0	14.6	0.0	0.0	0.0	6.7	0.0
Prop In Lane				0.99		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				346	0	309	404	2575	0	0	2045	915
V/C Ratio(X)				0.91	0.00	0.00	0.88	0.17	0.00	0.00	0.17	0.00
Avail Cap(c_a), veh/h				608	0	542	707	2575	0	0	2045	915
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.89	0.89	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				57.5	0.0	0.0	54.9	0.0	0.0	0.0	14.4	0.0
Incr Delay (d2), s/veh				5.0	0.0	0.0	2.4	0.1	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				12.9	0.0	0.0	7.1	0.0	0.0	0.0	3.3	0.0
LnGrp Delay(d),s/veh				62.4	0.0	0.0	57.3	0.1	0.0	0.0	14.6	0.0
LnGrp LOS				E			E	A			B	
Approach Vol, veh/h					314			782			347	
Approach Delay, s/veh					62.4			26.1			14.6	
Approach LOS					E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		112.4			21.9	90.6		33.6
Change Period (Y+Rc), s		6.2			* 4.7	6.2		5.1
Max Green Setting (Gmax), s		85.2			* 30	40.5		50.0
Max Q Clear Time (g_c+I1), s		2.0			16.6	8.7		27.3
Green Ext Time (p_c), s		3.8			0.6	3.7		1.2

Intersection Summary		
HCM 2010 Ctrl Delay		31.3
HCM 2010 LOS		C

Notes

Phase Number	2	5	6	8
Movement	NBT	NBL	SBT	WBTL
Lead/Lag		Lead	Lag	
Lead-Lag Optimize		Yes	Yes	
Recall Mode	C-Max	None	C-Max	None
Maximum Split (s)	91.4	34.7	46.7	55.1
Maximum Split (%)	62.4%	23.7%	31.9%	37.6%
Minimum Split (s)	19.2	9.7	19.2	36.1
Yellow Time (s)	5.2	3.7	5.2	4.1
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	13	5	13	5
Vehicle Extension (s)	2	2	2	2
Minimum Gap (s)	2	2	2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7		7	7
Flash Dont Walk (s)	10		10	24
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	0	34.7	91.4
End Time (s)	91.4	34.7	91.4	0
Yield/Force Off (s)	85.2	30	85.2	141.4
Yield/Force Off 170(s)	75.2	30	75.2	117.4
Local Start Time (s)	111.8	111.8	0	56.7
Local Yield (s)	50.5	141.8	50.5	106.7
Local Yield 170(s)	40.5	141.8	40.5	82.7

Intersection Summary	
Cycle Length	146.5
Control Type	Actuated-Coordinated
Natural Cycle	65

Offset: 34.7 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Splits and Phases: 61: Regents Road & SR-52 WB On/SR-52 WB OFF



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	235	3	297	0	0	0	140	452	0	140	452	0
Future Volume (veh/h)	235	3	297	0	0	0	140	452	0	140	452	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863				1900	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	247	0	0				163	526	0	157	508	0
Adj No. of Lanes	2	0	1				0	2	1	1	2	0
Peak Hour Factor	0.96	0.96	0.96				0.86	0.86	0.86	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2				2	2	2	2	2	0
Cap, veh/h	303	0	135				478	1522	1115	179	2963	0
Arrive On Green	0.09	0.00	0.00				0.70	0.70	0.00	0.20	1.00	0.00
Sat Flow, veh/h	3548	0	1583				625	2162	1583	1774	3632	0
Grp Volume(v), veh/h	247	0	0				300	389	0	157	508	0
Grp Sat Flow(s),veh/h/ln	1774	0	1583				1176	1610	1583	1774	1770	0
Q Serve(g_s), s	10.0	0.0	0.0				12.5	13.7	0.0	12.5	0.0	0.0
Cycle Q Clear(g_c), s	10.0	0.0	0.0				13.9	13.7	0.0	12.5	0.0	0.0
Prop In Lane	1.00		1.00				0.54		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	303	0	135				866	1134	1115	179	2963	0
V/C Ratio(X)	0.82	0.00	0.00				0.35	0.34	0.00	0.88	0.17	0.00
Avail Cap(c_a), veh/h	1215	0	542				866	1134	1115	608	2963	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				1.00	1.00	0.00	0.99	0.99	0.00
Uniform Delay (d), s/veh	65.6	0.0	0.0				8.3	8.4	0.0	57.4	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.0				1.1	0.8	0.0	5.2	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	0.0				4.9	6.3	0.0	6.4	0.1	0.0
LnGrp Delay(d),s/veh	67.7	0.0	0.0				9.4	9.3	0.0	62.6	0.1	0.0
LnGrp LOS	E						A	A		E	A	
Approach Vol, veh/h		247						689			665	
Approach Delay, s/veh		67.7						9.3			14.9	
Approach LOS		E						A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	19.4	109.0		17.6		128.4		
Change Period (Y+Rc), s	* 4.7	6.2		5.1		6.2		
Max Green Setting (Gmax), s	* 50	30.5		50.0		75.2		
Max Q Clear Time (g_c+I1), s	14.5	15.9		12.0		2.0		
Green Ext Time (p_c), s	0.2	5.1		0.5		6.8		

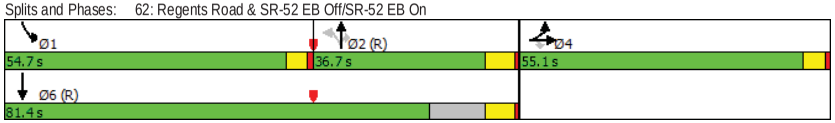
Intersection Summary	
HCM 2010 Ctrl Delay	20.6
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	6
Movement	SBL	NBTL	EBTL	SBT
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	Min	C-Max	Min	C-Max
Maximum Split (s)	54.7	36.7	55.1	81.4
Maximum Split (%)	37.3%	25.1%	37.6%	55.6%
Minimum Split (s)	9.7	19.2	36.1	19.2
Yellow Time (s)	3.7	5.2	4.1	5.2
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	5	13	5	13
Vehicle Extension (s)	2	2	2	2
Minimum Gap (s)	2	2	2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7	7	7
Flash Dont Walk (s)		10	24	10
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	54.7	91.4	0
End Time (s)	54.7	91.4	0	91.4
Yield/Force Off (s)	50	85.2	141.4	85.2
Yield/Force Off 170(s)	50	75.2	141.4	75.2
Local Start Time (s)	91.8	0	36.7	91.8
Local Yield (s)	141.8	30.5	86.7	30.5
Local Yield 170(s)	141.8	20.5	86.7	20.5

Intersection Summary	
Cycle Length	146.5
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 54.7 (37%), Referenced to phase 2:NBTL and 6:SBT, Start of Green	

Splits and Phases: 62: Regents Road & SR-52 EB Off/SR-52 EB On



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	825	824	494	240	561	388
Future Volume (veh/h)	825	824	494	240	561	388
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	868	867	677	329	623	431
Adj No. of Lanes	3	1	2	3	2	2
Peak Hour Factor	0.95	0.95	0.73	0.73	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1749	544	1000	3469	795	1453
Arrive On Green	0.34	0.34	0.49	1.00	0.23	0.23
Sat Flow, veh/h	5253	1583	3442	5253	3442	2787
Grp Volume(v), veh/h	868	867	677	329	623	431
Grp Sat Flow(s),veh/h/ln	1695	1583	1721	1695	1721	1393
Q Serve(g_s), s	17.6	44.7	19.6	0.0	22.1	0.0
Cycle Q Clear(g_c), s	17.6	44.7	19.6	0.0	22.1	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1749	544	1000	3469	795	1453
V/C Ratio(X)	0.50	1.59	0.68	0.09	0.78	0.30
Avail Cap(c_a), veh/h	1749	544	1000	3469	1207	1787
HCM Platoon Ratio	1.00	1.00	1.67	1.67	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.99	0.99	0.90	0.90
Uniform Delay (d), s/veh	33.7	42.7	28.8	0.0	46.9	17.6
Incr Delay (d2), s/veh	1.0	275.2	1.5	0.1	2.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	61.1	9.4	0.0	10.7	4.3
LnGrp Delay(d),s/veh	34.8	317.9	30.3	0.1	49.2	17.7
LnGrp LOS	C	F	C	A	D	B
Approach Vol, veh/h	1735			1006	1054	
Approach Delay, s/veh	176.2			20.4	36.3	
Approach LOS	F			C	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	43.8	50.9				94.7		35.3
Change Period (Y+Rc), s	6.0	* 6.2				6.0		5.3
Max Green Setting (Gmax), s	23.8	* 45				44.7		45.6
Max Q Clear Time (g_c+I1), s	21.6	46.7				2.0		24.1
Green Ext Time (p_c), s	0.6	0.0				3.7		5.9

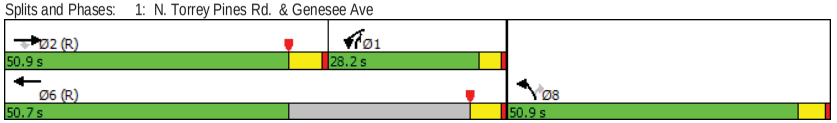
Intersection Summary	
HCM 2010 Ctrl Delay	96.1
HCM 2010 LOS	F

Notes

Phase Number	1	2	6	8
Movement	WBL	EBT	WBT	NBL
Lead/Lag	Lag	Lead		
Lead-Lag Optimize				
Recall Mode	None	C-Max	C-Max	None
Maximum Split (s)	28.2	50.9	50.7	50.9
Maximum Split (%)	21.7%	39.2%	39.0%	39.2%
Minimum Split (s)	11.4	43.2	24.9	49.6
Yellow Time (s)	3.4	5.2	5	4.3
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	7	10	10	10
Vehicle Extension (s)	2	4	3.7	3.8
Minimum Gap (s)	2	4	3.7	3.8
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		30		37.3
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	13.2	92.3	92.3	41.4
End Time (s)	41.4	13.2	41.4	92.3
Yield/Force Off (s)	37	7	35.4	87
Yield/Force Off 170(s)	37	107	35.4	49.7
Local Start Time (s)	6.2	85.3	85.3	34.4
Local Yield (s)	30	0	28.4	80
Local Yield 170(s)	30	100	28.4	42.7

Intersection Summary	
Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	115
Offset: 7 (5%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 1: N. Torrey Pines Rd. & Genesee Ave



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	37	1176	616	103	541	117		
Future Volume (veh/h)	37	1176	616	103	541	117		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	40	1278	790	132	712	154		
Adj No. of Lanes	1	3	5	1	2	1		
Peak Hour Factor	0.92	0.92	0.78	0.78	0.76	0.76		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	51	3249	4348	913	935	430		
Arrive On Green	0.06	1.00	0.58	0.58	0.27	0.27		
Sat Flow, veh/h	1774	5253	7898	1583	3442	1583		
Grp Volume(v), veh/h	40	1278	790	132	712	154		
Grp Sat Flow(s),veh/h/ln	1774	1695	1509	1583	1721	1583		
Q Serve(g_s), s	2.9	0.0	6.4	5.0	24.7	10.2		
Cycle Q Clear(g_c), s	2.9	0.0	6.4	5.0	24.7	10.2		
Prop In Lane	1.00			1.00	1.00	1.00		
Lane Grp Cap(c), veh/h	51	3249	4348	913	935	430		
V/C Ratio(X)	0.78	0.39	0.18	0.14	0.76	0.36		
Avail Cap(c_a), veh/h	111	3249	4348	913	1755	808		
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.94	0.94	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	60.9	0.0	13.0	12.7	43.5	38.2		
Incr Delay (d2), s/veh	8.8	0.3	0.1	0.3	2.8	1.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.5	0.1	2.7	2.3	12.1	4.6		
LnGrp Delay(d),s/veh	69.7	0.3	13.1	13.1	46.2	39.3		
LnGrp LOS	E	A	B	B	D	D		
Approach Vol, veh/h		1318	922		866			
Approach Delay, s/veh		2.4	13.1		45.0			
Approach LOS		A	B		D			

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		89.8		40.2	8.1	81.6		
Change Period (Y+Rc), s		6.7		4.9	4.4	* 6.7		
Max Green Setting (Gmax), s		52.1		66.3	8.1	* 40		
Max Q Clear Time (g_c+I1), s		2.0		26.7	4.9	8.4		
Green Ext Time (p_c), s		31.8		8.6	0.0	22.9		

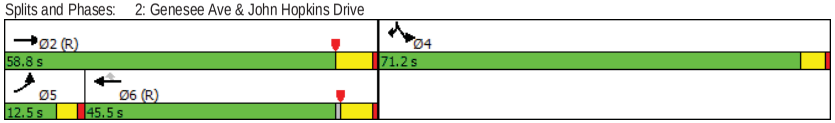
Intersection Summary	
HCM 2010 Ctrl Delay	17.5
HCM 2010 LOS	B

Notes

Phase Number	2	4	5	6
Movement	EBT	SBL	EBL	WBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Maximum Split (s)	58.8	71.2	12.5	45.5
Maximum Split (%)	45.2%	54.8%	9.6%	35.0%
Minimum Split (s)	16.7	11.9	9.5	15.9
Yellow Time (s)	5.7	3.9	3.4	4.9
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	10	7	4	10
Vehicle Extension (s)	4	5	2	3.9
Minimum Gap (s)	0.2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				7
Flash Dont Walk (s)				31
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	99.9	28.7	99.9	112.4
End Time (s)	28.7	99.9	112.4	28.7
Yield/Force Off (s)	22	95	108	22.8
Yield/Force Off 170(s)	22	95	108	121.8
Local Start Time (s)	77.9	6.7	77.9	90.4
Local Yield (s)	0	73	86	0.8
Local Yield 170(s)	0	73	86	99.8

Intersection Summary	
Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 22 (17%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 2: Genesee Ave & John Hopkins Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1637	0	11	629	300	0	0	0	281	0	70
Future Volume (veh/h)	80	1637	0	11	629	300	0	0	0	281	0	70
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	1863	1900
Adj Flow Rate, veh/h	82	1688	0	12	758	361				195	164	78
Adj No. of Lanes	1	3	0	1	3	1				1	1	0
Peak Hour Factor	0.97	0.97	0.92	0.92	0.83	0.83				0.90	0.92	0.90
Percent Heavy Veh, %	2	2	0	2	2	2				2	2	2
Cap, veh/h	103	3793	0	236	3324	1292				289	194	92
Arrive On Green	0.06	0.75	0.00	0.65	0.65	0.65				0.16	0.16	0.16
Sat Flow, veh/h	1774	5253	0	291	5085	1583				1774	1194	568
Grp Volume(v), veh/h	82	1688	0	12	758	361				195	0	242
Grp Sat Flow(s),veh/h/ln	1774	1695	0	291	1695	1583				1774	0	1762
Q Serve(g_s), s	5.9	16.3	0.0	2.1	7.8	7.0				13.3	0.0	17.2
Cycle Q Clear(g_c), s	5.9	16.3	0.0	6.5	7.8	7.0				13.3	0.0	17.2
Prop In Lane	1.00		0.00	1.00		1.00				1.00		0.32
Lane Grp Cap(c), veh/h	103	3793	0	236	3324	1292				289	0	287
V/C Ratio(X)	0.80	0.45	0.00	0.05	0.23	0.28				0.68	0.00	0.84
Avail Cap(c_a), veh/h	139	3793	0	236	3324	1292				455	0	452
HCM Platoon Ratio	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	0.00	0.93	0.93	0.93				1.00	0.00	1.00
Uniform Delay (d), s/veh	60.0	6.2	0.0	9.7	9.1	2.8				50.8	0.0	52.4
Incr Delay (d2), s/veh	20.0	0.4	0.0	0.4	0.1	0.5				2.8	0.0	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	7.6	0.0	0.2	3.7	15.4				6.8	0.0	9.1
LnGrp Delay(d),s/veh	79.9	6.6	0.0	10.1	9.2	3.3				53.6	0.0	60.7
LnGrp LOS	E	A		B	A	A				D		E
Approach Vol, veh/h		1770			1131						437	
Approach Delay, s/veh		10.0			7.4						57.5	
Approach LOS		B			A						E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		103.1		25.9	11.9	91.2		
Change Period (Y+Rc), s		6.9		4.9	4.4	* 6.9		
Max Green Setting (Gmax), s		70.6		33.1	10.1	* 71		
Max Q Clear Time (g_c+I1), s		18.3		19.2	7.9	9.8		
Green Ext Time (p_c), s		32.8		1.8	0.0	35.7		

Intersection Summary	
HCM 2010 Ctrl Delay	15.3
HCM 2010 LOS	B

Notes

Phase Number	2	4	5	6	7
Movement	EBT	SBT	EBL	WBTL	SBL
Lead/Lag			Lead	Lag	
Lead-Lag Optimize			Yes	Yes	
Recall Mode	C-Max	None	None	C-Max	None
Maximum Split (s)	77.5	22.5	14.5	76.6	38
Maximum Split (%)	60.0%	17.4%	11.2%	59.3%	29.4%
Minimum Split (s)	22.5	22.5	9.5	16	8.9
Yellow Time (s)	5.9	3.5	3.4	5	3.9
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	10	5	4	10	4
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7		7	7
Flash Dont Walk (s)		11		22	23
Dual Entry	No	Yes	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	99.9	61.9	99.9	114.4	61.9
End Time (s)	61.9	99.9	114.4	61.9	99.9
Yield/Force Off (s)	55	95.4	110	55.9	95
Yield/Force Off 170(s)	55	84.4	110	33.9	72
Local Start Time (s)	44.9	6.9	44.9	59.4	6.9
Local Yield (s)	0	40.4	55	0.9	40
Local Yield 170(s)	0	29.4	55	108	17

Intersection Summary	
Cycle Length	129.1
Control Type	Actuated-Coordinated
Natural Cycle	50
Offset: 55 (43%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow	

Splits and Phases: 3: Genesee Ave & Science Center Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1281	671	312	548	0	0	0	0	850	3	338
Future Volume (veh/h)	0	1281	671	312	548	0	0	0	0	850	3	338
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				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
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0				1863	1863	1863
Adj Flow Rate, veh/h	0	1348	0	351	616	0				1062	0	252
Adj No. of Lanes	0	2	1	1	2	0				2	0	1
Peak Hour Factor	0.95	0.95	0.95	0.89	0.89	0.89				0.90	0.90	0.90
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1298	581	394	2269	0				788	0	352
Arrive On Green	0.00	0.37	0.00	0.44	1.00	0.00				0.22	0.00	0.22
Sat Flow, veh/h	0	3632	1583	1774	3632	0				3548	0	1583
Grp Volume(v), veh/h	0	1348	0	351	616	0				1062	0	252
Grp Sat Flow(s),veh/h/ln	0	1770	1583	1774	1770	0				1774	0	1583
Q Serve(g_s), s	0.0	33.0	0.0	16.4	0.0	0.0				20.0	0.0	13.2
Cycle Q Clear(g_c), s	0.0	33.0	0.0	16.4	0.0	0.0				20.0	0.0	13.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1298	581	394	2269	0				788	0	352
V/C Ratio(X)	0.00	1.04	0.00	0.89	0.27	0.00				1.35	0.00	0.72
Avail Cap(c_a), veh/h	0	1298	581	394	2269	0				788	0	352
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.85	0.00	0.68	0.68	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.5	0.0	24.0	0.0	0.0				35.0	0.0	32.4
Incr Delay (d2), s/veh	0.0	33.8	0.0	18.5	0.2	0.0				164.5	0.0	5.9
Initial Q Delay(d3),s/veh	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	22.1	0.0	9.8	0.1	0.0				27.8	0.0	6.4
LnGrp Delay(d),s/veh	0.0	62.3	0.0	42.5	0.2	0.0				199.5	0.0	38.3
LnGrp LOS		F		D	A					F		D
Approach Vol, veh/h		1348			967						1314	
Approach Delay, s/veh		62.3			15.5						168.6	
Approach LOS		E			B						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	24.7	40.2		25.1		64.9		
Change Period (Y+Rc), s	* 4.7	7.2		5.1		7.2		
Max Green Setting (Gmax), s	* 20	33.0		20.0		57.7		
Max Q Clear Time (g_c+I1), s	18.4	35.0		22.0		2.0		
Green Ext Time (p_c), s	0.1	0.0		0.0		11.6		

Intersection Summary	
HCM 2010 Ctrl Delay	88.3
HCM 2010 LOS	F

Notes

Phase Number	1	2	4	6
Movement	WBL	EBT	SBTL	WBT
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	Max	C-Max	Min	C-Max
Maximum Split (s)	24.7	40.2	25.1	64.9
Maximum Split (%)	27.4%	44.7%	27.9%	72.1%
Minimum Split (s)	9.7	17.2	18.1	17.2
Yellow Time (s)	3.7	5.2	4.1	5.2
All-Red Time (s)	1	2	1	2
Minimum Initial (s)	5	10	13	10
Vehicle Extension (s)	2	2	2	2
Minimum Gap (s)	2	2	2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	32.3	57	7.2	32.3
End Time (s)	57	7.2	32.3	7.2
Yield/Force Off (s)	52.3	0	27.2	0
Yield/Force Off 170(s)	52.3	0	27.2	0
Local Start Time (s)	32.3	57	7.2	32.3
Local Yield (s)	52.3	0	27.2	0
Local Yield 170(s)	52.3	0	27.2	0

Intersection Summary	
Cycle Length	90
Control Type	Actuated-Coordinated
Natural Cycle	110
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 4: I-5 SB Ramps & Genesee Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	854	1277	0	0	541	969	319	4	99	0	0	0
Future Volume (veh/h)	854	1277	0	0	541	969	319	4	99	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1863	1863	1863	1863			
Adj Flow Rate, veh/h	899	1344	0	0	601	1077	354	0	0			
Adj No. of Lanes	1	2	0	0	2	1	2	0	1			
Peak Hour Factor	0.95	0.95	0.95	0.90	0.90	0.90	0.91	0.91	0.91			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	690	2621	0	0	1079	483	436	0	195			
Arrive On Green	0.26	0.50	0.00	0.00	0.30	0.30	0.12	0.00	0.00			
Sat Flow, veh/h	1774	3632	0	0	3632	1583	3548	0	1583			
Grp Volume(v), veh/h	899	1344	0	0	601	1077	354	0	0			
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1770	1583	1774	0	1583			
Q Serve(g_s), s	35.0	23.1	0.0	0.0	12.8	27.4	8.7	0.0	0.0			
Cycle Q Clear(g_c), s	35.0	23.1	0.0	0.0	12.8	27.4	8.7	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	690	2621	0	0	1079	483	436	0	195			
V/C Ratio(X)	1.30	0.51	0.00	0.00	0.56	2.23	0.81	0.00	0.00			
Avail Cap(c_a), veh/h	690	2621	0	0	1079	483	591	0	264			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00	0.00	0.88	0.88	1.00	0.00	0.00			
Uniform Delay (d), s/veh	33.3	11.7	0.0	0.0	26.2	31.3	38.5	0.0	0.0			
Incr Delay (d2), s/veh	137.4	0.1	0.0	0.0	1.8	559.9	4.4	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	43.4	11.3	0.0	0.0	6.5	87.0	4.5	0.0	0.0			
LnGrp Delay(d),s/veh	170.7	11.8	0.0	0.0	28.0	591.2	42.9	0.0	0.0			
LnGrp LOS	F	B			C	F	D					
Approach Vol, veh/h		2243			1678			354				
Approach Delay, s/veh		75.5			389.5			42.9				
Approach LOS		E			F			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		73.8			39.2	34.6		16.2
Change Period (Y+Rc), s		7.2			* 4.2	7.2		5.1
Max Green Setting (Gmax), s		62.7			* 35	23.5		15.0
Max Q Clear Time (g_c+I1), s		25.1			37.0	29.4		10.7
Green Ext Time (p_c), s		17.1			0.0	0.0		0.3

Intersection Summary		
HCM 2010 Ctrl Delay		196.0
HCM 2010 LOS		F

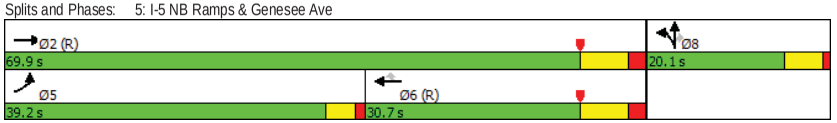
Notes

Phase Number	2	5	6	8
Movement	EBT	EBL	WBT	NBTL
Lead/Lag		Lead	Lag	
Lead-Lag Optimize		Yes	Yes	
Recall Mode	C-Max	Max	C-Max	Min
Maximum Split (s)	69.9	39.2	30.7	20.1
Maximum Split (%)	77.7%	43.6%	34.1%	22.3%
Minimum Split (s)	17.2	15.2	17.2	10.1
Yellow Time (s)	5.2	3.2	5.2	4.1
All-Red Time (s)	2	1	2	1
Minimum Initial (s)	10	11	10	5
Vehicle Extension (s)	2	2	2	2
Minimum Gap (s)	2	3	2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	70.3	70.3	19.5	50.2
End Time (s)	50.2	19.5	50.2	70.3
Yield/Force Off (s)	43	15.3	43	65.2
Yield/Force Off 170(s)	43	15.3	43	65.2
Local Start Time (s)	27.3	27.3	66.5	7.2
Local Yield (s)	0	62.3	0	22.2
Local Yield 170(s)	0	62.3	0	22.2

Intersection Summary		
Cycle Length		90
Control Type	Actuated-Coordinated	
Natural Cycle		150

Offset: 43 (48%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Splits and Phases: 5: I-5 NB Ramps & Genesee Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	444	0	242	0	0	0	85	1059	0	7	1496	99
Future Volume (veh/h)	444	0	242	0	0	0	85	1059	0	7	1496	99
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	0	1863				1863	1863	0	1863	1863	1863
Adj Flow Rate, veh/h	505	0	275				99	1231	0	8	1681	111
Adj No. of Lanes	2	0	1				1	3	0	1	3	1
Peak Hour Factor	0.88	0.92	0.88				0.86	0.86	0.92	0.92	0.89	0.89
Percent Heavy Veh, %	2	0	2				2	2	0	2	2	2
Cap, veh/h	671	0	309				120	3476	0	14	3170	987
Arrive On Green	0.20	0.00	0.20				0.14	1.00	0.00	0.01	0.62	0.62
Sat Flow, veh/h	3442	0	1583				1774	5253	0	1774	5085	1583
Grp Volume(v), veh/h	505	0	275				99	1231	0	8	1681	111
Grp Sat Flow(s),veh/h/ln	1721	0	1583				1774	1695	0	1774	1695	1583
Q Serve(g_s), s	18.3	0.0	22.3				7.2	0.0	0.0	0.6	24.5	3.7
Cycle Q Clear(g_c), s	18.3	0.0	22.3				7.2	0.0	0.0	0.6	24.5	3.7
Prop In Lane	1.00		1.00				1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	671	0	309				120	3476	0	14	3170	987
V/C Ratio(X)	0.75	0.00	0.89				0.82	0.35	0.00	0.59	0.53	0.11
Avail Cap(c_a), veh/h	973	0	447				176	3476	0	136	3170	987
HCM Platoon Ratio	1.00	1.00	1.00				2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.93	0.93	0.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	50.1	0.0	51.8				56.3	0.0	0.0	65.3	14.0	10.1
Incr Delay (d2), s/veh	0.9	0.0	11.2				11.0	0.3	0.0	11.9	0.5	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
%ile BackOfQ(50%),veh/ln	8.8	0.0	10.7				3.9	0.1	0.0	0.3	11.5	1.7
LnGrp Delay(d),s/veh	51.1	0.0	63.0				67.3	0.3	0.0	77.2	14.5	10.3
LnGrp LOS	D		E				E	A		E	B	B
Approach Vol, veh/h		780						1330			1800	
Approach Delay, s/veh		55.3						5.3			14.5	
Approach LOS		E						A			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	5.4	95.9		30.6	13.4	88.0		
Change Period (Y+Rc), s	4.4	5.7		4.9	4.4	5.7		
Max Green Setting (Gmax), s	10.1	69.6		37.3	13.1	66.6		
Max Q Clear Time (g_c+I1), s	2.6	2.0		24.3	9.2	26.5		
Green Ext Time (p_c), s	0.0	60.4		1.4	0.0	37.4		

Intersection Summary	
HCM 2010 Ctrl Delay	19.5
HCM 2010 LOS	B

Phase Number	1	2	4	5	6
Movement	SBL	NBT	EBL	NBL	SBT
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max
Maximum Split (s)	14.5	75.3	42.2	17.5	72.3
Maximum Split (%)	11.0%	57.0%	32.0%	13.3%	54.8%
Minimum Split (s)	9.5	22.5	11.9	9.5	30.5
Yellow Time (s)	3.4	4.7	3.9	3.4	4.7
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	4	10	7	4	10
Vehicle Extension (s)	2	5.2	2	2	4
Minimum Gap (s)	2	0.2	2	2	0.2
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)			7		7
Flash Dont Walk (s)			24		15
Dual Entry	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	96.9	111.4	54.7	96.9	114.4
End Time (s)	111.4	54.7	96.9	114.4	54.7
Yield/Force Off (s)	107	49	92	110	49
Yield/Force Off 170(s)	107	49	68	110	34
Local Start Time (s)	47.9	62.4	5.7	47.9	65.4
Local Yield (s)	58	0	43	61	0
Local Yield 170(s)	58	0	19	61	117

Intersection Summary	
Cycle Length	132
Control Type	Actuated-Coordinated
Natural Cycle	60
Offset: 49 (37%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 6: Genesee Ave & Scripps Hospital



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	323	9	339	381	25	283	183	536	41	59	1551	139
Future Volume (veh/h)	323	9	339	381	25	283	183	536	41	59	1551	139
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	366	0	377	459	0	325	199	583	45	63	1650	148
Adj No. of Lanes	2	0	1	2	0	2	2	3	1	2	3	1
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.92	0.92	0.92	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	734	0	327	539	0	481	248	1645	753	541	2128	663
Arrive On Green	0.21	0.00	0.21	0.15	0.00	0.15	0.14	0.65	0.65	0.31	0.84	0.84
Sat Flow, veh/h	3548	0	1583	3548	0	3167	3442	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	366	0	377	459	0	325	199	583	45	63	1650	148
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1774	0	1583	1721	1695	1583	1721	1695	1583
Q Serve(g_s), s	12.0	0.0	27.3	16.6	0.0	12.8	7.4	6.9	1.1	1.7	19.9	2.5
Cycle Q Clear(g_c), s	12.0	0.0	27.3	16.6	0.0	12.8	7.4	6.9	1.1	1.7	19.9	2.5
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	734	0	327	539	0	481	248	1645	753	541	2128	663
V/C Ratio(X)	0.50	0.00	1.15	0.85	0.00	0.68	0.80	0.35	0.06	0.12	0.78	0.22
Avail Cap(c_a), veh/h	734	0	327	782	0	698	368	1645	753	541	2128	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.81	0.81	0.81
Uniform Delay (d), s/veh	46.3	0.0	52.3	54.5	0.0	52.9	55.6	17.0	9.6	38.7	7.9	6.5
Incr Delay (d2), s/veh	0.2	0.0	97.3	4.3	0.0	0.6	4.3	0.6	0.1	0.0	1.6	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	5.9	0.0	20.8	8.5	0.0	5.6	3.6	3.2	0.6	0.8	8.9	1.1
LnGrp Delay(d),s/veh	46.5	0.0	149.7	58.9	0.0	53.5	59.9	17.6	9.8	38.7	9.5	6.7
LnGrp LOS	D		F	E		D	E	B	A	D	A	A
Approach Vol, veh/h		743			784			827			1861	
Approach Delay, s/veh		98.9			56.7			27.3			10.2	
Approach LOS		F			E			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	26.5	48.4		24.9	13.9	60.9		32.2
Change Period (Y+Rc), s	5.7	* 5.7		4.9	4.4	5.7		4.9
Max Green Setting (Gmax), s	11.3	* 43		29.1	14.1	41.6		27.3
Max Q Clear Time (g_c+I1), s	3.7	8.9		18.6	9.4	21.9		29.3
Green Ext Time (p_c), s	4.5	5.4		1.4	0.1	14.6		0.0

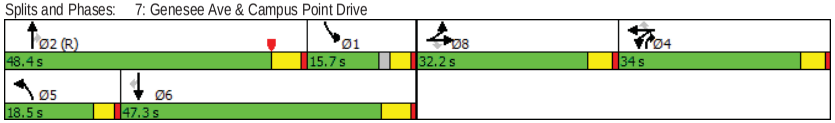
Intersection Summary	
HCM 2010 Ctrl Delay	37.9
HCM 2010 LOS	D

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	WBTL	NBL	SBT	EBTL
Lead/Lag	Lag	Lead	Lag	Lead	Lag	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	None
Maximum Split (s)	15.7	48.4	34	18.5	47.3	32.2
Maximum Split (%)	11.9%	36.7%	25.8%	14.0%	35.8%	24.4%
Minimum Split (s)	8.4	37.7	22.5	8.4	33.7	11.9
Yellow Time (s)	3.4	4.7	3.9	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	7	4	10	7
Vehicle Extension (s)	2	3.7	2	2	4	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		25			21	28
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	131.7	83.3	49.3	83.3	101.8	17.1
End Time (s)	17.1	131.7	83.3	101.8	17.1	49.3
Yield/Force Off (s)	12.7	126	78.4	97.4	11.4	44.4
Yield/Force Off 170(s)	12.7	101	78.4	97.4	122.4	16.4
Local Start Time (s)	5.7	89.3	55.3	89.3	107.8	23.1
Local Yield (s)	18.7	0	84.4	103.4	17.4	50.4
Local Yield 170(s)	18.7	107	84.4	103.4	128.4	22.4

Intersection Summary	
Cycle Length	132
Control Type	Actuated-Coordinated
Natural Cycle	85
Offset: 126 (95%), Referenced to phase 2:NBT, Start of Yellow	

Splits and Phases: 7: Genesee Ave & Campus Point Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	1574	649	36	638	0	103	0	59	0	0	0
Future Volume (veh/h)	44	1574	649	36	638	0	103	0	59	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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			
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	0	1976	1863	1900			
Adj Flow Rate, veh/h	48	1640	676	38	679	0	117	0	67			
Adj No. of Lanes	1	3	1	1	3	0	0	1	0			
Peak Hour Factor	0.92	0.96	0.96	0.94	0.94	0.92	0.88	0.92	0.88			
Percent Heavy Veh, %	2	2	2	2	2	0	0	2	0			
Cap, veh/h	62	3728	1161	49	3690	0	136	0	78			
Arrive On Green	0.03	0.73	0.73	0.03	0.73	0.00	0.13	0.00	0.13			
Sat Flow, veh/h	1774	5085	1583	1774	5253	0	1081	0	619			
Grp Volume(v), veh/h	48	1640	676	38	679	0	184	0	0			
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1774	1695	0	1700	0	0			
Q Serve(g_s), s	3.5	16.8	26.2	2.8	5.6	0.0	14.0	0.0	0.0			
Cycle Q Clear(g_c), s	3.5	16.8	26.2	2.8	5.6	0.0	14.0	0.0	0.0			
Prop In Lane	1.00		1.00	1.00		0.00	0.64		0.36			
Lane Grp Cap(c), veh/h	62	3728	1161	49	3690	0	214	0	0			
V/C Ratio(X)	0.78	0.44	0.58	0.78	0.18	0.00	0.86	0.00	0.00			
Avail Cap(c_a), veh/h	149	3728	1161	149	3690	0	467	0	0			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.53	0.53	0.53	0.95	0.95	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	63.2	6.9	8.2	63.8	5.7	0.0	56.6	0.0	0.0			
Incr Delay (d2), s/veh	4.1	0.2	1.1	9.1	0.1	0.0	3.9	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.8	7.8	11.6	1.5	2.6	0.0	6.8	0.0	0.0			
LnGrp Delay(d),s/veh	67.3	7.1	9.3	72.9	5.8	0.0	60.5	0.0	0.0			
LnGrp LOS	E	A	A	E	A		E					
Approach Vol, veh/h		2364			717			184				
Approach Delay, s/veh		9.0			9.4			60.5				
Approach LOS		A			A			E				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2			5	6		8
Phs Duration (G+Y+Rc), s	8.0	102.5			9.0	101.5		21.5
Change Period (Y+Rc), s	4.4	5.7			4.4	5.7		4.9
Max Green Setting (Gmax), s	11.1	69.6			11.1	69.6		36.3
Max Q Clear Time (g_c+I1), s	4.8	28.2			5.5	7.6		16.0
Green Ext Time (p_c), s	0.0	38.6			0.0	56.0		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	12.0
HCM 2010 LOS	B

Phase Number	1	2	5	6	8
Movement	WBL	EBT	EBL	WBT	NBTL
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	15.5	75.3	15.5	75.3	41.2
Maximum Split (%)	11.7%	57.0%	11.7%	57.0%	31.2%
Minimum Split (s)	9.5	22.7	9.5	22.5	37.9
Yellow Time (s)	3.4	4.7	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	4	10	4	10	7
Vehicle Extension (s)	2	5	2	3.9	2
Minimum Gap (s)	2	0.2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7			7
Flash Dont Walk (s)		10			26
Dual Entry	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	75.9	91.4	75.9	91.4	34.7
End Time (s)	91.4	34.7	91.4	34.7	75.9
Yield/Force Off (s)	87	29	87	29	71
Yield/Force Off 170(s)	87	19	87	29	45
Local Start Time (s)	46.9	62.4	46.9	62.4	5.7
Local Yield (s)	58	0	58	0	42
Local Yield 170(s)	58	122	58	0	16

Intersection Summary	
Cycle Length	132
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 29 (22%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 8: Regents Road & Genesee Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	177	63	206	239	194	27	423	101	482	889	60
Future Volume (veh/h)	48	177	63	206	239	194	27	423	101	482	889	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	52	192	68	251	291	237	28	441	105	507	936	63
Adj No. of Lanes	1	1	1	1	1	1	1	3	0	2	3	0
Peak Hour Factor	0.92	0.92	0.92	0.82	0.82	0.82	0.96	0.96	0.96	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	244	207	206	389	331	47	990	229	575	1803	121
Arrive On Green	0.04	0.13	0.13	0.12	0.21	0.21	0.03	0.24	0.24	0.06	0.12	0.12
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	1774	4130	955	3442	4868	327
Grp Volume(v), veh/h	52	192	68	251	291	237	28	360	186	507	651	348
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1774	1695	1694	1721	1695	1805
Q Serve(g_s), s	3.8	13.2	5.1	15.3	19.3	18.4	2.1	11.9	12.4	19.3	23.8	23.8
Cycle Q Clear(g_c), s	3.8	13.2	5.1	15.3	19.3	18.4	2.1	11.9	12.4	19.3	23.8	23.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		0.18
Lane Grp Cap(c), veh/h	67	244	207	206	389	331	47	813	406	575	1256	669
V/C Ratio(X)	0.78	0.79	0.33	1.22	0.75	0.72	0.60	0.44	0.46	0.88	0.52	0.52
Avail Cap(c_a), veh/h	138	488	415	206	559	475	165	813	406	806	1256	669
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	0.99	0.99	0.99	0.85	0.85	0.85
Uniform Delay (d), s/veh	63.0	55.6	52.1	58.3	48.9	48.6	63.6	42.7	42.9	61.1	46.9	46.9
Incr Delay (d2), s/veh	7.0	2.1	0.3	134.9	1.6	1.1	4.4	0.6	1.2	5.7	1.3	2.5
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	2.0	6.9	2.3	15.2	10.1	8.1	1.1	5.7	5.9	9.7	11.4	12.4
LnGrp Delay(d),s/veh	69.9	57.7	52.4	193.3	50.5	49.7	68.0	43.3	44.1	66.8	48.2	49.4
LnGrp LOS	E	E	D	F	D	D	E	D	D	E	D	D
Approach Vol, veh/h		312			779			574			1506	
Approach Delay, s/veh		58.6			96.3			44.7			54.7	
Approach LOS		E			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.4	37.3	19.7	22.4	9.2	54.6	9.4	32.7
Change Period (Y+Rc), s	4.4	5.7	4.4	* 5.1	5.7	* 5.7	4.4	5.1
Max Green Setting (Gmax), s	30.9	31.6	15.3	* 35	12.3	* 49	10.3	39.6
Max Q Clear Time (g_c+I1), s	21.3	14.4	17.3	15.2	4.1	25.8	5.8	21.3
Green Ext Time (p_c), s	0.7	4.3	0.0	2.1	1.9	9.6	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	63.5
HCM 2010 LOS	E

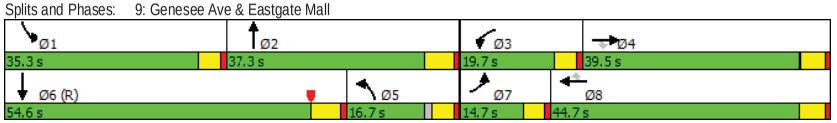
Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Max	None	None
Maximum Split (s)	35.3	37.3	19.7	39.5	16.7	54.6	14.7	44.7
Maximum Split (%)	26.7%	28.3%	14.9%	29.9%	12.7%	41.4%	11.1%	33.9%
Minimum Split (s)	9.5	31.7	9.5	38.9	9.5	32.7	8.4	39.1
Yellow Time (s)	3.4	4.7	3.4	3.9	3.4	4.7	3.4	4.1
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	7	4	10	4	7
Vehicle Extension (s)	2	4.2	2	2	2	4.3	2	2
Minimum Gap (s)	2	0.2	2	2	2	0.2	2	2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		19		27		20		27
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	9.1	44.4	81.7	101.4	63.7	9.1	81.7	96.4
End Time (s)	44.4	81.7	101.4	9.1	81.7	63.7	96.4	9.1
Yield/Force Off (s)	40	76	97	4.2	77.3	58	92	4
Yield/Force Off 170(s)	40	57	97	109.2	77.3	38	92	109
Local Start Time (s)	83.1	118.4	23.7	43.4	5.7	83.1	23.7	38.4
Local Yield (s)	114	18	39	78.2	19.3	0	34	78
Local Yield 170(s)	114	131	39	51.2	19.3	112	34	51

Intersection Summary	
Cycle Length	132
Control Type	Actuated-Coordinated
Natural Cycle	105

Offset: 58 (44%), Referenced to phase 6:SBT, Start of Yellow

Splits and Phases: 9: Genesee Ave & Eastgate Mall



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	105	66	117	213	90	72	335	65	103	1261	45
Future Volume (veh/h)	21	105	66	117	213	90	72	335	65	103	1261	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	35	175	110	127	232	98	79	368	71	114	1401	50
Adj No. of Lanes	1	2	0	2	2	0	2	3	0	2	3	0
Peak Hour Factor	0.60	0.60	0.60	0.92	0.92	0.92	0.91	0.91	0.91	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	240	143	174	337	138	119	2853	534	159	3400	121
Arrive On Green	0.03	0.11	0.11	0.05	0.14	0.14	0.07	1.00	1.00	0.05	0.67	0.67
Sat Flow, veh/h	1774	2134	1274	3442	2451	1004	3442	4305	806	3442	5041	180
Grp Volume(v), veh/h	35	144	141	127	166	164	79	287	152	114	942	509
Grp Sat Flow(s),veh/h/ln	1774	1770	1638	1721	1770	1686	1721	1695	1720	1721	1695	1831
Q Serve(g_s), s	2.9	11.8	12.6	5.5	13.3	14.0	3.4	0.0	0.0	4.9	18.8	18.8
Cycle Q Clear(g_c), s	2.9	11.8	12.6	5.5	13.3	14.0	3.4	0.0	0.0	4.9	18.8	18.8
Prop In Lane	1.00		0.78	1.00		0.60	1.00		0.47	1.00		0.10
Lane Grp Cap(c), veh/h	45	199	184	174	244	232	119	2247	1140	159	2286	1235
V/C Ratio(X)	0.78	0.72	0.77	0.73	0.68	0.71	0.66	0.13	0.13	0.72	0.41	0.41
Avail Cap(c_a), veh/h	136	432	400	447	526	501	232	2247	1140	324	2286	1235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.89	0.89	0.89
Uniform Delay (d), s/veh	72.7	64.3	64.6	70.2	61.5	61.8	69.0	0.0	0.0	70.6	11.0	11.0
Incr Delay (d2), s/veh	10.2	1.8	2.5	2.2	1.2	1.5	2.3	0.1	0.2	2.0	0.5	0.9
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	1.6	5.8	5.8	2.6	6.6	6.6	1.6	0.0	0.1	2.4	8.9	9.8
LnGrp Delay(d),s/veh	82.8	66.1	67.1	72.4	62.8	63.3	71.3	0.1	0.2	72.6	11.5	11.9
LnGrp LOS	F	E	E	E	E	E	E	A	A	E	B	B
Approach Vol, veh/h		320			457			518			1565	
Approach Delay, s/veh		68.4			65.6			11.0			16.1	
Approach LOS		E			E			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	104.9	12.0	21.8	9.6	106.7	8.2	25.6
Change Period (Y+Rc), s	4.4	5.5	4.4	4.9	4.4	* 5.5	4.4	4.9
Max Green Setting (Gmax), s	14.1	60.6	19.5	36.6	10.1	* 65	11.5	44.6
Max Q Clear Time (g_c+I1), s	6.9	2.0	7.5	14.6	5.4	20.8	4.9	16.0
Green Ext Time (p_c), s	0.1	26.9	0.2	2.3	0.0	23.5	0.0	2.4

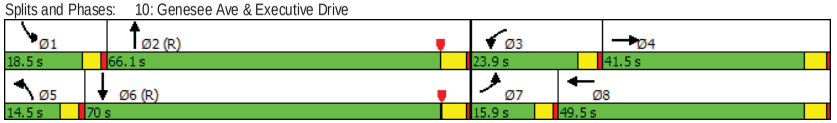
Intersection Summary	
HCM 2010 Ctrl Delay	28.9
HCM 2010 LOS	C

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	18.5	66.1	23.9	41.5	14.5	70	15.9	49.5
Maximum Split (%)	12.3%	44.1%	15.9%	27.7%	9.7%	46.7%	10.6%	33.0%
Minimum Split (s)	9.5	15.5	8.4	8.9	8.4	15.4	8.4	8.9
Yellow Time (s)	3.4	4.5	3.4	3.9	3.4	4.4	3.4	3.9
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	4	10	4	4
Vehicle Extension (s)	2	3.6	2	2	2	3.8	2	2
Minimum Gap (s)	2	0.2	2	2	2	0.2	2	2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		17		27		16		30
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	20.9	39.4	105.5	129.4	20.9	35.4	105.5	121.4
End Time (s)	39.4	105.5	129.4	20.9	35.4	105.5	121.4	20.9
Yield/Force Off (s)	35	100	125	16	31	100.1	117	16
Yield/Force Off 170(s)	35	83	125	139	31	84.1	117	136
Local Start Time (s)	70.9	89.4	5.5	29.4	70.9	85.4	5.5	21.4
Local Yield (s)	85	0	25	66	81	0.1	17	66
Local Yield 170(s)	85	133	25	39	81	134.1	17	36

Intersection Summary		
Cycle Length	150	
Control Type	Actuated-Coordinated	
Natural Cycle	55	
Offset: 100 (67%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow		

Splits and Phases: 10: Genesee Ave & Executive Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	2	172	127	10	15	37	425	12	6	1435	13
Future Volume (veh/h)	29	2	172	127	10	15	37	425	12	6	1435	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	26	0	240	197	0	0	41	467	13	7	1577	14
Adj No. of Lanes	1	0	2	2	1	0	2	3	0	1	3	0
Peak Hour Factor	0.76	0.76	0.76	0.75	0.75	0.75	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	0	323	285	150	0	105	2772	77	13	2711	24
Arrive On Green	0.10	0.00	0.10	0.08	0.00	0.00	0.06	1.00	1.00	0.01	1.00	1.00
Sat Flow, veh/h	1774	0	3167	3548	1863	0	3442	5087	141	1774	5199	46
Grp Volume(v), veh/h	26	0	240	197	0	0	41	311	169	7	1028	563
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1774	1863	0	1721	1695	1838	1774	1695	1855
Q Serve(g_s), s	1.0	0.0	5.5	4.1	0.0	0.0	0.9	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	5.5	4.1	0.0	0.0	0.9	0.0	0.0	0.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.08	1.00		0.02
Lane Grp Cap(c), veh/h	181	0	323	285	150	0	105	1848	1002	13	1768	967
V/C Ratio(X)	0.14	0.00	0.74	0.69	0.00	0.00	0.39	0.17	0.17	0.55	0.58	0.58
Avail Cap(c_a), veh/h	239	0	426	393	206	0	418	1848	1002	215	1768	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	0.93	0.93	0.93	0.88	0.88	0.88
Uniform Delay (d), s/veh	30.7	0.0	32.7	33.6	0.0	0.0	34.5	0.0	0.0	36.8	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	3.1	1.2	0.0	0.0	0.8	0.2	0.3	11.2	1.2	2.2
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	0.5	0.0	2.5	2.0	0.0	0.0	0.4	0.0	0.1	0.2	0.3	0.6
LnGrp Delay(d),s/veh	30.8	0.0	35.8	34.7	0.0	0.0	35.3	0.2	0.3	48.0	1.2	2.2
LnGrp LOS	C		D	C			D	A	A	D	A	A
Approach Vol, veh/h		266			197			521			1598	
Approach Delay, s/veh		35.3			34.7			3.0			1.8	
Approach LOS		D			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.9	46.6		12.6	6.7	44.8		10.9
Change Period (Y+Rc), s	4.4	5.7		4.9	4.4	5.7		4.9
Max Green Setting (Gmax), s	9.1	27.6		10.1	9.1	27.6		8.3
Max Q Clear Time (g_c+I1), s	2.3	2.0		7.5	2.9	2.0		6.1
Green Ext Time (p_c), s	0.0	13.1		0.2	0.0	13.1		0.1

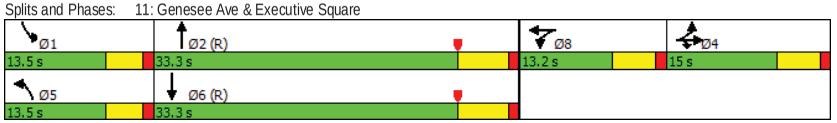
Intersection Summary	
HCM 2010 Ctrl Delay	8.0
HCM 2010 LOS	A

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	13.5	33.3	15	13.5	33.3	13.2
Maximum Split (%)	18.0%	44.4%	20.0%	18.0%	44.4%	17.6%
Minimum Split (s)	8.4	15.7	8.9	8.4	15.7	8.9
Yellow Time (s)	3.4	4.7	3.9	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	3.9	2	2	2.2	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	
Flash Dont Walk (s)		14			19	
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	33.9	47.4	18.9	33.9	47.4	5.7
End Time (s)	47.4	5.7	33.9	47.4	5.7	18.9
Yield/Force Off (s)	43	0	29	43	0	14
Yield/Force Off 170(s)	43	61	29	43	56	14
Local Start Time (s)	33.9	47.4	18.9	33.9	47.4	5.7
Local Yield (s)	43	0	29	43	0	14
Local Yield 170(s)	43	61	29	43	56	14

Intersection Summary	
Cycle Length	75
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 11: Genesee Ave & Executive Square



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	1122	197	344	1342	110	233	241	71	512	877	253
Future Volume (veh/h)	114	1122	197	344	1342	110	233	241	71	512	877	253
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	144	1420	249	478	1864	153	256	265	78	551	943	272
Adj No. of Lanes	2	3	1	2	3	1	2	2	1	2	3	1
Peak Hour Factor	0.79	0.79	0.79	0.72	0.72	0.72	0.91	0.91	0.91	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	429	2000	623	531	2112	930	302	526	235	592	1184	369
Arrive On Green	0.25	0.79	0.79	0.15	0.42	0.42	0.06	0.10	0.10	0.34	0.47	0.47
Sat Flow, veh/h	3442	5085	1583	3442	5085	1583	3442	3539	1583	3442	5085	1583
Grp Volume(v), veh/h	144	1420	249	478	1864	153	256	265	78	551	943	272
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1583	1721	1770	1583	1721	1695	1583
Q Serve(g_s), s	5.1	20.3	7.4	20.5	50.7	3.0	11.1	10.6	6.9	23.2	23.6	15.6
Cycle Q Clear(g_c), s	5.1	20.3	7.4	20.5	50.7	3.0	11.1	10.6	6.9	23.2	23.6	15.6
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	429	2000	623	531	2112	930	302	526	235	592	1184	369
V/C Ratio(X)	0.34	0.71	0.40	0.90	0.88	0.16	0.85	0.50	0.33	0.93	0.80	0.74
Avail Cap(c_a), veh/h	429	2000	623	725	2112	930	358	580	260	702	1343	418
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	0.67	0.67	0.67	2.00	2.00	2.00
Upstream Filter(I)	0.18	0.18	0.18	0.09	0.09	0.09	0.87	0.87	0.87	0.81	0.81	0.81
Uniform Delay (d), s/veh	51.2	11.9	10.5	62.3	40.5	5.0	69.6	62.3	60.6	48.4	37.1	20.0
Incr Delay (d2), s/veh	0.0	0.4	0.4	1.0	0.6	0.0	11.7	0.8	0.9	13.9	2.8	5.6
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	2.4	9.3	3.1	9.8	23.8	1.3	5.8	5.3	3.1	12.2	11.3	7.3
LnGrp Delay(d),s/veh	51.2	12.3	10.9	63.3	41.0	5.1	81.3	63.1	61.5	62.2	39.9	25.6
LnGrp LOS	D	B	B	E	D	A	F	E	E	E	D	C
Approach Vol, veh/h		1813			2495			599			1766	
Approach Delay, s/veh		15.2			43.1			70.6			44.6	
Approach LOS		B			D			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.5	64.3	17.6	40.6	24.0	67.8	30.2	28.0
Change Period (Y+Rc), s	4.4	5.3	4.4	* 5.7	5.3	* 5.5	4.4	5.7
Max Green Setting (Gmax), s	31.6	36.0	15.6	* 40	12.5	* 62	30.6	24.6
Max Q Clear Time (g_c+I1), s	22.5	22.3	13.1	25.6	7.1	52.7	25.2	12.6
Green Ext Time (p_c), s	0.7	12.3	0.1	9.3	0.4	9.1	0.6	8.2

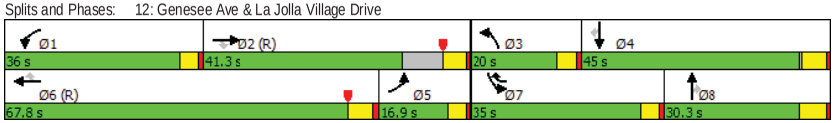
Intersection Summary	
HCM 2010 Ctrl Delay	38.4
HCM 2010 LOS	D

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	36	41.3	20	45	16.9	67.8	35	30.3
Maximum Split (%)	24.0%	27.5%	13.3%	30.0%	11.3%	45.2%	23.3%	20.2%
Minimum Split (s)	8.4	41.3	8.4	43.4	8.4	15.5	8.4	15.7
Yellow Time (s)	3.4	4.3	3.4	4.4	3.4	4.5	3.4	4.7
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	10	4	10	4	10
Vehicle Extension (s)	2	6	2	4.1	2	5.8	2	3.5
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7				
Flash Dont Walk (s)		29		31				
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	87.7	123.7	22.4	42.4	5.5	87.7	22.4	57.4
End Time (s)	123.7	22.4	42.4	87.7	22.4	5.5	57.4	87.7
Yield/Force Off (s)	119.3	17.1	38	82.3	18	0	53	82
Yield/Force Off 170(s)	119.3	138.1	38	51.3	18	0	53	82
Local Start Time (s)	87.7	123.7	22.4	42.4	5.5	87.7	22.4	57.4
Local Yield (s)	119.3	17.1	38	82.3	18	0	53	82
Local Yield 170(s)	119.3	138.1	38	51.3	18	0	53	82

Intersection Summary	
Cycle Length	150
Control Type	Actuated-Coordinated
Natural Cycle	115
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 12: Genesee Ave & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	31	74	181	39	243	73	487	170	288	1031	157
Future Volume (veh/h)	148	31	74	181	39	243	73	487	170	288	1031	157
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	230	0	100	161	0	385	96	641	224	360	1289	196
Adj No. of Lanes	2	0	1	1	0	2	1	2	1	2	3	0
Peak Hour Factor	0.74	0.74	0.74	0.83	0.83	0.83	0.76	0.76	0.76	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	283	0	126	248	0	442	444	1874	838	401	1726	262
Arrive On Green	0.08	0.00	0.08	0.14	0.00	0.14	0.50	1.00	1.00	0.23	0.77	0.77
Sat Flow, veh/h	3548	0	1583	1774	0	3167	1774	3539	1583	3442	4456	678
Grp Volume(v), veh/h	230	0	100	161	0	385	96	641	224	360	981	504
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1774	0	1583	1774	1770	1583	1721	1695	1743
Q Serve(g_s), s	9.6	0.0	9.3	12.9	0.0	17.9	4.6	0.0	0.0	15.2	23.2	23.2
Cycle Q Clear(g_c), s	9.6	0.0	9.3	12.9	0.0	17.9	4.6	0.0	0.0	15.2	23.2	23.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	283	0	126	248	0	442	444	1874	838	401	1313	675
V/C Ratio(X)	0.81	0.00	0.79	0.65	0.00	0.87	0.22	0.34	0.27	0.90	0.75	0.75
Avail Cap(c_a), veh/h	452	0	202	461	0	823	444	1874	838	484	1313	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.90	0.90	0.90	0.64	0.64	0.64
Uniform Delay (d), s/veh	67.9	0.0	67.8	61.1	0.0	63.2	29.3	0.0	0.0	56.6	13.0	13.0
Incr Delay (d2), s/veh	2.6	0.0	4.2	1.1	0.0	2.1	0.1	0.4	0.7	10.7	2.5	4.8
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	4.8	0.0	4.2	6.4	0.0	7.9	2.2	0.1	0.2	7.8	10.8	11.5
LnGrp Delay(d),s/veh	70.5	0.0	72.0	62.2	0.0	65.4	29.3	0.4	0.7	67.3	15.5	17.8
LnGrp LOS	E		E	E		E	C	A	A	E	B	B
Approach Vol, veh/h		330			546			961			1845	
Approach Delay, s/veh		70.9			64.4			3.4			26.2	
Approach LOS		E			E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.9	85.4		16.9	43.5	63.8		25.8
Change Period (Y+Rc), s	4.4	6.0		4.9	6.0	* 5.7		4.9
Max Green Setting (Gmax), s	21.1	50.6		19.1	12.3	* 58		39.0
Max Q Clear Time (g_c+I1), s	17.2	2.0		11.6	6.6	25.2		19.9
Green Ext Time (p_c), s	0.3	7.3		0.4	2.4	17.5		1.1

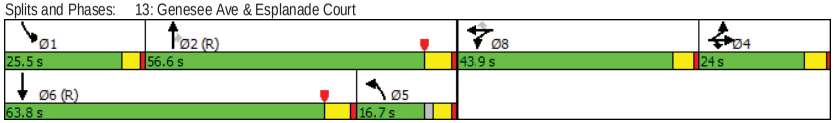
Intersection Summary	
HCM 2010 Ctrl Delay	29.9
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	25.5	56.6	24	16.7	63.8	43.9
Maximum Split (%)	17.0%	37.7%	16.0%	11.1%	42.5%	29.3%
Minimum Split (s)	8.4	16	8.9	8.4	15.7	8.9
Yellow Time (s)	3.4	5	3.9	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	3.7	2	2	4.1	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		22			21	31
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	66.9	92.4	42.9	130.7	66.9	149
End Time (s)	92.4	149	66.9	149	130.7	42.9
Yield/Force Off (s)	88	143	62	144.6	125	38
Yield/Force Off 170(s)	88	121	62	144.6	104	7
Local Start Time (s)	91.9	117.4	67.9	5.7	91.9	24
Local Yield (s)	113	18	87	19.6	0	63
Local Yield 170(s)	113	146	87	19.6	129	32

Intersection Summary	
Cycle Length	150
Control Type	Actuated-Coordinated
Natural Cycle	60
Offset: 125 (83%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 13: Genesee Ave & Esplanade Court



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	323	204	277	554	65	191	453	118	113	1230	121
Future Volume (veh/h)	202	323	204	277	554	65	191	453	118	113	1230	121
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	222	355	224	330	660	77	220	521	136	135	1464	144
Adj No. of Lanes	2	2	1	2	2	0	2	2	1	2	3	1
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.87	0.87	0.87	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	269	688	308	380	725	84	263	1809	809	178	2475	770
Arrive On Green	0.03	0.06	0.06	0.11	0.23	0.23	0.15	1.00	1.00	0.10	0.97	0.97
Sat Flow, veh/h	3442	3539	1583	3442	3194	372	3442	3539	1583	3442	5085	1583
Grp Volume(v), veh/h	222	355	224	330	365	372	220	521	136	135	1464	144
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1797	1721	1770	1583	1721	1695	1583
Q Serve(g_s), s	9.6	14.6	20.8	14.1	30.2	30.2	9.3	0.0	0.0	5.7	2.7	0.4
Cycle Q Clear(g_c), s	9.6	14.6	20.8	14.1	30.2	30.2	9.3	0.0	0.0	5.7	2.7	0.4
Prop In Lane	1.00		1.00	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	269	688	308	380	401	408	263	1809	809	178	2475	770
V/C Ratio(X)	0.82	0.52	0.73	0.87	0.91	0.91	0.84	0.29	0.17	0.76	0.59	0.19
Avail Cap(c_a), veh/h	324	816	365	576	413	419	346	1809	809	255	2475	770
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.93	0.93	0.93	0.58	0.58	0.58	0.90	0.90	0.90	0.71	0.71	0.71
Uniform Delay (d), s/veh	72.0	63.3	66.3	65.6	56.5	56.5	62.6	0.0	0.0	66.3	1.1	1.0
Incr Delay (d2), s/veh	10.9	0.8	6.4	3.6	15.1	15.2	9.2	0.4	0.4	3.0	0.7	0.4
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	5.0	7.2	9.7	6.9	16.4	16.7	4.7	0.1	0.1	2.8	1.0	0.2
LnGrp Delay(d),s/veh	82.9	64.1	72.7	69.2	71.6	71.7	71.9	0.4	0.4	69.3	1.8	1.4
LnGrp LOS	F	E	E	E	E	E	E	A	A	E	A	A
Approach Vol, veh/h		801			1067			877			1743	
Approach Delay, s/veh		71.7			70.9			18.3			7.0	
Approach LOS		E			E			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.2	82.6	21.0	34.3	15.9	78.9	16.1	39.1
Change Period (Y+Rc), s	4.4	* 5.9	4.4	* 5.1	4.4	5.9	4.4	5.1
Max Green Setting (Gmax), s	11.1	* 60	25.1	* 35	15.1	55.6	14.1	35.0
Max Q Clear Time (g_c+I1), s	7.7	2.0	16.1	22.8	11.3	4.7	11.6	32.2
Green Ext Time (p_c), s	0.1	46.2	0.4	5.5	0.1	41.7	0.1	1.8

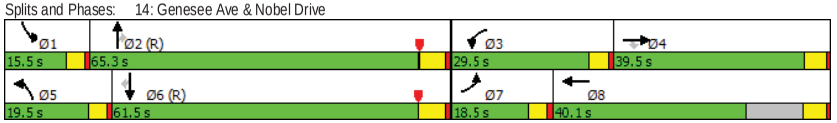
Intersection Summary	
HCM 2010 Ctrl Delay	36.0
HCM 2010 LOS	D

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	15.5	65.3	29.5	39.5	19.5	61.5	18.5	40.1
Maximum Split (%)	10.3%	43.5%	19.7%	26.3%	13.0%	41.0%	12.3%	26.7%
Minimum Split (s)	8.4	35.7	8.4	37.9	8.4	38.9	8.4	40.1
Yellow Time (s)	3.4	4.7	3.4	3.9	3.4	4.9	3.4	4.1
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	10	4	10	4	10
Vehicle Extension (s)	2	8	2	4	2	4	2	2.1
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		23		26		26		28
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	56.9	72.4	137.9	17.4	56.9	76.4	137.9	6.4
End Time (s)	72.4	137.9	17.4	56.9	76.4	137.9	6.4	56.9
Yield/Force Off (s)	68	132.2	13	52	72	132	2	51.8
Yield/Force Off 170(s)	68	109.2	13	26	72	106	2	23.8
Local Start Time (s)	74.9	90.4	5.9	35.4	74.9	94.4	5.9	24.4
Local Yield (s)	86	0.2	31	70	90	0	20	69.8
Local Yield 170(s)	86	127.2	31	44	90	124	20	41.8

Intersection Summary	
Cycle Length	150
Control Type	Actuated-Coordinated
Natural Cycle	100
Offset: 132 (88%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 14: Genesee Ave & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	25	208	245	38	15	179	724	29	16	1851	49
Future Volume (veh/h)	21	25	208	245	38	15	179	724	29	16	1851	49
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	0	291	310	48	19	211	852	34	18	2057	54
Adj No. of Lanes	0	1	2	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.85	0.85	0.85	0.79	0.79	0.79	0.85	0.85	0.85	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	548	931	325	44	17	179	1841	73	116	1776	46
Arrive On Green	0.00	0.00	0.29	0.29	0.29	0.29	0.20	1.00	1.00	0.13	1.00	1.00
Sat Flow, veh/h	0	1863	3167	957	148	59	1774	3469	138	1774	3524	92
Grp Volume(v), veh/h	0	0	291	377	0	0	211	435	451	18	1028	1083
Grp Sat Flow(s),veh/h/ln	0	1863	1583	1164	0	0	1774	1770	1838	1774	1770	1846
Q Serve(g_s), s	0.0	0.0	10.7	44.1	0.0	0.0	15.1	0.0	0.0	1.4	0.0	75.6
Cycle Q Clear(g_c), s	0.0	0.0	10.7	44.1	0.0	0.0	15.1	0.0	0.0	1.4	0.0	75.6
Prop In Lane	0.00		1.00	0.82		0.05	1.00		0.08	1.00		0.05
Lane Grp Cap(c), veh/h	0	548	931	386	0	0	179	939	976	116	892	931
V/C Ratio(X)	0.00	0.00	0.31	0.98	0.00	0.00	1.18	0.46	0.46	0.16	1.15	1.16
Avail Cap(c_a), veh/h	0	550	935	386	0	0	179	939	976	131	892	931
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	0.94	0.94	0.94	0.72	0.72	0.72
Uniform Delay (d), s/veh	0.0	0.0	41.2	55.0	0.0	0.0	59.9	0.0	0.0	61.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	39.3	0.0	0.0	122.7	1.5	1.5	0.2	78.5	82.3
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	0.0	0.0	4.7	19.8	0.0	0.0	13.4	0.4	0.4	0.7	19.4	21.3
LnGrp Delay(d),s/veh	0.0	0.0	41.2	94.3	0.0	0.0	182.6	1.5	1.5	61.7	78.5	82.3
LnGrp LOS			D	F			F	A	A	E	F	F
Approach Vol, veh/h		291			377			1097			2129	
Approach Delay, s/veh		41.2			94.3			36.4			80.3	
Approach LOS		D			F			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.5	81.5		49.0	15.7	85.3		49.0
Change Period (Y+Rc), s	4.4	5.9		4.9	5.9	* 5.7		4.9
Max Green Setting (Gmax), s	15.1	75.4		44.1	11.1	* 80		44.3
Max Q Clear Time (g_c+I1), s	17.1	77.6		46.1	3.4	2.0		12.7
Green Ext Time (p_c), s	0.0	0.0		0.0	7.1	10.8		2.8

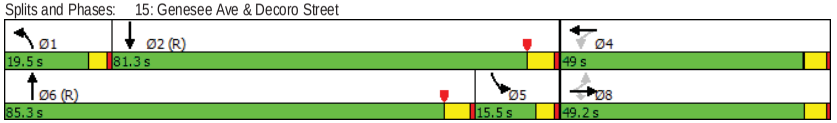
Intersection Summary	
HCM 2010 Ctrl Delay	66.3
HCM 2010 LOS	E

Notes

Phase Number	1	2	4	5	6	8
Movement	NBL	SBT	WBTL	SBL	NBT	EBTL
Lead/Lag	Lead	Lag		Lag	Lead	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	19.5	81.3	49	15.5	85.3	49.2
Maximum Split (%)	13.0%	54.2%	32.7%	10.3%	56.9%	32.8%
Minimum Split (s)	8.4	28.9	33.9	8.4	30.7	33.9
Yellow Time (s)	3.4	4.9	3.9	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	3.7	2	2	4.3	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		16	22		18	22
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	94.4	113.9	45.2	29.7	94.4	45.2
End Time (s)	113.9	45.2	94.4	45.2	29.7	94.4
Yield/Force Off (s)	109.5	39.3	89.5	40.8	24	89.5
Yield/Force Off 170(s)	109.5	23.3	67.5	40.8	6	67.5
Local Start Time (s)	70.4	89.9	21.2	5.7	70.4	21.2
Local Yield (s)	85.5	15.3	65.5	16.8	0	65.5
Local Yield 170(s)	85.5	149.3	43.5	16.8	132	43.5

Intersection Summary	
Cycle Length	150
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 24 (16%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow	

Splits and Phases: 15: Genesee Ave & Decoro Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	85	0	22	0	901	46	41	2266	0
Future Volume (veh/h)	0	0	0	85	0	22	0	901	46	41	2266	0
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln				1863	0	1863	1863	1863	1863	1863	1863	0
Adj Flow Rate, veh/h				106	0	28	0	1012	52	44	2411	0
Adj No. of Lanes				1	0	1	1	2	1	2	2	0
Peak Hour Factor				0.80	0.92	0.80	0.92	0.89	0.89	0.94	0.94	0.92
Percent Heavy Veh, %				2	0	2	2	2	2	2	2	0
Cap, veh/h				130	0	116	1	2831	1267	77	3014	0
Arrive On Green				0.07	0.00	0.07	0.00	0.80	0.80	0.04	1.00	0.00
Sat Flow, veh/h				1774	0	1583	1774	3539	1583	3442	3632	0
Grp Volume(v), veh/h				106	0	28	0	1012	52	44	2411	0
Grp Sat Flow(s),veh/h/ln				1774	0	1583	1774	1770	1583	1721	1770	0
Q Serve(g_s), s				8.8	0.0	2.5	0.0	12.0	1.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s				8.8	0.0	2.5	0.0	12.0	1.0	1.9	0.0	0.0
Prop In Lane				1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h				130	0	116	1	2831	1267	77	3014	0
V/C Ratio(X)				0.82	0.00	0.24	0.00	0.36	0.04	0.57	0.80	0.00
Avail Cap(c_a), veh/h				350	0	312	119	2831	1267	301	3014	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.63	0.63	0.09	0.09	0.00
Uniform Delay (d), s/veh				68.5	0.0	65.6	0.0	4.2	3.1	70.9	0.0	0.0
Incr Delay (d2), s/veh				4.7	0.0	0.4	0.0	0.2	0.0	0.2	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.5	0.0	1.1	0.0	5.9	0.5	0.9	0.1	0.0
LnGrp Delay(d),s/veh				73.3	0.0	66.0	0.0	4.4	3.1	71.2	0.2	0.0
LnGrp LOS				E		E		A	A	E	A	
Approach Vol, veh/h					134			1064			2455	
Approach Delay, s/veh					71.8			4.4			1.5	
Approach LOS					E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	0.0	134.1		15.9	7.8	126.4		
Change Period (Y+Rc), s	4.4	6.4		4.9	4.4	* 6.4		
Max Green Setting (Gmax), s	10.1	94.6		29.6	13.1	* 92		
Max Q Clear Time (g_c+I1), s	0.0	2.0		10.8	3.9	14.0		
Green Ext Time (p_c), s	0.0	83.6		0.2	0.0	71.2		

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Notes

Phase Number	1	2	4	5	6
Movement	NBL	SBT	WBL	SBL	NBT
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max
Maximum Split (s)	14.5	101	34.5	17.5	97.3
Maximum Split (%)	9.7%	67.3%	23.0%	11.7%	64.9%
Minimum Split (s)	8.4	16.4	11.9	8.4	15.7
Yellow Time (s)	3.4	5.4	3.9	3.4	4.7
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	4	10	7	4	10
Vehicle Extension (s)	2	3.4	2	2	4.2
Minimum Gap (s)	2	0.2	2	2	0.2
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)			7		7
Flash Dont Walk (s)			23		16
Dual Entry	No	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	73.9	88.4	39.4	73.9	91.4
End Time (s)	88.4	39.4	73.9	91.4	39.4
Yield/Force Off (s)	84	33	69	87	33.7
Yield/Force Off 170(s)	84	33	46	87	17.7
Local Start Time (s)	40.9	55.4	6.4	40.9	58.4
Local Yield (s)	51	0	36	54	0.7
Local Yield 170(s)	51	0	13	54	134.7

Intersection Summary	
Cycle Length	150
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 33 (22%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow	

Splits and Phases: 16: Genesee Ave & Centurion Square



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	279	118	314	334	114	189	511	250	402	1376	464
Future Volume (veh/h)	195	279	118	314	334	114	189	511	250	402	1376	464
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1937	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	205	294	124	361	384	131	205	555	272	452	1546	521
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.87	0.92	0.92	0.92	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	355	159	443	599	258	185	1106	495	1185	1984	887
Arrive On Green	0.07	0.10	0.10	0.13	0.16	0.16	0.10	0.31	0.31	0.34	0.56	0.56
Sat Flow, veh/h	3442	3539	1583	3442	3681	1583	1774	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	205	294	124	361	384	131	205	555	272	452	1546	521
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1840	1583	1774	1770	1583	1721	1770	1583
Q Serve(g_s), s	11.2	15.5	14.5	19.4	18.5	14.3	19.8	24.3	27.1	18.8	64.8	41.0
Cycle Q Clear(g_c), s	11.2	15.5	14.5	19.4	18.5	14.3	19.8	24.3	27.1	18.8	64.8	41.0
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	242	355	159	443	599	258	185	1106	495	1185	1984	887
V/C Ratio(X)	0.85	0.83	0.78	0.82	0.64	0.51	1.11	0.50	0.55	0.38	0.78	0.59
Avail Cap(c_a), veh/h	355	726	325	558	980	422	185	1129	505	1185	1984	887
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	0.48	0.48	0.48
Uniform Delay (d), s/veh	87.3	83.9	83.4	80.6	74.3	72.6	85.1	53.2	54.2	47.0	32.6	27.4
Incr Delay (d2), s/veh	8.1	3.1	5.1	5.9	1.5	2.1	98.4	0.3	1.2	0.0	1.5	1.4
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	5.6	7.7	6.6	9.6	9.6	6.4	14.8	11.9	12.0	9.0	32.0	18.3
LnGrp Delay(d),s/veh	95.4	87.0	88.5	86.4	75.9	74.6	183.5	53.6	55.4	47.1	34.1	28.7
LnGrp LOS	F	F	F	F	E	E	F	D	E	D	C	C
Approach Vol, veh/h		623			876			1032			2519	
Approach Delay, s/veh		90.0			80.0			79.9			35.3	
Approach LOS		F			F			E			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	70.8	65.3	29.6	24.3	24.2	111.9	17.8	36.1
Change Period (Y+Rc), s	5.4	* 5.9	5.2	* 5.2	4.4	5.4	4.4	5.2
Max Green Setting (Gmax), s	39.1	* 61	30.8	* 39	19.8	80.6	19.6	50.6
Max Q Clear Time (g_c+I1), s	20.8	29.1	21.4	17.5	21.8	66.8	13.2	20.5
Green Ext Time (p_c), s	14.2	4.4	3.0	1.6	0.0	11.3	0.2	4.6

Intersection Summary	
HCM 2010 Ctrl Delay	58.9
HCM 2010 LOS	E

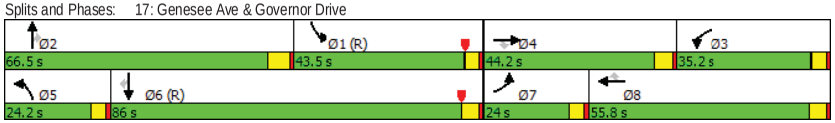
Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	Min	None	None	None	C-Max	None	None
Maximum Split (s)	43.5	66.5	35.2	44.2	24.2	86	24	55.8
Maximum Split (%)	22.9%	35.0%	18.5%	23.3%	12.7%	45.3%	12.6%	29.4%
Minimum Split (s)	8.4	36.9	8.4	44.2	8.4	38.4	8.4	44.2
Yellow Time (s)	3.4	4.9	3.4	4.2	3.4	4.4	3.4	4.2
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	8	4	8	4	8	4	8
Vehicle Extension (s)	2	2.9	2	2.3	2	3.5	2	3.8
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		24		32		26		32
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	27.4	150.9	115.3	71.1	150.9	175.1	71.1	95.1
End Time (s)	71.1	27.4	150.9	115.3	175.1	71.1	95.1	150.9
Yield/Force Off (s)	66.7	21.5	146.5	110.1	170.7	65.7	90.7	145.7
Yield/Force Off 170(s)	66.7	21.5	146.5	78.1	170.7	39.7	90.7	113.7
Local Start Time (s)	151.7	85.2	49.6	5.4	85.2	109.4	5.4	29.4
Local Yield (s)	1	145.8	80.8	44.4	105	0	25	80
Local Yield 170(s)	1	145.8	80.8	12.4	105	164	25	48

Intersection Summary	
Cycle Length	190
Control Type	Actuated-Coordinated
Natural Cycle	150

Offset: 65.7 (35%), Referenced to phase 1:SBL and 6:SBT, Start of Yellow

Splits and Phases: 17: Genesee Ave & Governor Drive



Intersection	
Int Delay, s/veh	11.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	422	331	455	1558	338
Future Vol, veh/h	0	422	331	455	1558	338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Free	-	None	-	Free
Storage Length	-	0	265	-	-	160
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	521	364	500	1712	371

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	-	1712	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	-
Pot Cap-1 Maneuver	0	0	367	-	-	0
Stage 1	0	0	-	-	-	0
Stage 2	0	0	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	-	367	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	33.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	367	-	-	-
HCM Lane V/C Ratio	0.991	-	-	-
HCM Control Delay (s)	79	-	0	-
HCM Lane LOS	F	-	A	-
HCM 95th %tile Q(veh)	11.5	-	-	-

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	352	225	561	300	760	1220
Future Volume (veh/h)	352	225	561	300	760	1220
Number	7	14	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	409	262	616	0	826	1326
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	0.86	0.86	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	476	425	1047	468	414	2068
Arrive On Green	0.27	0.27	0.30	0.00	0.23	0.58
Sat Flow, veh/h	1774	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	409	262	616	0	826	1326
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	1774	1770
Q Serve(g_s), s	18.8	12.4	12.7	0.0	20.0	21.3
Cycle Q Clear(g_c), s	18.8	12.4	12.7	0.0	20.0	21.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	476	425	1047	468	414	2068
V/C Ratio(X)	0.86	0.62	0.59	0.00	1.99	0.64
Avail Cap(c_a), veh/h	829	740	1240	555	414	3927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	27.4	25.7	0.0	32.8	11.8
Incr Delay (d2), s/veh	4.6	1.5	0.5	0.0	455.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	5.6	6.2	0.0	62.1	10.4
LnGrp Delay(d),s/veh	34.4	28.9	26.2	0.0	488.4	12.2
LnGrp LOS	C	C	C		F	B
Approach Vol, veh/h	671		616			2152
Approach Delay, s/veh	32.2		26.2			194.9
Approach LOS	C		C			F

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	24.7	32.8		28.1		57.5		
Change Period (Y+Rc), s	* 4.7	7.5		5.1		7.5		
Max Green Setting (Gmax), s	* 20	30.0		40.0		95.0		
Max Q Clear Time (g_c+I1), s	22.0	14.7		20.8		23.3		
Green Ext Time (p_c), s	0.0	10.6		2.2		23.2		

Intersection Summary	
HCM 2010 Ctrl Delay	133.0
HCM 2010 LOS	F

Notes

Phase Number	1	2	4	6
Movement	SBL	NBT	WBL	SBT
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	Min	None	Min
Maximum Split (s)	24.7	37.5	45.1	102.5
Maximum Split (%)	16.7%	25.4%	30.6%	69.4%
Minimum Split (s)	10.7	20.5	10.1	17.5
Yellow Time (s)	3.7	5.5	4.1	5.5
All-Red Time (s)	1	2	1	2
Minimum Initial (s)	5	13	5	10
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7	7	
Flash Dont Walk (s)		24	25	
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	24.7	102.5	0
End Time (s)	24.7	102.5	0	102.5
Yield/Force Off (s)	20	95	142.5	95
Yield/Force Off 170(s)	20	95	117.5	95
Local Start Time (s)	122.9	0	77.8	122.9
Local Yield (s)	142.9	70.3	117.8	70.3
Local Yield 170(s)	142.9	70.3	92.8	70.3

Intersection Summary		
Cycle Length		147.6
Control Type	Actuated-Uncoordinated	
Natural Cycle		110

Splits and Phases: 19: Genesee Ave & SR-52 EB Ramps



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	85	44	26	37	63	52	614	17	144	1180	247
Future Volume (veh/h)	180	85	44	26	37	63	52	614	17	144	1180	247
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1937	1900	1900	1937	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	209	99	51	31	44	75	63	749	21	155	1269	266
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.86	0.86	0.86	0.84	0.84	0.84	0.82	0.82	0.82	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	218	82	42	90	130	185	81	1978	55	181	1806	374
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.05	0.56	0.56	0.10	0.62	0.62
Sat Flow, veh/h	803	380	196	255	603	858	1774	3516	99	1774	2920	605
Grp Volume(v), veh/h	359	0	0	150	0	0	63	377	393	155	763	772
Grp Sat Flow(s),veh/h/ln	1379	0	0	1715	0	0	1774	1770	1845	1774	1770	1756
Q Serve(g_s), s	18.0	0.0	0.0	0.0	0.0	0.0	4.4	14.9	14.9	10.8	36.4	37.7
Cycle Q Clear(g_c), s	27.2	0.0	0.0	9.2	0.0	0.0	4.4	14.9	14.9	10.8	36.4	37.7
Prop In Lane	0.58		0.14	0.21		0.50	1.00		0.05	1.00		0.34
Lane Grp Cap(c), veh/h	343	0	0	405	0	0	81	995	1038	181	1095	1086
V/C Ratio(X)	1.05	0.00	0.00	0.37	0.00	0.00	0.78	0.38	0.38	0.86	0.70	0.71
Avail Cap(c_a), veh/h	343	0	0	405	0	0	184	995	1038	199	1095	1086
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	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	0.65	0.65	0.65
Uniform Delay (d), s/veh	51.8	0.0	0.0	42.3	0.0	0.0	59.5	15.3	15.3	55.7	16.1	16.4
Incr Delay (d2), s/veh	61.5	0.0	0.0	0.6	0.0	0.0	14.5	1.1	1.1	19.7	2.4	2.6
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	17.8	0.0	0.0	4.5	0.0	0.0	2.5	7.5	7.8	6.3	18.3	19.0
LnGrp Delay(d),s/veh	113.3	0.0	0.0	42.9	0.0	0.0	74.0	16.4	16.4	75.4	18.5	19.0
LnGrp LOS	F			D			E	B	B	E	B	B
Approach Vol, veh/h		359			150			833			1690	
Approach Delay, s/veh		113.3			42.9			20.8			23.9	
Approach LOS		F			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	17.2	76.7		32.1	10.2	83.7		32.1
Change Period (Y+Rc), s	4.4	* 5.8		4.9	4.4	5.8		4.9
Max Green Setting (Gmax), s	14.1	* 70		27.2	13.1	70.6		27.2
Max Q Clear Time (g_c+I1), s	12.8	16.9		11.2	6.4	39.7		29.2
Green Ext Time (p_c), s	0.0	26.0		3.1	0.0	19.4		0.0

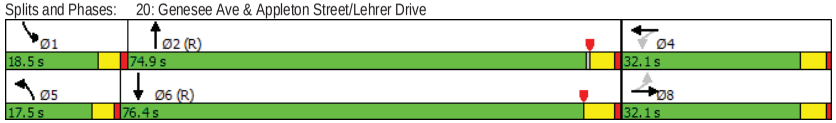
Intersection Summary		
HCM 2010 Ctrl Delay		34.6
HCM 2010 LOS		C

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	WBTL	NBL	SBT	EBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	18.5	74.9	32.1	17.5	76.4	32.1
Maximum Split (%)	14.7%	59.4%	25.5%	13.9%	60.6%	25.5%
Minimum Split (s)	8.4	14.9	10.9	8.4	15.8	10.9
Yellow Time (s)	3.4	3.9	3.9	3.4	4.8	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	6	4	10	6
Vehicle Extension (s)	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		13	19		11	19
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	18.9	37.4	112.8	18.9	36.4	112.8
End Time (s)	37.4	112.8	18.9	36.4	112.8	18.9
Yield/Force Off (s)	33	107.9	14	32	107	14
Yield/Force Off 170(s)	33	94.9	121	32	96	121
Local Start Time (s)	37.9	56.4	5.8	37.9	55.4	5.8
Local Yield (s)	52	0.9	33	51	0	33
Local Yield 170(s)	52	113.9	14	51	115	14

Intersection Summary	
Cycle Length	126
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 107 (85%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 20: Genesee Ave & Appleton Street/Lehrer Drive



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1462	272	1096	661	101	802
Future Volume (veh/h)	1462	272	1096	661	101	802
Number	2	12	1	6	7	14
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	1624	302	1231	743	111	881
Adj No. of Lanes	3	1	2	3	2	2
Peak Hour Factor	0.90	0.90	0.89	0.89	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1633	508	1132	3474	803	1567
Arrive On Green	0.32	0.32	0.33	0.68	0.23	0.23
Sat Flow, veh/h	5253	1583	3442	5253	3442	2787
Grp Volume(v), veh/h	1624	302	1231	743	111	881
Grp Sat Flow(s),veh/h/ln	1695	1583	1721	1695	1721	1393
Q Serve(g_s), s	42.0	21.1	43.4	7.2	3.4	26.7
Cycle Q Clear(g_c), s	42.0	21.1	43.4	7.2	3.4	26.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1633	508	1132	3474	803	1567
V/C Ratio(X)	0.99	0.59	1.09	0.21	0.14	0.56
Avail Cap(c_a), veh/h	1633	508	1132	3474	1121	1824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.88	0.88	1.00	1.00
Uniform Delay (d), s/veh	44.7	37.6	44.3	7.8	40.1	18.5
Incr Delay (d2), s/veh	14.6	2.6	52.6	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.9	9.6	28.9	3.3	1.6	23.1
LnGrp Delay(d),s/veh	59.3	40.2	96.9	7.9	40.1	18.6
LnGrp LOS	E	D	F	A	D	B
Approach Vol, veh/h	1926			1974	992	
Approach Delay, s/veh	56.3			63.4	21.0	
Approach LOS	E			E	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	47.8	47.8		36.4		95.6		
Change Period (Y+Rc), s	4.4	5.4		5.6		* 5.4		
Max Green Setting (Gmax), s	43.4	30.6		43.0		* 78		
Max Q Clear Time (g_c+I1), s	45.4	44.0		28.7		9.2		
Green Ext Time (p_c), s	0.0	0.0		2.1		65.3		

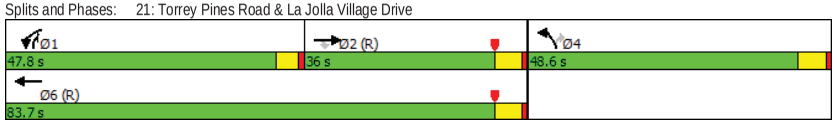
Intersection Summary			
HCM 2010 Ctrl Delay		52.0	
HCM 2010 LOS		D	

Notes

Phase Number	1	2	4	6
Movement	WBL	EBT	NBL	WBT
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max
Maximum Split (s)	47.8	36	48.6	83.7
Maximum Split (%)	36.1%	27.2%	36.7%	63.2%
Minimum Split (s)	8.4	15.4	39.6	23.3
Yellow Time (s)	3.4	4.4	4.6	4.3
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	4	10	4	10
Vehicle Extension (s)	2	5.5	2	8
Minimum Gap (s)	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7	7	
Flash Dont Walk (s)		21	27	
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	54	101.8	5.4	54
End Time (s)	101.8	5.4	54	5.4
Yield/Force Off (s)	97.4	0	48.4	0.1
Yield/Force Off 170(s)	97.4	111.4	21.4	0.1
Local Start Time (s)	54	101.8	5.4	54
Local Yield (s)	97.4	0	48.4	0.1
Local Yield 170(s)	97.4	111.4	21.4	0.1

Intersection Summary	
Cycle Length	132.4
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 21: Torrey Pines Road & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2215	50	388	1698	0	59	0	268	0	0	0
Future Volume (veh/h)	0	2215	50	388	1698	0	59	0	268	0	0	0
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	0	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	0	2408	54	422	1846	0	71	0	323	0	0	0
Adj No. of Lanes	0	3	0	2	3	0	0	1	2	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.83	0.92	0.83	0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0	2	2	2	2	2	2
Cap, veh/h	0	3212	72	460	4041	0	224	0	706	0	223	0
Arrive On Green	0.00	0.63	0.63	0.13	0.79	0.00	0.12	0.00	0.12	0.00	0.00	0.00
Sat Flow, veh/h	0	5286	114	3442	5253	0	1412	0	2787	0	1863	0
Grp Volume(v), veh/h	0	1592	870	422	1846	0	71	0	323	0	0	0
Grp Sat Flow(s),veh/h/ln	0	1695	1843	1721	1695	0	1412	0	1393	0	1863	0
Q Serve(g_s), s	0.0	43.2	43.6	15.9	15.3	0.0	6.1	0.0	12.8	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	43.2	43.6	15.9	15.3	0.0	6.1	0.0	12.8	0.0	0.0	0.0
Prop In Lane	0.00		0.06	1.00		0.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	0	2127	1156	460	4041	0	224	0	706	0	223	0
V/C Ratio(X)	0.00	0.75	0.75	0.92	0.46	0.00	0.32	0.00	0.46	0.00	0.00	0.00
Avail Cap(c_a), veh/h	0	2127	1156	460	4041	0	381	0	1017	0	455	0
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	0.14	0.14	1.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	17.1	17.2	56.0	4.3	0.0	53.4	0.0	41.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.7	22.9	0.4	0.0	0.3	0.0	0.2	0.0	0.0	0.0
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	20.2	22.2	9.0	7.1	0.0	2.4	0.0	4.9	0.0	0.0	0.0
LnGrp Delay(d),s/veh	0.0	17.5	17.9	79.0	4.7	0.0	53.7	0.0	41.5	0.0	0.0	0.0
LnGrp LOS		B	B	E	A		D		D			
Approach Vol, veh/h		2462			2268			394			0	
Approach Delay, s/veh		17.6			18.5			43.7			0.0	
Approach LOS		B			B			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	21.9	87.9		21.2		109.8		21.2
Change Period (Y+Rc), s	4.4	5.7		* 5.5		* 5.7		5.5
Max Green Setting (Gmax), s	17.5	66.6		* 32		* 87		30.3
Max Q Clear Time (g_c+I1), s	17.9	45.6		0.0		17.3		14.8
Green Ext Time (p_c), s	0.0	20.9		0.0		68.7		0.9

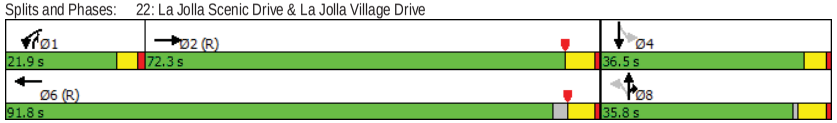
Intersection Summary	
HCM 2010 Ctrl Delay	20.0
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	6	8
Movement	WBL	EBT	SBTL	WBT	NBTL
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	C-Max	None	C-Max	None
Maximum Split (s)	21.9	72.3	36.5	91.8	35.8
Maximum Split (%)	16.8%	55.3%	27.9%	70.2%	27.4%
Minimum Split (s)	8.4	15.7	35.5	15.3	9.5
Yellow Time (s)	3.4	4.7	3.5	4.3	4.5
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	4	10	5	10	4
Vehicle Extension (s)	2	4	3	5.9	2
Minimum Gap (s)	2	4	3	5.9	2
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7	7		
Flash Dont Walk (s)		20	24		
Dual Entry	No	No	Yes	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	42.2	64.1	5.7	42.2	5.7
End Time (s)	64.1	5.7	42.2	5.7	42.2
Yield/Force Off (s)	59.7	0	37.7	0.4	36.7
Yield/Force Off 170(s)	59.7	110.7	13.7	0.4	36.7
Local Start Time (s)	42.2	64.1	5.7	42.2	5.7
Local Yield (s)	59.7	0	37.7	0.4	36.7
Local Yield 170(s)	59.7	110.7	13.7	0.4	36.7

Intersection Summary		
Cycle Length	130.7	
Control Type	Actuated-Coordinated	
Natural Cycle	120	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow		

Splits and Phases: 22: La Jolla Scenic Drive & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	78	0	95	185	179	0	0	889	31
Future Volume (veh/h)	0	0	0	78	0	95	185	179	0	0	889	31
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln				1900	1863	1900	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				94	0	114	223	216	0	0	916	0
Adj No. of Lanes				0	1	0	1	2	0	0	2	1
Peak Hour Factor				0.83	0.83	0.83	0.83	0.83	0.83	0.97	0.97	0.97
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				125	0	152	284	2261	0	0	1436	643
Arrive On Green				0.17	0.00	0.17	0.16	0.64	0.00	0.00	0.41	0.00
Sat Flow, veh/h				752	0	912	1774	3632	0	0	3632	1583
Grp Volume(v), veh/h				208	0	0	223	216	0	0	916	0
Grp Sat Flow(s),veh/h/ln				1664	0	0	1774	1770	0	0	1770	1583
Q Serve(g_s), s				7.2	0.0	0.0	7.3	1.4	0.0	0.0	12.5	0.0
Cycle Q Clear(g_c), s				7.2	0.0	0.0	7.3	1.4	0.0	0.0	12.5	0.0
Prop In Lane				0.45		0.55	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				277	0	0	284	2261	0	0	1436	643
V/C Ratio(X)				0.75	0.00	0.00	0.79	0.10	0.00	0.00	0.64	0.00
Avail Cap(c_a), veh/h				830	0	0	885	3530	0	0	3530	1579
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				23.9	0.0	0.0	24.3	4.2	0.0	0.0	14.3	0.0
Incr Delay (d2), s/veh				4.1	0.0	0.0	4.8	0.0	0.0	0.0	0.5	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.6	0.0	0.0	3.9	0.7	0.0	0.0	6.1	0.0
LnGrp Delay(d),s/veh				27.9	0.0	0.0	29.1	4.2	0.0	0.0	14.8	0.0
LnGrp LOS				C			C	A			B	
Approach Vol, veh/h					208			439			916	
Approach Delay, s/veh					27.9			16.8			14.8	
Approach LOS					C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		45.2			14.0	31.2		14.9
Change Period (Y+Rc), s		* 6.8			4.4	6.8		4.9
Max Green Setting (Gmax), s		* 60			30.0	60.0		30.0
Max Q Clear Time (g_c+I1), s		3.4			9.3	14.5		9.2
Green Ext Time (p_c), s		10.2			0.6	9.9		1.2

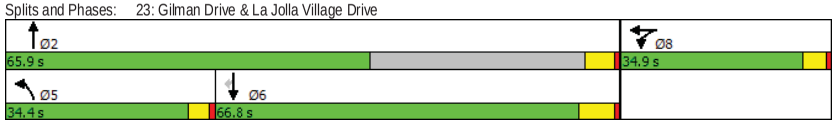
Intersection Summary		
HCM 2010 Ctrl Delay	17.1	
HCM 2010 LOS	B	

Notes

Phase Number	2	5	6	8
Movement	NBT	NBL	SBT	WBTL
Lead/Lag		Lead	Lag	
Lead-Lag Optimize		Yes	Yes	
Recall Mode	Min	None	Min	None
Maximum Split (s)	65.9	34.4	66.8	34.9
Maximum Split (%)	48.4%	25.3%	49.1%	25.6%
Minimum Split (s)	15.9	8.4	16.8	8.9
Yellow Time (s)	4.9	3.4	5.8	3.9
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	10	4	10	4
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	0.2	2	0.2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7		7	7
Flash Dont Walk (s)	5		5	23
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	0	34.4	101.2
End Time (s)	101.2	34.4	101.2	0
Yield/Force Off (s)	95.3	30	94.4	131.2
Yield/Force Off 170(s)	95.3	30	94.4	108.2
Local Start Time (s)	4.9	4.9	39.3	106.1
Local Yield (s)	100.2	34.9	99.3	0
Local Yield 170(s)	100.2	34.9	99.3	113.1

Intersection Summary	
Cycle Length	136.1
Control Type	Actuated-Uncoordinated
Natural Cycle	45

Splits and Phases: 23: Gilman Drive & La Jolla Village Drive



Intersection	
Int Delay, s/veh	40.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	4	698	0	0	0	0	350	50	222	748	0
Future Vol, veh/h	14	4	698	0	0	0	0	350	50	222	748	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	330	-	-	-	-	-	100	70	-	-
Veh in Median Storage, #	-	0	-	-	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	25	25	25	83	83	83	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	14	4	720	0	0	0	0	422	60	231	779	0

Major/Minor	Minor2					Major1			Major2		
Conflicting Flow All	1453	1664	390			-	0	0	422	0	0
Stage 1	1242	1242	-			-	-	-	-	-	-
Stage 2	211	422	-			-	-	-	-	-	-
Critical Hdwy	6.84	6.54	6.94			-	-	-	4.14	-	-
Critical Hdwy Stg 1	5.84	5.54	-			-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	5.54	-			-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32			-	-	-	2.22	-	-
Pot Cap-1 Maneuver	121	96	~ 609			0	-	-	1134	-	0
Stage 1	236	245	-			0	-	-	-	-	0
Stage 2	804	587	-			0	-	-	-	-	0
Platoon blocked, %							-	-		-	
Mov Cap-1 Maneuver	96	0	~ 609			-	-	-	1134	-	-
Mov Cap-2 Maneuver	96	0	-			-	-	-	-	-	-
Stage 1	188	0	-			-	-	-	-	-	-
Stage 2	804	0	-			-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	119.7	0	2.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	SBL	SBT
Capacity (veh/h)	-	-	96	609	1134	-
HCM Lane V/C Ratio	-	-	0.15	1.182	0.204	-
HCM Control Delay (s)	-	-	49	121.1	9	-
HCM Lane LOS	-	-	E	F	A	-
HCM 95th %tile Q(veh)	-	-	0.5	24.7	0.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1896	57	456	1141	235	356	110	451	746	384	80
Future Volume (veh/h)	88	1896	57	456	1141	235	356	110	451	746	384	80
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	117	2528	76	536	1342	276	434	446	342	910	468	98
Adj No. of Lanes	1	3	1	2	3	1	2	1	1	2	1	0
Peak Hour Factor	0.75	0.75	0.75	0.85	0.85	0.85	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	1442	666	588	1910	1025	486	224	190	935	393	82
Arrive On Green	0.08	0.28	0.28	0.23	0.50	0.50	0.14	0.12	0.12	0.27	0.26	0.26
Sat Flow, veh/h	1774	5085	1583	3442	5085	1583	3548	1863	1583	3442	1495	313
Grp Volume(v), veh/h	117	2528	76	536	1342	276	434	446	342	910	0	566
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1695	1583	1774	1863	1583	1721	0	1808
Q Serve(g_s), s	9.0	39.1	4.0	20.9	28.1	2.8	16.6	16.6	12.0	36.1	0.0	36.3
Cycle Q Clear(g_c), s	9.0	39.1	4.0	20.9	28.1	2.8	16.6	16.6	12.0	36.1	0.0	36.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	140	1442	666	588	1910	1025	486	224	190	935	0	475
V/C Ratio(X)	0.84	1.75	0.11	0.91	0.70	0.27	0.89	1.99	1.80	0.97	0.00	1.19
Avail Cap(c_a), veh/h	162	1442	666	726	1910	1025	555	224	190	935	0	475
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.80	0.80	0.80	0.73	0.73	0.73	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.7	49.4	24.3	52.3	28.6	2.4	58.6	60.7	31.8	49.7	0.0	50.9
Incr Delay (d2), s/veh	24.3	342.0	0.3	10.4	1.8	0.5	11.0	457.2	373.0	22.9	0.0	105.1
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	5.4	63.9	1.8	10.8	13.3	1.7	8.9	37.0	25.0	20.2	0.0	32.0
LnGrp Delay(d),s/veh	87.0	391.5	24.7	62.7	30.4	3.0	69.6	517.9	404.9	72.6	0.0	156.0
LnGrp LOS	F	F	C	E	C	A	E	F	F	E		F
Approach Vol, veh/h		2721			2154			1222			1476	
Approach Delay, s/veh		368.2			34.9			327.0			104.6	
Approach LOS		F			C			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.0	45.5	23.3	41.2	15.3	58.2	42.4	22.1
Change Period (Y+Rc), s	4.4	6.4	4.4	4.9	4.4	* 6.4	4.9	* 5.5
Max Green Setting (Gmax), s	29.1	33.6	21.6	33.6	12.6	* 51	37.5	* 17
Max Q Clear Time (g_c+I1), s	22.9	41.1	18.6	38.3	11.0	30.1	38.1	18.6
Green Ext Time (p_c), s	0.6	0.0	0.3	0.0	0.0	20.4	0.0	0.0

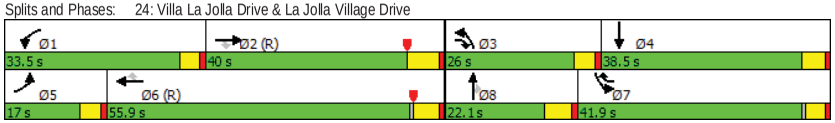
Intersection Summary	
HCM 2010 Ctrl Delay	215.4
HCM 2010 LOS	F

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	33.5	40	26	38.5	17	55.9	41.9	22.1
Maximum Split (%)	24.3%	29.0%	18.8%	27.9%	12.3%	40.5%	30.4%	16.0%
Minimum Split (s)	8.4	16.4	22.4	8.9	8.4	15.3	8.4	9.5
Yellow Time (s)	3.4	5.4	3.4	3.9	3.4	4.3	3.4	4.5
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	4	10	4	4
Vehicle Extension (s)	2	4.4	2	2	2	4.7	2	3.3
Minimum Gap (s)	2	0.2	2	2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		
Flash Dont Walk (s)		26		31		22		
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	114.9	10.4	50.4	76.4	114.9	131.9	72.5	50.4
End Time (s)	10.4	50.4	76.4	114.9	131.9	50.4	114.9	72.5
Yield/Force Off (s)	6	44	72	110	127.5	45.1	110.5	67
Yield/Force Off 170(s)	6	18	72	79	127.5	23.1	110.5	67
Local Start Time (s)	70.9	104.4	6.4	32.4	70.9	87.9	28.5	6.4
Local Yield (s)	100	0	28	66	83.5	1.1	66.5	23
Local Yield 170(s)	100	112	28	35	83.5	117.1	66.5	23

Intersection Summary	
Cycle Length	138
Control Type	Actuated-Coordinated
Natural Cycle	150
Offset: 44 (32%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 24: Villa La Jolla Drive & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2074	820	0	1228	1095	0	0	0	664	0	609
Future Volume (veh/h)	1	2074	820	0	1228	1095	0	0	0	664	0	609
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				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
Adj Sat Flow, veh/h/ln	1863	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	1	2230	882	0	1306	0				790	0	725
Adj No. of Lanes	1	4	1	0	3	1				2	0	2
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94				0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	0	2	2				2	0	2
Cap, veh/h	373	4444	1098	0	2285	711				773	0	1212
Arrive On Green	0.42	1.00	1.00	0.00	0.90	0.00				0.22	0.00	0.22
Sat Flow, veh/h	1774	6408	1583	0	5253	1583				3442	0	2787
Grp Volume(v), veh/h	1	2230	882	0	1306	0				790	0	725
Grp Sat Flow(s),veh/h/ln	1774	1602	1583	0	1695	1583				1721	0	1393
Q Serve(g_s), s	0.0	0.0	0.0	0.0	7.4	0.0				31.0	0.0	27.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	7.4	0.0				31.0	0.0	27.4
Prop In Lane	1.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	373	4444	1098	0	2285	711				773	0	1212
V/C Ratio(X)	0.00	0.50	0.80	0.00	0.57	0.00				1.02	0.00	0.60
Avail Cap(c_a), veh/h	373	4444	1098	0	2285	711				773	0	1212
HCM Platoon Ratio	2.00	2.00	2.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.00	0.80	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	31.6	0.0	0.0	0.0	4.2	0.0				53.5	0.0	29.8
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	0.8	0.0				38.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	0.0	3.3	0.0				18.8	0.0	21.7
LnGrp Delay(d),s/veh	31.6	0.0	0.6	0.0	5.1	0.0				91.5	0.0	30.4
LnGrp LOS	C	A	A		A					F		C
Approach Vol, veh/h		3113			1306						1515	
Approach Delay, s/veh		0.2			5.1						62.2	
Approach LOS		A			A						E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		101.9		36.1	33.7	68.2		
Change Period (Y+Rc), s		6.2		5.1	* 4.7	6.2		
Max Green Setting (Gmax), s		95.7		31.0	* 29	62.0		
Max Q Clear Time (g_c+I1), s		2.0		33.0	2.0	9.4		
Green Ext Time (p_c), s		58.4		0.0	0.0	39.7		

Intersection Summary	
HCM 2010 Ctrl Delay	17.1
HCM 2010 LOS	B

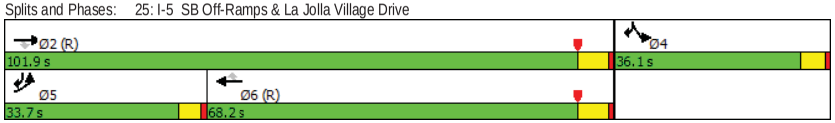
Notes

Phase Number	2	4	5	6
Movement	EBT	SBL	EBL	WBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	C-Max	Min	Max	C-Max
Maximum Split (s)	101.9	36.1	33.7	68.2
Maximum Split (%)	73.8%	26.2%	24.4%	49.4%
Minimum Split (s)	16.2	10.1	6.7	21.2
Yellow Time (s)	5.2	4.1	3.7	5.2
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	10	5	2	15
Vehicle Extension (s)	2	2	3	2
Minimum Gap (s)	2	2	3	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				7
Flash Dont Walk (s)				23
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	102.3	66.2	102.3	136
End Time (s)	66.2	102.3	136	66.2
Yield/Force Off (s)	60	97.2	131.3	60
Yield/Force Off 170(s)	60	97.2	131.3	37
Local Start Time (s)	42.3	6.2	42.3	76
Local Yield (s)	0	37.2	71.3	0
Local Yield 170(s)	0	37.2	71.3	115

Intersection Summary	
Cycle Length	138
Control Type	Actuated-Coordinated
Natural Cycle	65

Offset: 60 (43%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Splits and Phases: 25: I-5 SB Off-Ramps & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1490	1248	1	2034	544	289	0	258	0	0	0
Future Volume (veh/h)	0	1490	1248	1	2034	544	289	0	258	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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			
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	1520	0	1	2211	0	314	0	280			
Adj No. of Lanes	0	3	1	1	3	1	2	0	2			
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2			
Cap, veh/h	0	3798	1182	27	4062	1265	411	0	374			
Arrive On Green	0.00	1.00	0.00	0.02	0.80	0.00	0.12	0.00	0.12			
Sat Flow, veh/h	0	5253	1583	1774	5085	1583	3442	0	2787			
Grp Volume(v), veh/h	0	1520	0	1	2211	0	314	0	280			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	1774	1695	1583	1721	0	1393			
Q Serve(g_s), s	0.0	0.0	0.0	0.1	21.4	0.0	12.2	0.0	13.3			
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.1	21.4	0.0	12.2	0.0	13.3			
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3798	1182	27	4062	1265	411	0	374			
V/C Ratio(X)	0.00	0.40	0.00	0.04	0.54	0.00	0.76	0.00	0.75			
Avail Cap(c_a), veh/h	0	3798	1182	206	4062	1265	723	0	628			
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.73	0.00	0.67	0.67	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	67.0	4.9	0.0	58.9	0.0	57.5			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.1	0.4	0.0	1.1	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	0.0	10.0	0.0	5.9	0.0	5.2			
LnGrp Delay(d),s/veh	0.0	0.2	0.0	67.1	5.3	0.0	60.0	0.0	58.6			
LnGrp LOS		A		E	A		E		E			
Approach Vol, veh/h		1520			2212			594				
Approach Delay, s/veh		0.2			5.3			59.4				
Approach LOS		A			A			E				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.2	109.3				116.4		21.6
Change Period (Y+Rc), s	5.1	6.2				6.2		5.1
Max Green Setting (Gmax), s	16.0	76.6				97.7		29.0
Max Q Clear Time (g_c+I1), s	2.1	2.0				23.4		15.3
Green Ext Time (p_c), s	0.0	45.4				45.3		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	11.0
HCM 2010 LOS	B

Phase Number	1	2	6	8
Movement	WBL	EBT	WBT	NBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	Min	C-Max	C-Max	Min
Maximum Split (s)	21.1	82.8	103.9	34.1
Maximum Split (%)	15.3%	60.0%	75.3%	24.7%
Minimum Split (s)	7.1	36.2	22.2	10.1
Yellow Time (s)	4.1	5.2	5.2	4.1
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	2	16	16	5
Vehicle Extension (s)	2	2	2	2
Minimum Gap (s)	2	2	2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		
Flash Dont Walk (s)		23		
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	105.3	126.4	105.3	71.2
End Time (s)	126.4	71.2	71.2	105.3
Yield/Force Off (s)	121.3	65	65	100.2
Yield/Force Off 170(s)	121.3	42	65	100.2
Local Start Time (s)	40.3	61.4	40.3	6.2
Local Yield (s)	56.3	0	0	35.2
Local Yield 170(s)	56.3	115	0	35.2

Intersection Summary	
Cycle Length	138
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 65 (47%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 26: I-5 NB Ramps & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	2077	267	295	1820	6	477	6	114	9	2	6
Future Volume (veh/h)	15	2077	267	295	1820	6	477	6	114	9	2	6
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	16	2210	284	347	2141	7	575	0	142	18	4	12
Adj No. of Lanes	1	3	1	2	3	0	2	0	2	0	1	1
Peak Hour Factor	0.94	0.94	0.94	0.85	0.85	0.85	0.83	0.83	0.83	0.50	0.50	0.50
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	2714	845	390	3319	11	709	0	633	30	7	32
Arrive On Green	0.01	0.53	0.53	0.23	1.00	1.00	0.20	0.00	0.20	0.02	0.02	0.02
Sat Flow, veh/h	1774	5085	1583	3442	5233	17	3548	0	3167	1464	325	1583
Grp Volume(v), veh/h	16	2210	284	347	1387	761	575	0	142	22	0	12
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1695	1860	1774	0	1583	1790	0	1583
Q Serve(g_s), s	1.3	53.8	15.3	14.6	0.0	0.0	23.2	0.0	5.6	1.8	0.0	1.1
Cycle Q Clear(g_c), s	1.3	53.8	15.3	14.6	0.0	0.0	23.2	0.0	5.6	1.8	0.0	1.1
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.82		1.00
Lane Grp Cap(c), veh/h	23	2714	845	390	2150	1179	709	0	633	36	0	32
V/C Ratio(X)	0.70	0.81	0.34	0.89	0.65	0.65	0.81	0.00	0.22	0.61	0.00	0.38
Avail Cap(c_a), veh/h	131	2714	845	521	2150	1179	807	0	720	91	0	80
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	0.09	0.09	0.09	0.98	0.00	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	73.7	28.8	19.9	57.1	0.0	0.0	57.3	0.0	50.3	72.9	0.0	72.6
Incr Delay (d2), s/veh	12.0	2.6	1.0	1.3	0.1	0.2	9.6	0.0	0.8	6.0	0.0	2.7
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	0.7	25.8	6.9	7.0	0.0	0.1	12.4	0.0	2.5	1.0	0.0	0.5
LnGrp Delay(d),s/veh	85.7	31.4	20.8	58.3	0.1	0.2	66.9	0.0	51.1	78.9	0.0	75.2
LnGrp LOS	F	C	C	E	A	A	E		D	E		E
Approach Vol, veh/h		2510			2495			717			34	
Approach Delay, s/veh		30.5			8.3			63.7			77.6	
Approach LOS		C			A			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.4	85.8		7.9	6.3	100.8		34.9
Change Period (Y+Rc), s	4.4	* 5.7		4.9	4.4	5.7		4.9
Max Green Setting (Gmax), s	22.7	* 66		7.6	11.1	50.6		34.1
Max Q Clear Time (g_c+I1), s	16.6	55.8		3.8	3.3	2.0		25.2
Green Ext Time (p_c), s	0.4	10.3		0.0	0.0	48.4		4.8

Intersection Summary	
HCM 2010 Ctrl Delay	25.3
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	27.1	71.4	12.5	15.5	56.3	39
Maximum Split (%)	18.1%	47.6%	8.3%	10.3%	37.5%	26.0%
Minimum Split (s)	8.4	15.3	8.9	8.4	15.7	39.9
Yellow Time (s)	3.4	4.3	3.9	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	7
Vehicle Extension (s)	2	6.1	2	2	5.6	6.5
Minimum Gap (s)	2	0.2	2	2	0.2	0.2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		25			11	28
Dual Entry	No	Yes	Yes	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	59.2	86.3	46.7	59.2	74.7	7.7
End Time (s)	86.3	7.7	59.2	74.7	7.7	46.7
Yield/Force Off (s)	81.9	2.4	54.3	70.3	2	41.8
Yield/Force Off 170(s)	81.9	127.4	54.3	70.3	141	13.8
Local Start Time (s)	57.2	84.3	44.7	57.2	72.7	5.7
Local Yield (s)	79.9	0.4	52.3	68.3	0	39.8
Local Yield 170(s)	79.9	125.4	52.3	68.3	139	11.8

Intersection Summary	
Cycle Length	150
Control Type	Actuated-Coordinated
Natural Cycle	130
Offset: 2 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 27: Lebon Drive & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	488	1512	101	323	1594	70	287	244	57	201	745	873
Future Volume (veh/h)	488	1512	101	323	1594	70	287	244	57	201	745	873
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	508	1575	105	359	1771	78	350	298	70	226	837	981
Adj No. of Lanes	2	3	0	2	3	0	2	2	1	1	2	1
Peak Hour Factor	0.96	0.96	0.96	0.90	0.90	0.90	0.82	0.82	0.82	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	282	1718	114	360	1875	82	268	1046	468	248	1265	566
Arrive On Green	0.16	0.71	0.71	0.10	0.38	0.38	0.13	0.49	0.49	0.14	0.36	0.36
Sat Flow, veh/h	3442	4871	325	3442	4994	220	3442	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	508	1096	584	359	1202	647	350	298	70	226	837	981
Grp Sat Flow(s),veh/h/ln	1721	1695	1805	1721	1695	1824	1721	1770	1583	1774	1770	1583
Q Serve(g_s), s	12.3	40.4	40.5	15.6	51.4	51.6	11.7	7.4	3.6	18.8	29.9	53.6
Cycle Q Clear(g_c), s	12.3	40.4	40.5	15.6	51.4	51.6	11.7	7.4	3.6	18.8	29.9	53.6
Prop In Lane	1.00		0.18	1.00		0.12	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	282	1196	637	360	1272	685	268	1046	468	248	1265	566
V/C Ratio(X)	1.80	0.92	0.92	1.00	0.94	0.95	1.30	0.28	0.15	0.91	0.66	1.73
Avail Cap(c_a), veh/h	282	1196	637	360	1272	685	268	1046	468	267	1265	566
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	0.51	0.51	0.51	1.00	1.00	1.00	0.46	0.46	0.46
Uniform Delay (d), s/veh	62.7	20.3	20.3	67.1	45.3	45.4	65.2	28.6	27.7	63.6	40.6	48.2
Incr Delay (d2), s/veh	366.1	6.1	10.6	32.9	9.0	14.6	161.0	0.1	0.1	18.1	0.6	333.7
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	20.2	19.3	21.3	9.1	25.6	28.7	11.5	3.6	1.6	10.5	14.6	75.9
LnGrp Delay(d),s/veh	428.8	26.4	30.8	100.0	54.3	60.0	226.3	28.8	27.8	81.7	41.2	381.9
LnGrp LOS	F	C	C	F	D	E	F	C	C	F	D	F
Approach Vol, veh/h		2188			2208			718			2044	
Approach Delay, s/veh		121.0			63.4			125.0			209.2	
Approach LOS		F			E			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	58.4	16.1	58.9	16.7	61.8	25.4	49.6
Change Period (Y+Rc), s	4.4	* 5.4	4.4	5.3	4.4	5.4	4.4	5.3
Max Green Setting (Gmax), s	15.7	* 50	11.7	53.6	12.3	52.6	22.6	42.7
Max Q Clear Time (g_c+I1), s	17.6	42.5	13.7	55.6	14.3	53.6	20.8	9.4
Green Ext Time (p_c), s	0.0	6.8	0.0	0.0	0.0	0.0	0.1	17.0

Intersection Summary	
HCM 2010 Ctrl Delay	128.8
HCM 2010 LOS	F

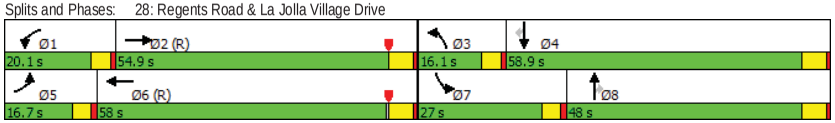
Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	None
Maximum Split (s)	20.1	54.9	16.1	58.9	16.7	58	27	48
Maximum Split (%)	13.4%	36.6%	10.7%	39.3%	11.1%	38.7%	18.0%	32.0%
Minimum Split (s)	8.4	41.3	8.4	35.3	8.4	35.4	8.4	41.3
Yellow Time (s)	3.4	4.3	3.4	4.3	3.4	4.4	3.4	4.3
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	10	4	10	4	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		29		23		23		29
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	85.4	105.5	10.4	26.5	85.4	102.1	10.4	37.4
End Time (s)	105.5	10.4	26.5	85.4	102.1	10.4	37.4	85.4
Yield/Force Off (s)	101.1	5.1	22.1	80.1	97.7	5	33	80.1
Yield/Force Off 170(s)	101.1	126.1	22.1	57.1	97.7	132	33	51.1
Local Start Time (s)	80.4	100.5	5.4	21.5	80.4	97.1	5.4	32.4
Local Yield (s)	96.1	0.1	17.1	75.1	92.7	0	28	75.1
Local Yield 170(s)	96.1	121.1	17.1	52.1	92.7	127	28	46.1

Intersection Summary		
Cycle Length		150
Control Type	Actuated-Coordinated	
Natural Cycle		150

Offset: 5 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Splits and Phases: 28: Regents Road & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	66	1551	194	261	1507	87	156	23	236	318	76	220
Future Volume (veh/h)	66	1551	194	261	1507	87	156	23	236	318	76	220
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	80	1869	234	362	2093	121	194	0	265	379	90	262
Adj No. of Lanes	1	3	1	2	3	0	2	0	2	1	2	0
Peak Hour Factor	0.83	0.83	0.83	0.72	0.72	0.72	0.89	0.89	0.89	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	100	1698	529	979	2795	161	360	0	322	255	255	228
Arrive On Green	0.02	0.11	0.11	0.28	0.57	0.57	0.10	0.00	0.10	0.14	0.14	0.14
Sat Flow, veh/h	1774	5085	1583	3442	4920	283	3548	0	3167	1774	1770	1583
Grp Volume(v), veh/h	80	1869	234	362	1439	775	194	0	265	379	90	262
Grp Sat Flow(s),veh/h/ln	1774	1695	1583	1721	1695	1813	1774	0	1583	1774	1770	1583
Q Serve(g_s), s	6.7	50.1	20.7	12.6	47.8	48.4	7.8	0.0	12.3	21.6	6.9	21.6
Cycle Q Clear(g_c), s	6.7	50.1	20.7	12.6	47.8	48.4	7.8	0.0	12.3	21.6	6.9	21.6
Prop In Lane	1.00		1.00	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	1698	529	979	1926	1030	360	0	322	255	255	228
V/C Ratio(X)	0.80	1.10	0.44	0.37	0.75	0.75	0.54	0.00	0.82	1.48	0.35	1.15
Avail Cap(c_a), veh/h	143	1698	529	979	1926	1030	972	0	868	255	255	228
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.52	0.52	0.14	0.14	0.14	1.00	0.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	72.8	66.7	53.7	42.9	24.3	24.4	64.0	0.0	66.1	64.2	57.9	64.2
Incr Delay (d2), s/veh	6.6	50.6	1.4	0.0	0.4	0.7	0.5	0.0	2.1	235.5	2.8	102.7
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	3.5	31.5	9.3	6.0	22.3	24.3	3.8	0.0	5.5	27.3	3.6	15.9
LnGrp Delay(d),s/veh	79.4	117.3	55.1	42.9	24.7	25.2	64.5	0.0	68.1	299.7	60.7	166.9
LnGrp LOS	E	F	E	D	C	C	E		E	F	E	F
Approach Vol, veh/h		2183			2576			459			731	
Approach Delay, s/veh		109.2			27.4			66.6			222.7	
Approach LOS		F			C			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	48.0	55.4		26.5	12.8	90.5		20.1
Change Period (Y+Rc), s	5.3	* 5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	17.7	* 50		21.6	12.1	33.6		41.1
Max Q Clear Time (g_c+I1), s	14.6	52.1		23.6	8.7	50.4		14.3
Green Ext Time (p_c), s	0.4	0.0		0.0	0.0	0.0		0.9

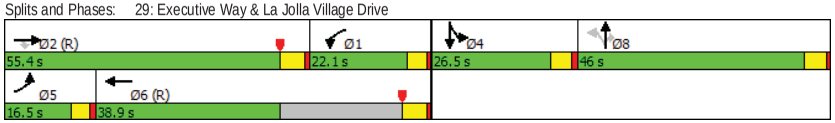
Intersection Summary	
HCM 2010 Ctrl Delay	84.5
HCM 2010 LOS	F

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lag	Lead	Lead	Lead	Lag	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	22.1	55.4	26.5	16.5	38.9	46
Maximum Split (%)	14.7%	36.9%	17.7%	11.0%	25.9%	30.7%
Minimum Split (s)	8.4	39.3	8.9	8.4	34.3	45.9
Yellow Time (s)	3.4	4.3	3.9	3.4	4.3	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	5.8	6.1	2	5.5	2
Minimum Gap (s)	2	2	0.2	2	2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		27			22	34
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	96.3	40.9	118.4	40.9	57.4	144.9
End Time (s)	118.4	96.3	144.9	57.4	118.4	40.9
Yield/Force Off (s)	114	91	140	53	113.1	36
Yield/Force Off 170(s)	114	64	140	53	91.1	2
Local Start Time (s)	5.3	99.9	27.4	99.9	116.4	53.9
Local Yield (s)	23	0	49	112	22.1	95
Local Yield 170(s)	23	123	49	112	0.1	61

Intersection Summary	
Cycle Length	150
Control Type	Actuated-Coordinated
Natural Cycle	145
Offset: 91 (61%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 29: Executive Way & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	1976	96	289	1613	189	130	61	456	812	330	112
Future Volume (veh/h)	43	1976	96	289	1613	189	130	61	456	812	330	112
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	51	2352	114	391	2180	255	165	77	577	933	379	129
Adj No. of Lanes	2	3	1	2	3	2	2	2	2	2	2	0
Peak Hour Factor	0.84	0.84	0.84	0.74	0.74	0.74	0.79	0.79	0.79	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	2821	878	289	3123	1711	212	873	921	633	971	326
Arrive On Green	0.03	0.74	0.74	0.08	0.61	0.61	0.06	0.25	0.25	0.18	0.37	0.37
Sat Flow, veh/h	3442	5085	1583	3442	5085	2787	3442	3539	2787	3442	2603	875
Grp Volume(v), veh/h	51	2352	114	391	2180	255	165	77	577	933	256	252
Grp Sat Flow(s),veh/h/ln	1721	1695	1583	1721	1695	1393	1721	1770	1393	1721	1770	1708
Q Serve(g_s), s	2.2	47.3	3.1	12.6	43.4	5.0	7.1	2.5	23.2	27.6	15.9	16.3
Cycle Q Clear(g_c), s	2.2	47.3	3.1	12.6	43.4	5.0	7.1	2.5	23.2	27.6	15.9	16.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.51
Lane Grp Cap(c), veh/h	85	2821	878	289	3123	1711	212	873	921	633	660	637
V/C Ratio(X)	0.60	0.83	0.13	1.35	0.70	0.15	0.78	0.09	0.63	1.47	0.39	0.40
Avail Cap(c_a), veh/h	92	2821	878	289	3123	1711	289	873	921	633	660	637
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.13	0.13	0.13	1.00	1.00	1.00	0.95	0.95	0.95	0.53	0.53	0.53
Uniform Delay (d), s/veh	71.8	15.0	9.2	68.7	19.6	9.2	69.4	43.5	37.6	61.2	34.5	34.6
Incr Delay (d2), s/veh	1.2	0.4	0.0	179.7	1.3	0.2	8.5	0.2	3.0	217.6	0.2	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	1.1	21.8	1.4	13.2	20.6	2.0	3.6	1.3	9.3	32.2	7.8	7.7
LnGrp Delay(d),s/veh	73.0	15.4	9.2	248.4	20.9	9.4	77.9	43.7	40.7	278.8	34.7	34.8
LnGrp LOS	E	B	A	F	C	A	E	D	D	F	C	C
Approach Vol, veh/h		2517			2826			819			1441	
Approach Delay, s/veh		16.3			51.3			48.5			192.8	
Approach LOS		B			D			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	89.6	13.6	61.3	8.1	98.5	32.9	42.0
Change Period (Y+Rc), s	4.4	5.5	4.4	5.3	4.4	* 5.5	5.3	* 5
Max Green Setting (Gmax), s	12.6	53.5	12.6	51.7	4.0	* 62	27.6	* 37
Max Q Clear Time (g_c+I1), s	14.6	49.3	9.1	18.3	4.2	45.4	29.6	25.2
Green Ext Time (p_c), s	0.0	4.2	0.2	8.3	0.0	16.7	0.0	2.3

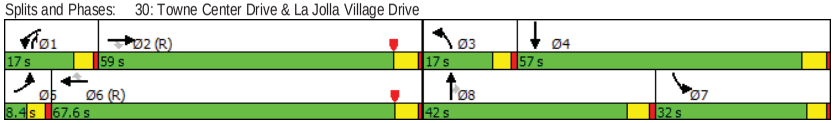
Intersection Summary	
HCM 2010 Ctrl Delay	66.2
HCM 2010 LOS	E

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	None	C-Max	None	Max
Maximum Split (s)	17	59	17	57	8.4	67.6	32	42
Maximum Split (%)	11.3%	39.3%	11.3%	38.0%	5.6%	45.1%	21.3%	28.0%
Minimum Split (s)	8.4	33.5	8.4	41.3	8.4	33.3	8.4	42
Yellow Time (s)	3.4	4.5	3.4	4.3	3.4	4.3	3.4	4
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	4	10	4	4
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		5
Flash Dont Walk (s)		21		29		21		32
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	79.5	96.5	5.5	22.5	79.5	87.9	47.5	5.5
End Time (s)	96.5	5.5	22.5	79.5	87.9	5.5	79.5	47.5
Yield/Force Off (s)	92.1	0	18.1	74.2	83.5	0.2	75.1	42.5
Yield/Force Off 170(s)	92.1	129	18.1	45.2	83.5	129.2	75.1	10.5
Local Start Time (s)	79.5	96.5	5.5	22.5	79.5	87.9	47.5	5.5
Local Yield (s)	92.1	0	18.1	74.2	83.5	0.2	75.1	42.5
Local Yield 170(s)	92.1	129	18.1	45.2	83.5	129.2	75.1	10.5

Intersection Summary	
Cycle Length	150
Control Type	Actuated-Coordinated
Natural Cycle	145
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 30: Towne Center Drive & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	2230	1016	0	1649	640	0	0	0	203	0	442
Future Volume (veh/h)	1	2230	1016	0	1649	640	0	0	0	203	0	442
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				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
Adj Sat Flow, veh/h/ln	1863	1863	1900	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	1	2424	1104	0	1987	771				239	0	520
Adj No. of Lanes	1	3	0	0	3	1				2	0	2
Peak Hour Factor	0.92	0.92	0.92	0.83	0.83	0.83				0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	0	2	2				2	0	2
Cap, veh/h	193	2580	1025	0	2939	1207				634	0	816
Arrive On Green	0.11	0.72	0.72	0.00	1.00	1.00				0.18	0.00	0.18
Sat Flow, veh/h	1774	3580	1422	0	5253	1583				3442	0	2787
Grp Volume(v), veh/h	1	2277	1251	0	1987	771				239	0	520
Grp Sat Flow(s),veh/h/ln	1774	1695	1612	0	1695	1583				1721	0	1393
Q Serve(g_s), s	0.1	78.8	99.5	0.0	0.0	0.0				8.4	0.0	22.4
Cycle Q Clear(g_c), s	0.1	78.8	99.5	0.0	0.0	0.0				8.4	0.0	22.4
Prop In Lane	1.00		0.88	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	193	2444	1162	0	2939	1207				634	0	816
V/C Ratio(X)	0.01	0.93	1.08	0.00	0.68	0.64				0.38	0.00	0.64
Avail Cap(c_a), veh/h	193	2444	1162	0	2939	1207				748	0	909
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.67	0.67				1.00	0.00	1.00
Uniform Delay (d), s/veh	54.8	16.4	19.3	0.0	0.0	0.0				49.3	0.0	42.4
Incr Delay (d2), s/veh	0.0	8.0	49.7	0.0	0.8	1.7				0.1	0.0	0.8
Initial Q Delay(d3),s/veh	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	39.1	59.6	0.0	0.2	0.6				4.0	0.0	17.0
LnGrp Delay(d),s/veh	54.9	24.4	69.0	0.0	0.8	1.7				49.5	0.0	43.2
LnGrp LOS	D	C	F		A	A				D		D
Approach Vol, veh/h		3529			2758						759	
Approach Delay, s/veh		40.2			1.1						45.2	
Approach LOS		D			A						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		107.0		31.0	19.7	87.3		
Change Period (Y+Rc), s		7.5		5.6	* 4.7	7.5		
Max Green Setting (Gmax), s		94.9		30.0	* 15	75.2		
Max Q Clear Time (g_c+I1), s		101.5		24.4	2.1	2.0		
Green Ext Time (p_c), s		0.0		1.1	0.0	70.5		

Intersection Summary	
HCM 2010 Ctrl Delay	25.4
HCM 2010 LOS	C

Notes

Phase Number	2	4	5	6
Movement	EBT	SBL	EBL	WBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	C-Max	None	Max	C-Max
Maximum Split (s)	102.4	35.6	19.7	82.7
Maximum Split (%)	74.2%	25.8%	14.3%	59.9%
Minimum Split (s)	22.5	10.6	9.7	22.5
Yellow Time (s)	5.5	4.1	3.7	5.5
All-Red Time (s)	2	1.5	1	2
Minimum Initial (s)	15	5	5	15
Vehicle Extension (s)	2	2	2	2
Minimum Gap (s)	2	2	2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				7
Flash Dont Walk (s)				37
Dual Entry	Yes	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	43.1	7.5	43.1	62.8
End Time (s)	7.5	43.1	62.8	7.5
Yield/Force Off (s)	0	37.5	58.1	0
Yield/Force Off 170(s)	0	37.5	58.1	101
Local Start Time (s)	43.1	7.5	43.1	62.8
Local Yield (s)	0	37.5	58.1	0
Local Yield 170(s)	0	37.5	58.1	101

Intersection Summary	
Cycle Length	138
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 31: I-805 SB Ramps & La Jolla Village Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1061	1371	1	1789	446	500	0	194	0	0	0
Future Volume (veh/h)	0	1061	1371	1	1789	446	500	0	194	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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			
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	1900	1863	0	1863			
Adj Flow Rate, veh/h	0	1166	1507	1	2105	525	588	0	228			
Adj No. of Lanes	0	3	1	1	4	0	2	0	2			
Peak Hour Factor	0.91	0.91	0.91	0.85	0.85	0.85	0.85	0.85	0.85			
Percent Heavy Veh, %	0	2	2	2	2	2	2	0	2			
Cap, veh/h	0	3272	1324	64	3683	906	664	0	639			
Arrive On Green	0.00	1.00	1.00	0.04	0.71	0.71	0.19	0.00	0.19			
Sat Flow, veh/h	0	5253	1583	1774	5172	1272	3442	0	2787			
Grp Volume(v), veh/h	0	1166	1507	1	1954	676	588	0	228			
Grp Sat Flow(s),veh/h/ln	0	1695	1583	1774	1602	1638	1721	0	1393			
Q Serve(g_s), s	0.0	0.0	88.8	0.1	27.2	27.9	22.9	0.0	9.5			
Cycle Q Clear(g_c), s	0.0	0.0	88.8	0.1	27.2	27.9	22.9	0.0	9.5			
Prop In Lane	0.00		1.00	1.00		0.78	1.00		1.00			
Lane Grp Cap(c), veh/h	0	3272	1324	64	3423	1167	664	0	639			
V/C Ratio(X)	0.00	0.36	1.14	0.02	0.57	0.58	0.89	0.00	0.36			
Avail Cap(c_a), veh/h	0	3272	1324	64	3423	1167	1122	0	1010			
HCM Platoon Ratio	1.00	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.34	0.34	1.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	0.0	0.0	64.1	9.6	9.7	54.2	0.0	44.7			
Incr Delay (d2), s/veh	0.0	0.1	65.8	0.1	0.7	2.1	2.5	0.0	0.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	0.0	72.2	0.0	12.2	13.3	11.2	0.0	3.7			
LnGrp Delay(d),s/veh	0.0	0.1	65.8	64.2	10.3	11.8	56.7	0.0	44.8			
LnGrp LOS		A	F	E	B	B	E		D			
Approach Vol, veh/h		2673			2631			816				
Approach Delay, s/veh		37.1			10.7			53.4				
Approach LOS		D			B			D				

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.5	96.3				105.8		32.2
Change Period (Y+Rc), s	4.5	7.5				7.5		5.6
Max Green Setting (Gmax), s	5.0	50.2				79.9		45.0
Max Q Clear Time (g_c+I1), s	2.1	90.8				29.9		24.9
Green Ext Time (p_c), s	0.0	0.0				44.1		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	28.0
HCM 2010 LOS	C

Phase Number	1	2	6	8
Movement	WBL	EBT	WBT	NBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	Min	C-Max	C-Max	None
Maximum Split (s)	9.5	57.7	87.4	50.6
Maximum Split (%)	6.9%	41.8%	63.3%	36.7%
Minimum Split (s)	9.5	23.5	24.5	10.6
Yellow Time (s)	3.5	5.5	5.5	4.1
All-Red Time (s)	1	2	2	1.5
Minimum Initial (s)	5	16	15	5
Vehicle Extension (s)	3	2	2	2
Minimum Gap (s)	3	2	2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)			7	
Flash Dont Walk (s)			10	
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	58.1	67.6	58.1	7.5
End Time (s)	67.6	7.5	7.5	58.1
Yield/Force Off (s)	63.1	0	0	52.5
Yield/Force Off 170(s)	63.1	0	128	52.5
Local Start Time (s)	58.1	67.6	58.1	7.5
Local Yield (s)	63.1	0	0	52.5
Local Yield 170(s)	63.1	0	128	52.5

Intersection Summary	
Cycle Length	138
Control Type	Actuated-Coordinated
Natural Cycle	50
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 32: I-805 NB Ramps & La Jolla Village Drive



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1414	26	912	1673	119	502
Future Volume (veh/h)	1414	26	912	1673	119	502
Number	2	12	1	6	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1863
Adj Flow Rate, veh/h	1937	36	1169	2145	140	591
Adj No. of Lanes	4	0	2	4	1	2
Peak Hour Factor	0.73	0.73	0.78	0.78	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2481	46	1138	4787	292	1379
Arrive On Green	0.38	0.38	0.33	0.75	0.16	0.16
Sat Flow, veh/h	6787	121	3442	6669	1774	2787
Grp Volume(v), veh/h	1426	547	1169	2145	140	591
Grp Sat Flow(s),veh/h/ln	1602	1841	1721	1602	1774	1393
Q Serve(g_s), s	31.7	31.7	40.0	15.4	8.7	16.4
Cycle Q Clear(g_c), s	31.7	31.7	40.0	15.4	8.7	16.4
Prop In Lane		0.07	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1827	700	1138	4787	292	1379
V/C Ratio(X)	0.78	0.78	1.03	0.45	0.48	0.43
Avail Cap(c_a), veh/h	2383	913	1138	4787	586	1842
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	33.1	33.1	40.5	5.8	45.9	19.6
Incr Delay (d2), s/veh	2.0	5.0	33.9	0.2	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.3	17.1	24.3	6.8	4.3	6.3
LnGrp Delay(d),s/veh	35.0	38.0	74.4	6.0	46.3	19.7
LnGrp LOS	D	D	F	A	D	B
Approach Vol, veh/h	1973			3314	731	
Approach Delay, s/veh	35.8			30.1	24.8	
Approach LOS	D			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	44.4	52.3				96.7		24.3
Change Period (Y+Rc), s	4.4	6.3				* 6.3		4.4
Max Green Setting (Gmax), s	40.0	60.0				* 60		40.0
Max Q Clear Time (g_c+I1), s	42.0	33.7				17.4		18.4
Green Ext Time (p_c), s	0.0	12.3				42.4		1.5

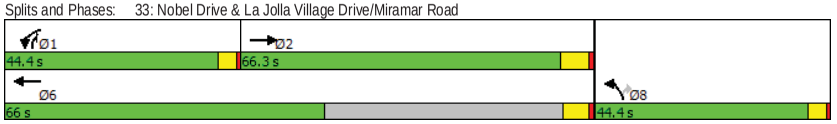
Intersection Summary	
HCM 2010 Ctrl Delay	31.4
HCM 2010 LOS	C

Notes

Phase Number	1	2	6	8
Movement	WBL	EBT	WBT	NBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	Min	Min	None
Maximum Split (s)	44.4	66.3	66	44.4
Maximum Split (%)	28.6%	42.7%	42.6%	28.6%
Minimum Split (s)	8.4	16.3	16	11.4
Yellow Time (s)	3.4	5.3	5	3.4
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	4	10	10	7
Vehicle Extension (s)	2	5	5.4	2
Minimum Gap (s)	2	0.2	0.2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		18		36
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	44.4	0	110.7
End Time (s)	44.4	110.7	110.7	0
Yield/Force Off (s)	40	104.4	104.7	150.7
Yield/Force Off 170(s)	40	104.4	104.7	114.7
Local Start Time (s)	110.7	0	110.7	66.3
Local Yield (s)	150.7	60	60.3	106.3
Local Yield 170(s)	150.7	60	60.3	70.3

Intersection Summary		
Cycle Length		155.1
Control Type	Actuated-Uncoordinated	
Natural Cycle		80

Splits and Phases: 33: Nobel Drive & La Jolla Village Drive/Miramar Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	199	1554	0	8	2476	283	0	0	0	545	0	277
Future Volume (veh/h)	199	1554	0	8	2476	283	0	0	0	545	0	277
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1863				1863	1863	1900
Adj Flow Rate, veh/h	273	2129	0	9	2879	329				514	234	346
Adj No. of Lanes	2	3	0	1	3	1				1	1	0
Peak Hour Factor	0.73	0.73	0.92	0.92	0.86	0.86				0.80	0.92	0.80
Percent Heavy Veh, %	2	2	0	2	2	2				2	2	2
Cap, veh/h	342	2850	0	15	2387	743				555	213	315
Arrive On Green	0.10	0.56	0.00	0.01	0.47	0.47				0.31	0.31	0.31
Sat Flow, veh/h	3442	5253	0	1774	5085	1583				1774	680	1005
Grp Volume(v), veh/h	273	2129	0	9	2879	329				514	0	580
Grp Sat Flow(s),veh/h/ln	1721	1695	0	1774	1695	1583				1774	0	1685
Q Serve(g_s), s	9.9	40.5	0.0	0.6	60.0	17.8				35.8	0.0	40.0
Cycle Q Clear(g_c), s	9.9	40.5	0.0	0.6	60.0	17.8				35.8	0.0	40.0
Prop In Lane	1.00		0.00	1.00		1.00				1.00		0.60
Lane Grp Cap(c), veh/h	342	2850	0	15	2387	743				555	0	527
V/C Ratio(X)	0.80	0.75	0.00	0.59	1.21	0.44				0.93	0.00	1.10
Avail Cap(c_a), veh/h	808	2850	0	278	2387	743				555	0	527
HCM Platoon Ratio	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	0.00	1.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	56.3	21.2	0.0	63.1	33.9	22.7				42.5	0.0	43.9
Incr Delay (d2), s/veh	4.3	1.1	0.0	31.8	96.9	0.4				21.7	0.0	69.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	19.0	0.0	0.4	49.3	7.9				20.9	0.0	28.6
LnGrp Delay(d),s/veh	60.6	22.4	0.0	94.9	130.8	23.1				64.2	0.0	113.2
LnGrp LOS	E	C		F	F	C				E		F
Approach Vol, veh/h		2402			3217						1094	
Approach Delay, s/veh		26.7			119.7						90.1	
Approach LOS		C			F						F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	5.5	77.9		44.4	17.1	66.3		
Change Period (Y+Rc), s	4.4	6.3		4.4	4.4	* 6.3		
Max Green Setting (Gmax), s	20.0	60.0		40.0	30.0	* 60		
Max Q Clear Time (g_c+I1), s	2.6	42.5		42.0	11.9	62.0		
Green Ext Time (p_c), s	0.0	17.4		0.0	0.8	0.0		

Intersection Summary	
HCM 2010 Ctrl Delay	81.6
HCM 2010 LOS	F

Notes

Phase Number	1	2	4	5	6
Movement	WBL	EBT	SBTL	EBL	WBT
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize	Yes	Yes		Yes	Yes
Recall Mode	None	Min	None	None	Min
Maximum Split (s)	24.4	66.3	44.4	34.4	65.4
Maximum Split (%)	16.9%	46.0%	30.8%	23.9%	45.4%
Minimum Split (s)	9.5	16.3	38.4	8.4	29.4
Yellow Time (s)	3.4	5.3	3.4	3.4	4.4
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	4	10	10	4	10
Vehicle Extension (s)	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)			7		7
Flash Dont Walk (s)			27		17
Dual Entry	No	No	Yes	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	24.4	99.8	0	34.4
End Time (s)	24.4	99.8	0	34.4	99.8
Yield/Force Off (s)	20	93.5	139.8	30	94.4
Yield/Force Off 170(s)	20	93.5	112.8	30	94.4
Local Start Time (s)	109.8	134.2	65.4	109.8	0
Local Yield (s)	129.8	59.1	105.4	139.8	60
Local Yield 170(s)	129.8	59.1	78.4	139.8	60

Intersection Summary		
Cycle Length	144.2	
Control Type	Actuated-Uncoordinated	
Natural Cycle	140	

Splits and Phases: 34: Miramar Road & Eastgate Mall



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	31	2203	2861	73	75	85		
Future Volume (veh/h)	31	2203	2861	73	75	85		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	35	2475	3289	84	81	91		
Adj No. of Lanes	1	3	3	1	0	0		
Peak Hour Factor	0.89	0.89	0.87	0.87	0.93	0.93		
Percent Heavy Veh, %	2	2	2	2	0	0		
Cap, veh/h	45	4155	3886	1210	91	102		
Arrive On Green	0.03	0.82	0.76	0.76	0.12	0.12		
Sat Flow, veh/h	1774	5253	5253	1583	781	878		
Grp Volume(v), veh/h	35	2475	3289	84	173	0		
Grp Sat Flow(s),veh/h/ln	1774	1695	1695	1583	1669	0		
Q Serve(g_s), s	3.1	27.7	69.1	2.1	16.4	0.0		
Cycle Q Clear(g_c), s	3.1	27.7	69.1	2.1	16.4	0.0		
Prop In Lane	1.00			1.00	0.47	0.53		
Lane Grp Cap(c), veh/h	45	4155	3886	1210	194	0		
V/C Ratio(X)	0.78	0.60	0.85	0.07	0.89	0.00		
Avail Cap(c_a), veh/h	101	4155	3886	1210	336	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.55	0.55	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	77.5	5.2	12.6	4.7	69.7	0.0		
Incr Delay (d2), s/veh	5.8	0.3	2.5	0.1	7.3	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.6	13.0	32.9	0.9	7.9	0.0		
LnGrp Delay(d),s/veh	83.3	5.6	15.0	4.8	77.1	0.0		
LnGrp LOS	F	A	B	A	E			
Approach Vol, veh/h		2510	3373		173			
Approach Delay, s/veh		6.6	14.8		77.1			
Approach LOS		A	B		E			

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		136.5		23.5	8.5	128.1		
Change Period (Y+Rc), s		5.8		4.9	4.4	* 5.8		
Max Green Setting (Gmax), s		117.1		32.2	9.1	* 1E2		
Max Q Clear Time (g_c+I1), s		29.7		18.4	5.1	71.1		
Green Ext Time (p_c), s		86.7		0.2	0.0	32.4		

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

Notes

Phase Number	2	4	5	6
Movement	EBT	SBL	EBL	WBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	C-Max	None	None	C-Max
Maximum Split (s)	122.9	37.1	13.5	109
Maximum Split (%)	76.8%	23.2%	8.4%	68.1%
Minimum Split (s)	15.8	8.9	8.4	15.4
Yellow Time (s)	4.8	3.9	3.4	4.4
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	10	4	4	10
Vehicle Extension (s)	4.6	2	2	5.2
Minimum Gap (s)	0.2	2	2	0.2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		26		12
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	133.9	96.8	133.9	147.4
End Time (s)	96.8	133.9	147.4	96.8
Yield/Force Off (s)	91	129	143	91.4
Yield/Force Off 170(s)	91	103	143	79.4
Local Start Time (s)	42.9	5.8	42.9	56.4
Local Yield (s)	0	38	52	0.4
Local Yield 170(s)	0	12	52	148.4

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 91 (57%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 35: Miramar Road & Miramar Mall



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	2249	0	8	2952	47	0	0	0	99	0	56
Future Volume (veh/h)	27	2249	0	8	2952	47	0	0	0	99	0	56
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				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
Adj Sat Flow, veh/h/ln	1863	1863	0	1863	1863	1900				1863	1863	1863
Adj Flow Rate, veh/h	30	2527	0	9	3075	49				142	0	45
Adj No. of Lanes	1	3	0	1	3	0				2	0	1
Peak Hour Factor	0.89	0.89	0.92	0.92	0.96	0.96				0.82	0.92	0.82
Percent Heavy Veh, %	2	2	0	2	2	2				2	2	2
Cap, veh/h	38	4274	0	18	4275	68				197	0	88
Arrive On Green	0.02	0.84	0.00	0.02	1.00	1.00				0.06	0.00	0.06
Sat Flow, veh/h	1774	5253	0	1774	5157	82				3548	0	1583
Grp Volume(v), veh/h	30	2527	0	9	2016	1108				142	0	45
Grp Sat Flow(s),veh/h/ln	1774	1695	0	1774	1695	1848				1774	0	1583
Q Serve(g_s), s	2.7	25.2	0.0	0.8	0.0	0.0				6.3	0.0	4.4
Cycle Q Clear(g_c), s	2.7	25.2	0.0	0.8	0.0	0.0				6.3	0.0	4.4
Prop In Lane	1.00		0.00	1.00		0.04				1.00		1.00
Lane Grp Cap(c), veh/h	38	4274	0	18	2810	1532				197	0	88
V/C Ratio(X)	0.78	0.59	0.00	0.49	0.72	0.72				0.72	0.00	0.51
Avail Cap(c_a), veh/h	167	4274	0	79	2810	1532				738	0	330
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00				1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.10	0.10	0.10				1.00	0.00	1.00
Uniform Delay (d), s/veh	77.9	4.1	0.0	77.9	0.0	0.0				74.3	0.0	73.4
Incr Delay (d2), s/veh	27.9	0.6	0.0	2.0	0.2	0.3				4.9	0.0	4.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	11.7	0.0	0.4	0.1	0.1				3.2	0.0	2.0
LnGrp Delay(d),s/veh	105.8	4.7	0.0	79.9	0.2	0.3				79.2	0.0	78.0
LnGrp LOS	F	A		E	A	A				E		E
Approach Vol, veh/h		2557			3133						187	
Approach Delay, s/veh		5.8			0.4						78.9	
Approach LOS		A			A						E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		
Phs Duration (G+Y+Rc), s	6.0	140.2		13.8	7.9	138.3		
Change Period (Y+Rc), s	4.4	5.7		4.9	4.4	5.7		
Max Green Setting (Gmax), s	7.1	104.6		33.3	15.1	96.6		
Max Q Clear Time (g_c+I1), s	2.8	27.2		8.3	4.7	2.0		
Green Ext Time (p_c), s	0.0	76.9		0.6	0.0	93.9		

Intersection Summary	
HCM 2010 Ctrl Delay	5.3
HCM 2010 LOS	A

Notes

Phase Number	1	2	4	5	6
Movement	WBL	EBT	SBTL	EBL	WBT
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize	Yes	Yes		Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max
Maximum Split (s)	11.5	110.3	38.2	19.5	102.3
Maximum Split (%)	7.2%	68.9%	23.9%	12.2%	63.9%
Minimum Split (s)	9.5	15.7	37.9	8.4	28.7
Yellow Time (s)	3.4	4.7	3.9	3.4	4.7
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	5	10	4	4	10
Vehicle Extension (s)	3	4.8	3	3	5.4
Minimum Gap (s)	3	0.2	3	3	0.2
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)			7		7
Flash Dont Walk (s)			26		16
Dual Entry	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	97.9	109.4	59.7	97.9	117.4
End Time (s)	109.4	59.7	97.9	117.4	59.7
Yield/Force Off (s)	105	54	93	113	54
Yield/Force Off 170(s)	105	54	67	113	38
Local Start Time (s)	43.9	55.4	5.7	43.9	63.4
Local Yield (s)	51	0	39	59	0
Local Yield 170(s)	51	0	13	59	144

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	130
Offset: 54 (34%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 36: Miramar Road & Miramar Place



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	808	1728	69	25	1418	71	70	23	12	176	3	1441
Future Volume (veh/h)	808	1728	69	25	1418	71	70	23	12	176	3	1441
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	860	1838	73	27	1558	78	111	37	19	187	0	1517
Adj No. of Lanes	2	3	0	2	3	0	1	1	0	2	0	2
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.63	0.63	0.63	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	699	3151	125	60	2193	110	134	88	45	534	0	1120
Arrive On Green	0.41	1.00	1.00	0.02	0.44	0.44	0.08	0.08	0.08	0.15	0.00	0.15
Sat Flow, veh/h	3442	5019	199	3442	4961	248	1774	1161	596	3548	0	3167
Grp Volume(v), veh/h	860	1241	670	27	1065	571	111	0	56	187	0	1517
Grp Sat Flow(s),veh/h/ln	1721	1695	1828	1721	1695	1819	1774	0	1758	1774	0	1583
Q Serve(g_s), s	32.5	0.0	0.0	1.2	40.9	40.9	9.9	0.0	4.9	7.6	0.0	24.1
Cycle Q Clear(g_c), s	32.5	0.0	0.0	1.2	40.9	40.9	9.9	0.0	4.9	7.6	0.0	24.1
Prop In Lane	1.00		0.11	1.00		0.14	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	699	2128	1147	60	1499	804	134	0	132	534	0	1120
V/C Ratio(X)	1.23	0.58	0.58	0.45	0.71	0.71	0.83	0.00	0.42	0.35	0.00	1.35
Avail Cap(c_a), veh/h	699	2128	1147	204	1499	804	235	0	233	534	0	1120
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.5	0.0	0.0	77.8	36.3	36.3	73.0	0.0	70.6	60.9	0.0	51.7
Incr Delay (d2), s/veh	113.3	0.9	1.7	1.9	2.9	5.3	5.0	0.0	0.8	0.4	0.0	165.3
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	26.3	0.3	0.5	0.6	19.7	21.7	5.0	0.0	2.4	3.7	0.0	50.5
LnGrp Delay(d),s/veh	160.8	0.9	1.7	79.8	39.2	41.6	77.9	0.0	71.4	61.3	0.0	217.0
LnGrp LOS	F	A	A	E	D	D	E		E	E		F
Approach Vol, veh/h		2771			1663			167			1704	
Approach Delay, s/veh		50.7			40.7			75.7			199.9	
Approach LOS		D			D			E			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.2	106.2		29.6	36.9	76.5		17.0
Change Period (Y+Rc), s	4.4	5.8		5.5	4.4	* 5.8		4.9
Max Green Setting (Gmax), s	9.5	84.5		24.1	32.5	* 62		21.2
Max Q Clear Time (g_c+I1), s	3.2	2.0		26.1	34.5	42.9		11.9
Green Ext Time (p_c), s	0.0	79.8		0.0	0.0	18.7		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	89.1
HCM 2010 LOS	F

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	13.9	90.3	29.6	36.9	67.4	26.1
Maximum Split (%)	8.7%	56.4%	18.5%	23.1%	42.1%	16.3%
Minimum Split (s)	8.4	15.8	9.5	16.4	15.7	8.9
Yellow Time (s)	3.4	4.8	4.5	3.4	4.7	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	12	10	4
Vehicle Extension (s)	2	4.8	2.8	2	5.4	2
Minimum Gap (s)	2	0.2	0.2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	4
Flash Dont Walk (s)		11			25	28
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	95.5	109.4	65.9	95.5	132.4	39.8
End Time (s)	109.4	39.8	95.5	132.4	39.8	65.9
Yield/Force Off (s)	105	34	90	128	34.1	61
Yield/Force Off 170(s)	105	23	90	128	9.1	33
Local Start Time (s)	61.5	75.4	31.9	61.5	98.4	5.8
Local Yield (s)	71	0	56	94	0.1	27
Local Yield 170(s)	71	149	56	94	135.1	159

Intersection Summary	
Cycle Length	160
Control Type	Actuated-Coordinated
Natural Cycle	120
Offset: 34 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 37: Camino Sante Fe & Miramar Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	7	2	211	15	310	2	287	275	447	387	9
Future Volume (veh/h)	18	7	2	211	15	310	2	287	275	447	387	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	28	11	3	224	16	330	2	334	320	471	407	9
Adj No. of Lanes	0	1	0	2	1	0	1	2	0	2	2	0
Peak Hour Factor	0.65	0.65	0.65	0.94	0.94	0.94	0.86	0.86	0.86	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	20	6	861	18	380	4	583	522	565	1740	38
Arrive On Green	0.04	0.04	0.04	0.25	0.25	0.25	0.00	0.33	0.33	0.16	0.49	0.49
Sat Flow, veh/h	1187	466	127	3442	74	1521	1774	1770	1583	3442	3540	78
Grp Volume(v), veh/h	42	0	0	224	0	346	2	334	320	471	203	213
Grp Sat Flow(s),veh/h/ln	1781	0	0	1721	0	1594	1774	1770	1583	1721	1770	1849
Q Serve(g_s), s	2.1	0.0	0.0	4.7	0.0	18.7	0.1	14.0	15.2	11.9	5.9	5.9
Cycle Q Clear(g_c), s	2.1	0.0	0.0	4.7	0.0	18.7	0.1	14.0	15.2	11.9	5.9	5.9
Prop In Lane	0.67		0.07	1.00		0.95	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	77	0	0	861	0	399	4	583	522	565	870	909
V/C Ratio(X)	0.54	0.00	0.00	0.26	0.00	0.87	0.52	0.57	0.61	0.83	0.23	0.23
Avail Cap(c_a), veh/h	595	0	0	1534	0	710	593	1183	1058	1150	1183	1236
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	0.0	0.0	27.0	0.0	32.2	44.7	24.9	25.3	36.3	13.1	13.1
Incr Delay (d2), s/veh	2.2	0.0	0.0	0.1	0.0	2.3	35.0	1.4	1.9	1.3	0.2	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	1.1	0.0	0.0	2.2	0.0	8.4	0.1	7.0	6.9	5.7	2.9	3.1
LnGrp Delay(d),s/veh	44.3	0.0	0.0	27.0	0.0	34.5	79.8	26.3	27.1	37.6	13.3	13.3
LnGrp LOS	D			C		C	E	C	C	D	B	B
Approach Vol, veh/h		42			570			656			887	
Approach Delay, s/veh		44.3			31.6			26.9			26.2	
Approach LOS		D			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.1	34.5		8.8	4.6	49.0		27.4
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	30.0	60.0		30.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	13.9	17.2		4.1	2.1	7.9		20.7
Green Ext Time (p_c), s	0.8	12.3		0.1	0.0	12.9		1.8

Intersection Summary	
HCM 2010 Ctrl Delay	28.2
HCM 2010 LOS	C

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	None	None	Min	None
Maximum Split (s)	34.4	64.9	34.9	34.4	64.9	44.9
Maximum Split (%)	19.2%	36.2%	19.5%	19.2%	36.2%	25.1%
Minimum Split (s)	10.4	11.9	10.9	8.4	14.9	10.9
Yellow Time (s)	3.4	3.9	3.9	3.4	3.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	6	7	6	4	10	6
Vehicle Extension (s)	2	4.3	2	2	3.7	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		21	20		13	20
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.3	0	34.4	134.2
End Time (s)	34.4	99.3	134.2	34.4	99.3	0
Yield/Force Off (s)	30	94.4	129.3	30	94.4	174.2
Yield/Force Off 170(s)	30	94.4	109.3	30	94.4	154.2
Local Start Time (s)	144.7	0	64.9	144.7	0	99.8
Local Yield (s)	174.7	60	94.9	174.7	60	139.8
Local Yield 170(s)	174.7	60	74.9	174.7	60	119.8

Intersection Summary	
Cycle Length	179.1
Control Type	Actuated-Uncoordinated
Natural Cycle	60

Splits and Phases: 38: Villa La Jolla Drive & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	453	99	324	362	357	72	57	271	302	70	3
Future Volume (veh/h)	17	453	99	324	362	357	72	57	271	302	70	3
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	21	566	124	360	402	397	74	77	308	218	268	3
Adj No. of Lanes	1	2	1	2	2	1	1	1	1	1	1	0
Peak Hour Factor	0.80	0.80	0.80	0.90	0.90	0.90	0.88	0.88	0.88	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	28	1669	747	410	2035	911	190	200	358	304	315	4
Arrive On Green	0.02	0.47	0.47	0.20	0.96	0.96	0.11	0.11	0.11	0.17	0.17	0.17
Sat Flow, veh/h	1774	3539	1583	3442	3539	1583	1774	1863	1583	1774	1839	21
Grp Volume(v), veh/h	21	566	124	360	402	397	74	77	308	218	0	271
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1721	1770	1583	1774	1863	1583	1774	0	1859
Q Serve(g_s), s	1.8	15.1	6.7	15.2	0.8	2.6	5.8	5.8	16.1	17.4	0.0	21.2
Cycle Q Clear(g_c), s	1.8	15.1	6.7	15.2	0.8	2.6	5.8	5.8	16.1	17.4	0.0	21.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	28	1669	747	410	2035	911	190	200	358	304	0	319
V/C Ratio(X)	0.76	0.34	0.17	0.88	0.20	0.44	0.39	0.39	0.86	0.72	0.00	0.85
Avail Cap(c_a), veh/h	131	1669	747	828	2035	911	190	200	358	409	0	429
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.96	0.96	0.96	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	73.6	24.9	22.7	59.0	1.3	1.3	62.4	62.3	55.7	58.7	0.0	60.3
Incr Delay (d2), s/veh	11.1	0.4	0.4	2.3	0.2	1.5	1.8	1.7	19.0	5.1	0.0	13.2
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	1.0	7.5	3.0	7.4	0.4	1.2	3.0	3.1	14.1	9.0	0.0	12.1
LnGrp Delay(d),s/veh	84.7	25.3	23.1	61.4	1.5	2.8	64.2	64.1	74.7	63.8	0.0	73.5
LnGrp LOS	F	C	C	E	A	A	E	E	E	E		E
Approach Vol, veh/h		711			1159			459			489	
Approach Delay, s/veh		26.7			20.5			71.2			69.2	
Approach LOS		C			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	22.3	76.1		30.6	6.7	91.7		21.0
Change Period (Y+Rc), s	4.4	* 5.4		4.9	4.4	5.4		4.9
Max Green Setting (Gmax), s	36.1	* 44		34.6	11.1	68.6		16.1
Max Q Clear Time (g_c+I1), s	17.2	17.1		23.2	3.8	4.6		18.1
Green Ext Time (p_c), s	0.6	13.6		2.5	0.0	18.9		0.0

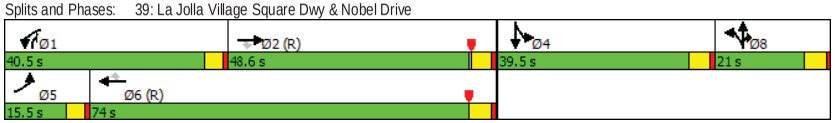
Intersection Summary	
HCM 2010 Ctrl Delay	38.8
HCM 2010 LOS	D

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	40.5	48.6	39.5	15.5	74	21
Maximum Split (%)	27.0%	32.4%	26.3%	10.3%	49.3%	14.0%
Minimum Split (s)	8.4	12	38.9	9.4	12.4	12.9
Yellow Time (s)	3.4	4	3.9	3.4	4.4	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	7	8	4	7	8
Vehicle Extension (s)	2	4.1	4	2	4	4
Minimum Gap (s)	2	0.2	4	2	0.2	4
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	
Flash Dont Walk (s)		20	27		19	
Dual Entry	No	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	140.9	31.4	80.4	140.9	6.4	119.9
End Time (s)	31.4	80.4	119.9	6.4	80.4	140.9
Yield/Force Off (s)	27	75.4	115	2	75	136
Yield/Force Off 170(s)	27	55.4	88	2	56	136
Local Start Time (s)	65.9	106.4	5.4	65.9	81.4	44.9
Local Yield (s)	102	0.4	40	77	0	61
Local Yield 170(s)	102	130.4	13	77	131	61

Intersection Summary	
Cycle Length	150
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 75 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 39: La Jolla Village Square Dwy & Nobel Drive



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	689	413	785	1058	0	0
Future Volume (veh/h)	689	413	785	1058	0	0
Number	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863		
Adj Flow Rate, veh/h	725	435	826	1114		
Adj No. of Lanes	2	0	2	2		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2		
Cap, veh/h	830	496	2744	4441		
Arrive On Green	0.39	0.39	0.80	1.00		
Sat Flow, veh/h	2226	1275	3442	3632		
Grp Volume(v), veh/h	601	559	826	1114		
Grp Sat Flow(s),veh/h/ln	1770	1638	1721	1770		
Q Serve(g_s), s	23.6	23.7	4.8	0.0		
Cycle Q Clear(g_c), s	23.6	23.7	4.8	0.0		
Prop In Lane		0.78	1.00			
Lane Grp Cap(c), veh/h	689	638	2744	4441		
V/C Ratio(X)	0.87	0.88	0.30	0.25		
Avail Cap(c_a), veh/h	689	638	2744	4441		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.87	0.87	0.76	0.76		
Uniform Delay (d), s/veh	21.2	21.2	2.0	0.0		
Incr Delay (d2), s/veh	12.7	13.9	0.0	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	13.8	13.2	2.2	0.1		
LnGrp Delay(d),s/veh	33.9	35.1	2.1	0.1		
LnGrp LOS	C	D	A	A		
Approach Vol, veh/h	1160			1940		
Approach Delay, s/veh	34.5			0.9		
Approach LOS	C			A		

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		
Phs Duration (G+Y+Rc), s	65.2	34.3				99.5		
Change Period (Y+Rc), s	4.7	* 5.1				* 4.7		
Max Green Setting (Gmax), s	36.0	* 29				* 71		
Max Q Clear Time (g_c+I1), s	6.8	25.7				2.0		
Green Ext Time (p_c), s	14.1	2.3				18.2		

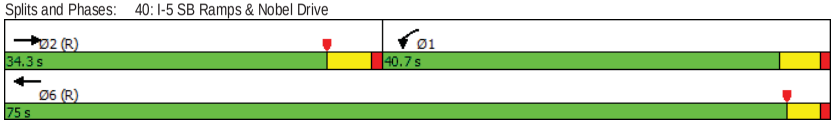
Intersection Summary	
HCM 2010 Ctrl Delay	13.5
HCM 2010 LOS	B

Notes

Phase Number	1	2	6
Movement	WBL	EBT	WBT
Lead/Lag	Lag	Lead	
Lead-Lag Optimize	Yes	Yes	
Recall Mode	None	C-Max	C-Max
Maximum Split (s)	40.7	34.3	75
Maximum Split (%)	54.3%	45.7%	100.0%
Minimum Split (s)	9.7	18.1	17
Yellow Time (s)	3.7	4.1	3
All-Red Time (s)	1	1	1
Minimum Initial (s)	5	13	13
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)		7	7
Flash Dont Walk (s)		20	11
Dual Entry	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	66.1	31.8	31.8
End Time (s)	31.8	66.1	31.8
Yield/Force Off (s)	27.1	61	27.8
Yield/Force Off 170(s)	27.1	41	16.8
Local Start Time (s)	5.1	45.8	45.8
Local Yield (s)	41.1	0	41.8
Local Yield 170(s)	41.1	55	30.8

Intersection Summary	
Cycle Length	75
Control Type	Actuated-Coordinated
Natural Cycle	45
Offset: 61 (81%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 40: I-5 SB Ramps & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	723	0	0	1284	0	306	50	270	0	0	253
Future Volume (veh/h)	1	723	0	0	1284	0	306	50	270	0	0	253
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1863	0	1863	1863
Adj Flow Rate, veh/h	1	777	0	0	1352	0	393	0	310	0	0	301
Adj No. of Lanes	1	2	0	0	3	0	2	0	1	0	1	2
Peak Hour Factor	0.93	0.93	0.93	0.95	0.95	0.95	0.87	0.87	0.87	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2	0	2	2
Cap, veh/h	91	2362	0	0	2875	0	638	0	362	0	426	885
Arrive On Green	0.05	0.67	0.00	0.00	0.57	0.00	0.23	0.00	0.23	0.00	0.00	0.23
Sat Flow, veh/h	1774	3632	0	0	5421	0	2148	0	1583	0	1863	3167
Grp Volume(v), veh/h	1	777	0	0	1352	0	393	0	310	0	0	301
Grp Sat Flow(s),veh/h/ln	1774	1770	0	0	1695	0	1074	0	1583	0	1863	1583
Q Serve(g_s), s	0.1	9.2	0.0	0.0	15.4	0.0	16.9	0.0	18.4	0.0	0.0	7.4
Cycle Q Clear(g_c), s	0.1	9.2	0.0	0.0	15.4	0.0	16.9	0.0	18.4	0.0	0.0	7.4
Prop In Lane	1.00		0.00	0.00		0.00	1.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h	91	2362	0	0	2875	0	638	0	362	0	426	885
V/C Ratio(X)	0.01	0.33	0.00	0.00	0.47	0.00	0.62	0.00	0.86	0.00	0.00	0.34
Avail Cap(c_a), veh/h	181	2362	0	0	2875	0	914	0	565	0	426	885
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)	0.42	0.42	0.00	0.00	0.95	0.00	1.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	44.2	6.9	0.0	0.0	12.6	0.0	35.7	0.0	36.3	0.0	0.0	28.1
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.4	0.0	4.7	0.0	0.0	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	0.0	4.5	0.0	0.0	7.1	0.0	5.1	0.0	8.5	0.0	0.0	3.3
LnGrp Delay(d),s/veh	44.2	7.1	0.0	0.0	12.6	0.0	36.1	0.0	41.0	0.0	0.0	28.3
LnGrp LOS	D	A			B		D		D			C
Approach Vol, veh/h		778			1352			703			301	
Approach Delay, s/veh		7.1			12.6			38.2			28.3	
Approach LOS		A			B			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		70.5		27.5	10.0	60.5		27.5
Change Period (Y+Rc), s		5.1		* 5.1	5.0	5.1		5.1
Max Green Setting (Gmax), s		29.8		* 18	10.0	14.8		35.0
Max Q Clear Time (g_c+I1), s		11.2		9.4	2.1	17.4		20.4
Green Ext Time (p_c), s		10.4		2.3	0.0	0.0		2.0

Intersection Summary	
HCM 2010 Ctrl Delay	18.5
HCM 2010 LOS	B

Notes

Phase Number	2	4	5	6	8
Movement	EBT	SBT	EBL	WBT	NBTL
Lead/Lag			Lead	Lag	
Lead-Lag Optimize			Yes	Yes	
Recall Mode	C-Max	None	Min	None	Min
Maximum Split (s)	34.9	22.5	15	19.9	40.1
Maximum Split (%)	35.8%	23.1%	15.4%	20.4%	41.1%
Minimum Split (s)	16.1	22.5	10	18.1	10.1
Yellow Time (s)	4.1	3.5	4	4.1	4.1
All-Red Time (s)	1	1	1	1	1
Minimum Initial (s)	11	5	5	13	5
Vehicle Extension (s)	2	3	2	2	2
Minimum Gap (s)	2	3	2	2	1
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)	7	7		7	7
Flash Dont Walk (s)	17	11		20	37
Dual Entry	No	Yes	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	40.2	75.1	40.2	55.2	0.1
End Time (s)	75.1	0.1	55.2	75.1	40.2
Yield/Force Off (s)	70	93.1	50.2	70	35.1
Yield/Force Off 170(s)	53	82.1	50.2	50	35.1
Local Start Time (s)	67.7	5.1	67.7	82.7	27.6
Local Yield (s)	0	23.1	77.7	0	62.6
Local Yield 170(s)	80.5	12.1	77.7	77.5	62.6

Intersection Summary	
Cycle Length	97.5
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 70 (72%), Referenced to phase 2:EBT, Start of Yellow	

Splits and Phases: 41: I-5 NB Ramps & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	64	942	35	20	1123	32	68	7	56	7	2	41
Future Volume (veh/h)	64	942	35	20	1123	32	68	7	56	7	2	41
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	67	981	36	21	1182	34	83	9	68	9	3	55
Adj No. of Lanes	1	3	0	1	3	0	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.95	0.95	0.95	0.82	0.82	0.82	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	3852	141	28	3722	107	128	15	79	41	23	168
Arrive On Green	0.05	0.76	0.76	0.02	0.73	0.73	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1774	5036	185	1774	5081	146	743	125	641	111	187	1366
Grp Volume(v), veh/h	67	660	357	21	789	427	160	0	0	67	0	0
Grp Sat Flow(s),veh/h/ln	1774	1695	1830	1774	1695	1837	1509	0	0	1664	0	0
Q Serve(g_s), s	5.6	8.5	8.5	1.8	12.2	12.2	9.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.6	8.5	8.5	1.8	12.2	12.2	15.5	0.0	0.0	5.7	0.0	0.0
Prop In Lane	1.00		0.10	1.00		0.08	0.52		0.42	0.13		0.82
Lane Grp Cap(c), veh/h	85	2593	1400	28	2483	1346	222	0	0	232	0	0
V/C Ratio(X)	0.79	0.25	0.25	0.76	0.32	0.32	0.72	0.00	0.00	0.29	0.00	0.00
Avail Cap(c_a), veh/h	179	2593	1400	155	2483	1346	381	0	0	401	0	0
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)	0.90	0.90	0.90	0.90	0.90	0.90	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	70.6	5.1	5.1	73.6	7.0	7.0	64.3	0.0	0.0	60.2	0.0	0.0
Incr Delay (d2), s/veh	13.4	0.2	0.4	31.3	0.3	0.6	3.3	0.0	0.0	0.3	0.0	0.0
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	3.1	4.0	4.4	1.1	5.8	6.4	6.7	0.0	0.0	2.6	0.0	0.0
LnGrp Delay(d),s/veh	84.0	5.4	5.5	104.9	7.3	7.6	67.6	0.0	0.0	60.4	0.0	0.0
LnGrp LOS	F	A	A	F	A	A	E			E		
Approach Vol, veh/h		1084			1237			160			67	
Approach Delay, s/veh		10.3			9.0			67.6			60.4	
Approach LOS		B			A			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	119.9		23.3	11.6	115.1		23.3
Change Period (Y+Rc), s	4.4	5.2		4.9	4.4	5.2		4.9
Max Green Setting (Gmax), s	13.1	87.6		34.8	15.1	85.6		34.8
Max Q Clear Time (g_c+I1), s	3.8	10.5		7.7	7.6	14.2		17.5
Green Ext Time (p_c), s	0.0	54.8		1.1	0.1	52.0		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	14.6
HCM 2010 LOS	B

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	17.5	92.8	39.7	19.5	90.8	39.7
Maximum Split (%)	11.7%	61.9%	26.5%	13.0%	60.5%	26.5%
Minimum Split (s)	9.5	25.2	37.9	9.5	25.2	37.9
Yellow Time (s)	3.4	4.2	3.9	3.4	4.2	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	6	4	10	6
Vehicle Extension (s)	3	5	2	3	4.5	2.5
Minimum Gap (s)	3	0.2	2	3	0.2	2.5
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		13	26		13	26
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	145.9	13.4	106.2	145.9	15.4	106.2
End Time (s)	13.4	106.2	145.9	15.4	106.2	145.9
Yield/Force Off (s)	9	101	141	11	101	141
Yield/Force Off 170(s)	9	88	115	11	88	115
Local Start Time (s)	44.9	62.4	5.2	44.9	64.4	5.2
Local Yield (s)	58	0	40	60	0	40
Local Yield 170(s)	58	137	14	60	137	14

Intersection Summary	
Cycle Length	150
Control Type	Actuated-Coordinated
Natural Cycle	75
Offset: 101 (67%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 42: Camito Plaza Cento & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	627	127	127	732	69	115	159	65	111	259	173
Future Volume (veh/h)	73	627	127	127	732	69	115	159	65	111	259	173
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	83	712	144	140	804	76	120	166	68	173	405	270
Adj No. of Lanes	2	3	0	1	3	0	2	2	1	2	2	1
Peak Hour Factor	0.88	0.88	0.88	0.91	0.91	0.91	0.96	0.96	0.96	0.64	0.64	0.64
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	1651	330	170	2102	198	181	903	404	310	1035	526
Arrive On Green	0.04	0.39	0.39	0.10	0.44	0.44	0.05	0.26	0.26	0.09	0.29	0.29
Sat Flow, veh/h	3442	4252	851	1774	4729	445	3442	3539	1583	3442	3539	1583
Grp Volume(v), veh/h	83	566	290	140	575	305	120	166	68	173	405	270
Grp Sat Flow(s),veh/h/ln	1721	1695	1713	1774	1695	1784	1721	1770	1583	1721	1770	1583
Q Serve(g_s), s	2.6	13.6	13.8	8.6	12.6	12.7	3.8	4.1	3.7	5.3	10.1	15.2
Cycle Q Clear(g_c), s	2.6	13.6	13.8	8.6	12.6	12.7	3.8	4.1	3.7	5.3	10.1	15.2
Prop In Lane	1.00		0.50	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	136	1316	665	170	1506	793	181	903	404	310	1035	526
V/C Ratio(X)	0.61	0.43	0.44	0.82	0.38	0.38	0.66	0.18	0.17	0.56	0.39	0.51
Avail Cap(c_a), veh/h	934	1839	929	481	1839	968	934	1920	859	934	1920	922
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	52.3	24.8	24.9	49.1	20.6	20.6	51.4	32.2	32.0	48.2	31.3	29.7
Incr Delay (d2), s/veh	1.6	0.4	0.8	3.8	0.3	0.5	1.5	0.4	0.9	0.6	0.7	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	1.3	6.4	6.7	4.4	5.9	6.3	1.8	2.0	1.7	2.5	5.0	6.9
LnGrp Delay(d),s/veh	53.9	25.2	25.7	52.9	20.8	21.1	53.0	32.6	32.9	48.8	31.9	31.9
LnGrp LOS	D	C	C	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		939			1020			354			848	
Approach Delay, s/veh		27.9			25.3			39.6			35.4	
Approach LOS		C			C			D			D	

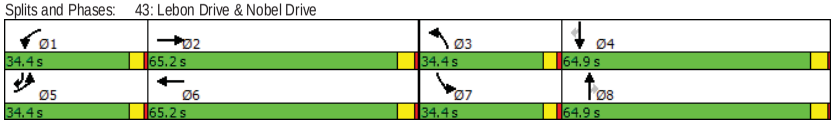
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	48.1	10.2	37.2	8.8	54.3	14.4	33.1
Change Period (Y+Rc), s	4.4	5.2	4.4	4.9	4.4	5.2	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	60.0	30.0	60.0	30.0	60.0
Max Q Clear Time (g_c+I1), s	10.6	15.8	5.8	17.2	4.6	14.7	7.3	6.1
Green Ext Time (p_c), s	0.2	27.1	0.2	15.2	0.1	27.6	0.3	16.2

Intersection Summary	
HCM 2010 Ctrl Delay	30.4
HCM 2010 LOS	C

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Maximum Split (s)	34.4	65.2	34.4	64.9	34.4	65.2	34.4	64.9
Maximum Split (%)	17.3%	32.8%	17.3%	32.6%	17.3%	32.8%	17.3%	32.6%
Minimum Split (s)	8.4	15.2	8.4	14.9	8.4	15.2	14.4	12.9
Yellow Time (s)	3.4	4.2	3.4	3.9	3.4	4.2	3.4	3.9
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	10	4	10	10	8
Vehicle Extension (s)	2	4.5	2	5.5	2	4.5	2	6.4
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		28		29		26		25
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.6	134	0	34.4	99.6	134
End Time (s)	34.4	99.6	134	0	34.4	99.6	134	0
Yield/Force Off (s)	30	94.4	129.6	194	30	94.4	129.6	194
Yield/Force Off 170(s)	30	66.4	129.6	165	30	68.4	129.6	169
Local Start Time (s)	164.5	0	65.2	99.6	164.5	0	65.2	99.6
Local Yield (s)	194.5	60	95.2	159.6	194.5	60	95.2	159.6
Local Yield 170(s)	194.5	32	95.2	130.6	194.5	34	95.2	134.6

Intersection Summary		
Cycle Length	198.9	
Control Type	Actuated-Uncoordinated	
Natural Cycle	60	

Splits and Phases: 43: Lebon Drive & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	631	66	203	762	82	76	120	102	280	478	237
Future Volume (veh/h)	166	631	66	203	762	82	76	120	102	280	478	237
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	177	671	70	223	837	90	80	126	107	341	583	289
Adj No. of Lanes	2	3	0	2	2	1	1	3	0	1	2	1
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.95	0.95	0.95	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	848	88	279	751	336	100	1384	646	358	1959	876
Arrive On Green	0.05	0.18	0.18	0.03	0.07	0.07	0.06	0.41	0.41	0.34	0.92	0.92
Sat Flow, veh/h	3442	4683	485	3442	3539	1583	1774	3390	1583	1774	3539	1583
Grp Volume(v), veh/h	177	484	257	223	837	90	80	126	107	341	583	289
Grp Sat Flow(s),veh/h/ln	1721	1695	1777	1721	1770	1583	1774	1695	1583	1774	1770	1583
Q Serve(g_s), s	7.5	20.5	20.7	9.7	31.8	8.1	6.7	3.4	6.4	28.2	2.6	3.0
Cycle Q Clear(g_c), s	7.5	20.5	20.7	9.7	31.8	8.1	6.7	3.4	6.4	28.2	2.6	3.0
Prop In Lane	1.00		0.27	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	172	614	322	279	751	336	100	1384	646	358	1959	876
V/C Ratio(X)	1.03	0.79	0.80	0.80	1.11	0.27	0.80	0.09	0.17	0.95	0.30	0.33
Avail Cap(c_a), veh/h	172	904	474	512	751	336	185	1384	646	364	1959	876
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.67	1.67	1.67
Upstream Filter(I)	0.86	0.86	0.86	0.91	0.91	0.91	0.99	0.99	0.99	0.81	0.81	0.81
Uniform Delay (d), s/veh	71.3	58.7	58.8	71.8	69.7	58.7	69.9	27.3	28.2	49.1	2.6	2.6
Incr Delay (d2), s/veh	71.3	2.5	5.1	4.8	67.6	0.4	13.4	0.1	0.5	30.4	0.3	0.8
Initial Q Delay(d3),s/veh	0.3	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	5.3	9.8	10.6	4.8	22.7	3.6	3.7	1.6	2.9	16.8	1.3	1.4
LnGrp Delay(d),s/veh	142.8	61.2	63.9	76.5	137.4	59.1	83.4	27.4	28.7	79.5	2.9	3.5
LnGrp LOS	F	E	E	E	F	E	F	C	C	E	A	A
Approach Vol, veh/h		918			1150			313			1213	
Approach Delay, s/veh		77.7			119.4			42.2			24.6	
Approach LOS		E			F			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.6	66.4	16.6	32.4	12.8	88.2	11.9	37.0
Change Period (Y+Rc), s	4.4	5.2	4.4	5.2	4.4	5.2	4.4	5.2
Max Green Setting (Gmax), s	30.8	36.6	22.3	40.0	15.6	52.9	7.5	27.7
Max Q Clear Time (g_c+I1), s	30.2	8.4	11.7	22.7	8.7	5.0	9.5	33.8
Green Ext Time (p_c), s	0.1	6.8	0.5	4.4	0.1	7.3	0.0	0.0

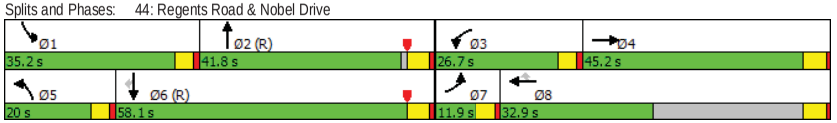
Intersection Summary	
HCM 2010 Ctrl Delay	70.0
HCM 2010 LOS	E

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	Min	None	C-Min	None	Min
Maximum Split (s)	35.2	41.8	26.7	45.2	20	58.1	11.9	32.9
Maximum Split (%)	23.5%	27.9%	17.8%	30.1%	13.3%	38.7%	7.9%	21.9%
Minimum Split (s)	8.4	41.2	8.4	41.2	8.4	41.2	8.4	41.2
Yellow Time (s)	3.4	4.2	3.4	4.2	3.4	4.2	3.4	4.2
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	10	4	10	4	10
Vehicle Extension (s)	3	3	3	3	3	3	3	3
Minimum Gap (s)	3	3	3	3	3	3	3	3
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		29		29		29		29
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	80.7	115.9	8.8	35.5	80.7	100.7	8.8	20.7
End Time (s)	115.9	8.8	35.5	80.7	100.7	8.8	20.7	80.7
Yield/Force Off (s)	111.5	3.6	31.1	75.5	96.3	3.6	16.3	75.5
Yield/Force Off 170(s)	111.5	124.6	31.1	75.5	96.3	124.6	16.3	75.5
Local Start Time (s)	77.1	112.3	5.2	31.9	77.1	97.1	5.2	17.1
Local Yield (s)	107.9	0	27.5	71.9	92.7	0	12.7	71.9
Local Yield 170(s)	107.9	121	27.5	71.9	92.7	121	12.7	71.9

Intersection Summary	
Cycle Length	150
Control Type	Actuated-Coordinated
Natural Cycle	120
Offset: 3.6 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 44: Regents Road & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	179	609	65	103	691	85	59	44	56	107	53	105
Future Volume (veh/h)	179	609	65	103	691	85	59	44	56	107	53	105
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	188	641	68	117	785	97	71	53	67	123	61	121
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.88	0.88	0.88	0.83	0.83	0.83	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	2226	234	140	2025	249	89	176	223	144	149	295
Arrive On Green	0.11	0.48	0.48	0.03	0.15	0.15	0.05	0.24	0.24	0.08	0.27	0.27
Sat Flow, veh/h	1774	4675	491	1774	4590	564	1774	749	947	1774	559	1108
Grp Volume(v), veh/h	188	463	246	117	579	303	71	0	120	123	0	182
Grp Sat Flow(s),veh/h/ln	1774	1695	1776	1774	1695	1763	1774	0	1696	1774	0	1667
Q Serve(g_s), s	15.8	12.4	12.6	9.8	23.2	23.4	5.9	0.0	8.7	10.3	0.0	13.5
Cycle Q Clear(g_c), s	15.8	12.4	12.6	9.8	23.2	23.4	5.9	0.0	8.7	10.3	0.0	13.5
Prop In Lane	1.00		0.28	1.00		0.32	1.00		0.56	1.00		0.66
Lane Grp Cap(c), veh/h	202	1614	846	140	1496	778	89	0	399	144	0	444
V/C Ratio(X)	0.93	0.29	0.29	0.83	0.39	0.39	0.80	0.00	0.30	0.85	0.00	0.41
Avail Cap(c_a), veh/h	202	1614	846	297	1496	778	140	0	399	163	0	444
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.59	0.59	0.59	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	65.9	23.8	23.9	72.1	45.7	45.8	70.5	0.0	47.2	68.0	0.0	45.3
Incr Delay (d2), s/veh	35.7	0.3	0.6	2.9	0.4	0.9	7.0	0.0	1.9	27.6	0.0	2.8
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	9.7	5.9	6.4	5.0	11.0	11.6	3.1	0.0	4.3	6.1	0.0	6.6
LnGrp Delay(d),s/veh	101.6	24.2	24.5	75.0	46.1	46.7	77.5	0.0	49.1	95.6	0.0	48.1
LnGrp LOS	F	C	C	E	D	D	E		D	F		D
Approach Vol, veh/h		897			999			191			305	
Approach Delay, s/veh		40.5			49.7			59.7			67.3	
Approach LOS		D			D			E			E	

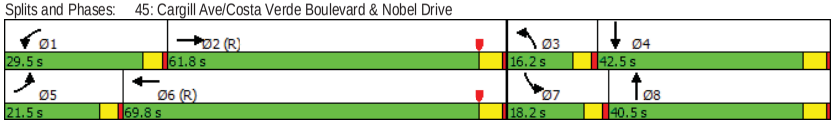
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	76.6	11.9	45.2	21.5	71.4	16.6	40.5
Change Period (Y+Rc), s	4.4	5.2	4.4	5.2	4.4	5.2	4.4	5.2
Max Green Setting (Gmax), s	25.1	56.6	11.8	37.3	17.1	64.6	13.8	35.3
Max Q Clear Time (g_c+I1), s	11.8	14.6	7.9	15.5	17.8	25.4	12.3	10.7
Green Ext Time (p_c), s	0.1	23.7	0.0	3.0	0.0	22.8	0.0	3.1

Intersection Summary	
HCM 2010 Ctrl Delay	49.3
HCM 2010 LOS	D

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	None	Max	None	C-Max	None	Max
Maximum Split (s)	29.5	61.8	16.2	42.5	21.5	69.8	18.2	40.5
Maximum Split (%)	19.7%	41.2%	10.8%	28.3%	14.3%	46.5%	12.1%	27.0%
Minimum Split (s)	8.4	30.2	8.4	30.2	8.4	30.2	8.4	30.2
Yellow Time (s)	3.4	4.2	3.4	4.2	3.4	4.2	3.4	4.2
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	25	4	25	4	25	4	25
Vehicle Extension (s)	2	4.5	2	4.5	2	4.5	2	4.5
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		20		27		27		20
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	66.9	96.4	8.2	24.4	66.9	88.4	8.2	26.4
End Time (s)	96.4	8.2	24.4	66.9	88.4	8.2	26.4	66.9
Yield/Force Off (s)	92	3	20	61.7	84	3	22	61.7
Yield/Force Off 170(s)	92	133	20	34.7	84	126	22	41.7
Local Start Time (s)	63.9	93.4	5.2	21.4	63.9	85.4	5.2	23.4
Local Yield (s)	89	0	17	58.7	81	0	19	58.7
Local Yield 170(s)	89	130	17	31.7	81	123	19	38.7

Intersection Summary	
Cycle Length	150
Control Type	Actuated-Coordinated
Natural Cycle	90
Offset: 3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow	

Splits and Phases: 45: Cargill Ave/Costa Verde Boulevard & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	492	29	21	1142	77	21	5	7	65	0	190
Future Volume (veh/h)	202	492	29	21	1142	77	21	5	7	65	0	190
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	227	553	33	23	1269	86	30	7	10	90	0	264
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.69	0.69	0.69	0.72	0.72	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	2141	128	33	1690	114	101	26	19	329	0	334
Arrive On Green	0.15	0.63	0.63	0.02	0.50	0.50	0.21	0.21	0.21	0.21	0.00	0.21
Sat Flow, veh/h	1774	3394	202	1774	3365	228	205	122	88	1390	0	1583
Grp Volume(v), veh/h	227	288	298	23	666	689	47	0	0	90	0	264
Grp Sat Flow(s),veh/h/ln	1774	1770	1827	1774	1770	1823	414	0	0	1390	0	1583
Q Serve(g_s), s	12.9	7.4	7.4	1.3	30.9	31.0	2.1	0.0	0.0	0.0	0.0	16.2
Cycle Q Clear(g_c), s	12.9	7.4	7.4	1.3	30.9	31.0	18.3	0.0	0.0	6.6	0.0	16.2
Prop In Lane	1.00		0.11	1.00		0.12	0.64		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	261	1116	1152	33	889	916	145	0	0	329	0	334
V/C Ratio(X)	0.87	0.26	0.26	0.69	0.75	0.75	0.32	0.00	0.00	0.27	0.00	0.79
Avail Cap(c_a), veh/h	518	1116	1152	518	1034	1065	371	0	0	577	0	617
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	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.8	8.4	8.4	50.1	20.4	20.4	40.0	0.0	0.0	34.5	0.0	38.3
Incr Delay (d2), s/veh	3.5	0.2	0.2	9.1	3.2	3.2	0.5	0.0	0.0	0.2	0.0	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	6.6	3.6	3.8	0.7	15.8	16.3	1.3	0.0	0.0	2.2	0.0	7.3
LnGrp Delay(d),s/veh	46.3	8.5	8.5	59.2	23.6	23.6	40.4	0.0	0.0	34.7	0.0	39.9
LnGrp LOS	D	A	A	E	C	C	D			C		D
Approach Vol, veh/h		813			1378			47			354	
Approach Delay, s/veh		19.1			24.2			40.4			38.6	
Approach LOS		B			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.3	69.8		26.6	19.5	56.6		26.6
Change Period (Y+Rc), s	4.4	5.0		4.9	4.4	* 5		4.9
Max Green Setting (Gmax), s	30.0	60.0		40.0	30.0	* 60		40.0
Max Q Clear Time (g_c+I1), s	3.3	9.4		18.2	14.9	33.0		20.3
Green Ext Time (p_c), s	0.0	31.8		1.4	0.3	18.6		1.4

Intersection Summary	
HCM 2010 Ctrl Delay	24.8
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	34.4	65	44.9	34.4	64.9	44.9
Maximum Split (%)	23.8%	45.0%	31.1%	23.8%	45.0%	31.1%
Minimum Split (s)	9.5	19	32.9	9.5	28.9	32.9
Yellow Time (s)	3.4	4	3.9	3.4	3.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	7	4	4	7	4
Vehicle Extension (s)	2	3.7	2	2	4.4	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		7	21		17	21
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.4	0	34.4	99.4
End Time (s)	34.4	99.4	0	34.4	99.4	0
Yield/Force Off (s)	30	94.4	139.4	30	94.5	139.4
Yield/Force Off 170(s)	30	87.4	118.4	30	77.5	118.4
Local Start Time (s)	49.9	84.3	5	49.9	84.3	5
Local Yield (s)	79.9	0	45	79.9	0.1	45
Local Yield 170(s)	79.9	137.3	24	79.9	127.4	24

Intersection Summary	
Cycle Length	144.3
Control Type	Actuated-Uncoordinated
Natural Cycle	90

Splits and Phases: 46: Lombard Place & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	304	23	150	704	55	20	30	17	68	213	544
Future Volume (veh/h)	295	304	23	150	704	55	20	30	17	68	213	544
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	328	338	26	172	809	63	26	38	22	79	248	633
Adj No. of Lanes	2	2	0	1	3	1	0	2	0	1	1	1
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.78	0.78	0.78	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	402	767	59	203	1159	1039	44	65	39	760	798	678
Arrive On Green	0.12	0.23	0.23	0.11	0.23	0.23	0.04	0.04	0.04	0.43	0.43	0.43
Sat Flow, veh/h	3442	3332	255	1774	5085	1583	1040	1553	918	1774	1863	1583
Grp Volume(v), veh/h	328	179	185	172	809	63	45	0	41	79	248	633
Grp Sat Flow(s),veh/h/ln	1721	1770	1818	1774	1695	1583	1811	0	1701	1774	1863	1583
Q Serve(g_s), s	10.2	9.4	9.5	10.4	16.0	1.6	2.7	0.0	2.6	2.9	9.6	41.6
Cycle Q Clear(g_c), s	10.2	9.4	9.5	10.4	16.0	1.6	2.7	0.0	2.6	2.9	9.6	41.6
Prop In Lane	1.00		0.14	1.00		1.00	0.57		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	402	407	418	203	1159	1039	76	0	72	760	798	678
V/C Ratio(X)	0.82	0.44	0.44	0.85	0.70	0.06	0.59	0.00	0.57	0.10	0.31	0.93
Avail Cap(c_a), veh/h	1891	972	999	487	1397	1113	497	0	467	812	853	725
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	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.1	36.0	36.0	47.4	38.7	6.7	51.4	0.0	51.3	18.7	20.6	29.7
Incr Delay (d2), s/veh	1.6	1.5	1.5	3.7	1.3	0.0	2.7	0.0	2.6	0.1	0.3	18.9
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	4.9	4.8	5.0	5.3	7.6	1.5	1.4	0.0	1.3	1.4	5.0	21.6
LnGrp Delay(d),s/veh	48.6	37.5	37.5	51.1	40.0	6.8	54.1	0.0	54.0	18.8	20.9	48.6
LnGrp LOS	D	D	D	D	D	A	D		D	B	C	D
Approach Vol, veh/h		692			1044			86			960	
Approach Delay, s/veh		42.8			39.8			54.0			39.0	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	16.9	31.1		51.7	17.2	30.9		9.5
Change Period (Y+Rc), s	4.4	* 6		4.9	4.4	6.0		4.9
Max Green Setting (Gmax), s	30.0	* 60		50.0	60.0	30.0		30.0
Max Q Clear Time (g_c+I1), s	12.4	11.5		43.6	12.2	18.0		4.7
Green Ext Time (p_c), s	0.2	13.3		3.2	0.6	6.9		0.3

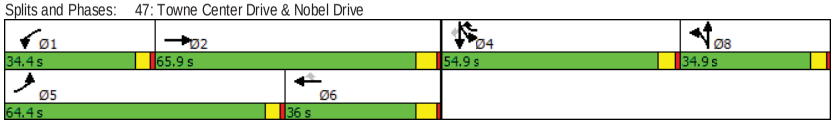
Intersection Summary	
HCM 2010 Ctrl Delay	40.7
HCM 2010 LOS	D

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	34.4	65.9	54.9	64.4	36	34.9
Maximum Split (%)	18.1%	34.6%	28.9%	33.9%	18.9%	18.3%
Minimum Split (s)	8.4	12.9	8.9	8.4	13	8.9
Yellow Time (s)	3.4	4.9	3.9	3.4	5	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	7	4	4	7	4
Vehicle Extension (s)	2	4.9	4	2	3.3	2
Minimum Gap (s)	2	0.2	0.2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		17	24		24	28
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	100.4	0	64.4	155.3
End Time (s)	34.4	100.4	155.3	64.4	100.4	0
Yield/Force Off (s)	30	94.5	150.4	60	94.4	185.3
Yield/Force Off 170(s)	30	77.5	126.4	60	70.4	157.3
Local Start Time (s)	155.8	0	66	155.8	30	120.9
Local Yield (s)	185.8	60.1	116	25.6	60	150.9
Local Yield 170(s)	185.8	43.1	92	25.6	36	122.9

Intersection Summary	
Cycle Length	190.2
Control Type	Actuated-Uncoordinated
Natural Cycle	60

Splits and Phases: 47: Towne Center Drive & Nobel Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	277	32	37	811	205	15	5	10	68	7	38
Future Volume (veh/h)	56	277	32	37	811	205	15	5	10	68	7	38
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	62	304	35	42	922	233	16	5	11	99	10	55
Adj No. of Lanes	1	3	0	1	3	0	0	1	0	1	1	2
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.93	0.93	0.93	0.69	0.69	0.69
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	79	2498	282	58	2136	538	23	7	16	151	159	237
Arrive On Green	0.04	0.54	0.54	0.03	0.53	0.53	0.03	0.03	0.03	0.09	0.09	0.09
Sat Flow, veh/h	1774	4638	523	1774	4052	1020	858	268	590	1774	1863	2787
Grp Volume(v), veh/h	62	220	119	42	771	384	32	0	0	99	10	55
Grp Sat Flow(s),veh/h/ln	1774	1695	1771	1774	1695	1683	1716	0	0	1774	1863	1393
Q Serve(g_s), s	2.2	2.0	2.1	1.5	8.8	8.9	1.2	0.0	0.0	3.4	0.3	1.2
Cycle Q Clear(g_c), s	2.2	2.0	2.1	1.5	8.8	8.9	1.2	0.0	0.0	3.4	0.3	1.2
Prop In Lane	1.00		0.30	1.00		0.61	0.50		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	79	1826	954	58	1787	887	47	0	0	151	159	237
V/C Ratio(X)	0.78	0.12	0.12	0.72	0.43	0.43	0.69	0.00	0.00	0.66	0.06	0.23
Avail Cap(c_a), veh/h	837	3199	1671	837	3199	1588	1079	0	0	1116	1172	1753
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	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.1	7.2	7.3	30.5	9.2	9.2	30.7	0.0	0.0	28.2	26.8	27.1
Incr Delay (d2), s/veh	6.2	0.1	0.1	6.0	0.3	0.6	6.5	0.0	0.0	1.8	0.1	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	1.2	1.0	1.0	0.8	4.1	4.2	0.6	0.0	0.0	1.8	0.2	0.5
LnGrp Delay(d),s/veh	36.3	7.3	7.4	36.5	9.5	9.8	37.2	0.0	0.0	30.0	26.8	27.3
LnGrp LOS	D	A	A	D	A	A	D			C	C	C
Approach Vol, veh/h		401			1197			32			164	
Approach Delay, s/veh		11.8			10.5			37.2			28.9	
Approach LOS		B			B			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	40.2		10.3	7.2	39.4		6.6
Change Period (Y+Rc), s	4.4	* 5.9		4.9	4.4	5.9		4.9
Max Green Setting (Gmax), s	30.0	* 60		40.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	3.5	4.1		5.4	4.2	10.9		3.2
Green Ext Time (p_c), s	0.0	23.8		0.3	0.1	22.6		0.1

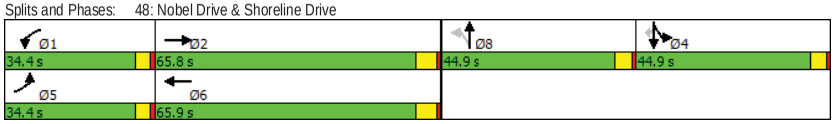
Intersection Summary	
HCM 2010 Ctrl Delay	13.0
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	34.4	65.8	44.9	34.4	65.9	44.9
Maximum Split (%)	18.1%	34.6%	23.6%	18.1%	34.7%	23.6%
Minimum Split (s)	8.4	15.8	33.9	8.4	30.9	8.9
Yellow Time (s)	3.4	4.8	3.9	3.4	4.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	4.6	2	2	4.4	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	
Flash Dont Walk (s)		8	22		18	
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	145.2	0	34.4	100.3
End Time (s)	34.4	100.3	0	34.4	100.3	145.2
Yield/Force Off (s)	30	94.5	185.2	30	94.4	140.3
Yield/Force Off 170(s)	30	86.5	163.2	30	76.4	140.3
Local Start Time (s)	155.7	0	110.8	155.7	0	65.9
Local Yield (s)	185.7	60.1	150.8	185.7	60	105.9
Local Yield 170(s)	185.7	52.1	128.8	185.7	42	105.9

Intersection Summary		
Cycle Length		190.1
Control Type	Actuated-Uncoordinated	
Natural Cycle		85

Splits and Phases: 48: Nobel Drive & Shoreline Drive



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Traffic Volume (veh/h)	47	309	829	218	471	223		
Future Volume (veh/h)	47	309	829	218	471	223		
Number	5	2	6	16	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	50	329	901	237	561	265		
Adj No. of Lanes	2	3	3	0	2	1		
Peak Hour Factor	0.94	0.94	0.92	0.92	0.84	0.84		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	116	3090	2081	545	860	396		
Arrive On Green	0.03	0.61	0.52	0.52	0.25	0.25		
Sat Flow, veh/h	3442	5253	4183	1052	3442	1583		
Grp Volume(v), veh/h	50	329	760	378	561	265		
Grp Sat Flow(s),veh/h/ln	1721	1695	1695	1677	1721	1583		
Q Serve(g_s), s	1.1	2.2	11.0	11.1	11.6	11.9		
Cycle Q Clear(g_c), s	1.1	2.2	11.0	11.1	11.6	11.9		
Prop In Lane	1.00			0.63	1.00	1.00		
Lane Grp Cap(c), veh/h	116	3090	1757	869	860	396		
V/C Ratio(X)	0.43	0.11	0.43	0.43	0.65	0.67		
Avail Cap(c_a), veh/h	1303	3851	2568	1270	1738	799		
HCM Platoon Ratio	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		
Uniform Delay (d), s/veh	37.5	6.5	11.8	11.9	26.6	26.8		
Incr Delay (d2), s/veh	0.9	0.0	0.4	0.9	1.4	3.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.5	1.0	5.2	5.4	5.6	10.5		
LnGrp Delay(d),s/veh	38.5	6.6	12.3	12.8	28.0	30.0		
LnGrp LOS	D	A	B	B	C	C		
Approach Vol, veh/h		379	1138		826			
Approach Delay, s/veh		10.8	12.4		28.7			
Approach LOS		B	B		C			

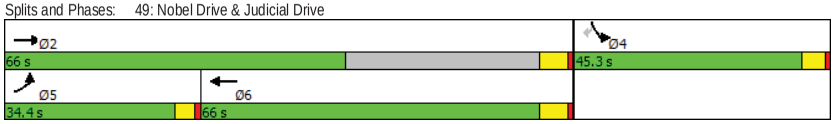
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		54.1		25.1	7.1	47.1		
Change Period (Y+Rc), s		6.0		5.3	4.4	6.0		
Max Green Setting (Gmax), s		60.0		40.0	30.0	60.0		
Max Q Clear Time (g_c+I1), s		4.2		13.9	3.1	13.1		
Green Ext Time (p_c), s		30.9		5.8	0.1	28.0		

Intersection Summary	
HCM 2010 Ctrl Delay	17.9
HCM 2010 LOS	B

Phase Number	2	4	5	6
Movement	EBT	SBL	EBL	WBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	Min	None	None	Min
Maximum Split (s)	66	45.3	34.4	66
Maximum Split (%)	45.3%	31.1%	23.6%	45.3%
Minimum Split (s)	16	12.3	11.4	16
Yellow Time (s)	5	4.3	3.4	5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	10	7	4	10
Vehicle Extension (s)	5.4	4.4	2	5.4
Minimum Gap (s)	0.2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		27		23
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	100.4	0	34.4
End Time (s)	100.4	0	34.4	100.4
Yield/Force Off (s)	94.4	140.4	30	94.4
Yield/Force Off 170(s)	94.4	113.4	30	94.4
Local Start Time (s)	111.3	66	111.3	0
Local Yield (s)	60	106	141.3	60
Local Yield 170(s)	60	79	141.3	60

Intersection Summary		
Cycle Length		145.7
Control Type	Actuated-Uncoordinated	
Natural Cycle		50

Splits and Phases: 49: Nobel Drive & Judicial Drive



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	369	385	286	974
Future Volume (veh/h)	0	0	369	385	286	974
Number			2	12	1	6
Initial Q (Qb), veh			0	0	0	0
Ped-Bike Adj(A_pbT)				1.00	1.00	
Parking Bus, Adj			1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln			1863	1863	1863	1863
Adj Flow Rate, veh/h			380	397	308	1047
Adj No. of Lanes			2	2	2	3
Peak Hour Factor			0.97	0.97	0.93	0.93
Percent Heavy Veh, %			2	2	2	2
Cap, veh/h			1912	1506	548	4229
Arrive On Green			0.54	0.54	0.16	0.83
Sat Flow, veh/h			3632	2787	3442	5253
Grp Volume(v), veh/h			380	397	308	1047
Grp Sat Flow(s),veh/h/ln			1770	1393	1721	1695
Q Serve(g_s), s			2.0	2.7	2.9	1.6
Cycle Q Clear(g_c), s			2.0	2.7	2.9	1.6
Prop In Lane				1.00	1.00	
Lane Grp Cap(c), veh/h			1912	1506	548	4229
V/C Ratio(X)			0.20	0.26	0.56	0.25
Avail Cap(c_a), veh/h			4074	3208	2899	11095
HCM Platoon Ratio			1.00	1.00	1.00	1.00
Upstream Filter(I)			1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh			4.2	4.4	13.8	0.6
Incr Delay (d2), s/veh			0.1	0.1	0.9	0.0
Initial Q Delay(d3),s/veh			0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln			1.0	1.0	1.4	0.7
LnGrp Delay(d),s/veh			4.3	4.5	14.7	0.7
LnGrp LOS			A	A	B	A
Approach Vol, veh/h			777			1355
Approach Delay, s/veh			4.4			3.9
Approach LOS			A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		
Phs Duration (G+Y+Rc), s	10.4	25.2				35.6		
Change Period (Y+Rc), s	* 4.7	6.0				* 6		
Max Green Setting (Gmax), s	* 30	41.0				* 78		
Max Q Clear Time (g_c+I1), s	4.9	4.7				3.6		
Green Ext Time (p_c), s	1.0	14.5				17.0		

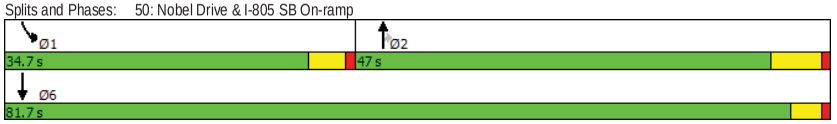
Intersection Summary	
HCM 2010 Ctrl Delay	4.1
HCM 2010 LOS	A

Notes

Phase Number	1	2	6
Movement	SBL	NBT	SBT
Lead/Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	
Recall Mode	None	Min	Min
Maximum Split (s)	34.7	47	81.7
Maximum Split (%)	42.5%	57.5%	100.0%
Minimum Split (s)	9.7	19	6
Yellow Time (s)	3.7	5	3
All-Red Time (s)	1	1	1
Minimum Initial (s)	5	12	2
Vehicle Extension (s)	3	3	3
Minimum Gap (s)	3	3	3
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)		7	
Flash Dont Walk (s)		15	
Dual Entry	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	0	34.7	0
End Time (s)	34.7	0	0
Yield/Force Off (s)	30	75.7	77.7
Yield/Force Off 170(s)	30	75.7	77.7
Local Start Time (s)	47	0	47
Local Yield (s)	77	41	43
Local Yield 170(s)	77	41	43

Intersection Summary	
Cycle Length	81.7
Control Type	Actuated-Uncoordinated
Natural Cycle	40

Splits and Phases: 50: Nobel Drive & I-805 SB On-ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	552	0	436	0	369	0	0	708	0
Future Volume (veh/h)	0	0	0	552	0	436	0	369	0	0	708	0
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln				1863	0	1863	1863	1863	0	1863	1863	0
Adj Flow Rate, veh/h				642	0	507	0	388	0	0	778	0
Adj No. of Lanes				2	0	2	1	2	0	1	3	0
Peak Hour Factor				0.86	0.92	0.86	0.92	0.95	0.95	0.91	0.91	0.92
Percent Heavy Veh, %				2	0	2	2	2	0	2	2	0
Cap, veh/h				1253	0	728	4	1238	0	4	1778	0
Arrive On Green				0.36	0.00	0.36	0.00	0.35	0.00	0.00	0.35	0.00
Sat Flow, veh/h				3442	0	2787	1774	3632	0	1774	5253	0
Grp Volume(v), veh/h				642	0	507	0	388	0	0	778	0
Grp Sat Flow(s),veh/h/ln				1721	0	1393	1774	1770	0	1774	1695	0
Q Serve(g_s), s				6.7	0.0	12.2	0.0	3.7	0.0	0.0	5.4	0.0
Cycle Q Clear(g_c), s				6.7	0.0	12.2	0.0	3.7	0.0	0.0	5.4	0.0
Prop In Lane				1.00		1.00	1.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h				1253	0	728	4	1238	0	4	1778	0
V/C Ratio(X)				0.51	0.00	0.70	0.00	0.31	0.00	0.00	0.44	0.00
Avail Cap(c_a), veh/h				2257	0	1541	775	3094	0	582	4446	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				11.4	0.0	35.4	0.0	10.9	0.0	0.0	11.4	0.0
Incr Delay (d2), s/veh				0.1	0.0	0.5	0.0	0.1	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.1	0.0	4.7	0.0	1.8	0.0	0.0	2.5	0.0
LnGrp Delay(d),s/veh				11.5	0.0	35.9	0.0	10.9	0.0	0.0	11.5	0.0
LnGrp LOS				B		D		B			B	
Approach Vol, veh/h					1149			388			778	
Approach Delay, s/veh					22.3			10.9			11.5	
Approach LOS					C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2			5	6		8
Phs Duration (G+Y+Rc), s	0.0	23.0			0.0	23.0		22.8
Change Period (Y+Rc), s	* 4.7	7.0			* 4.7	7.0		6.1
Max Green Setting (Gmax), s	* 15	40.0			* 20	40.0		30.0
Max Q Clear Time (g_c+I1), s	0.0	5.7			0.0	7.4		14.2
Green Ext Time (p_c), s	0.0	5.3			0.0	5.3		2.4

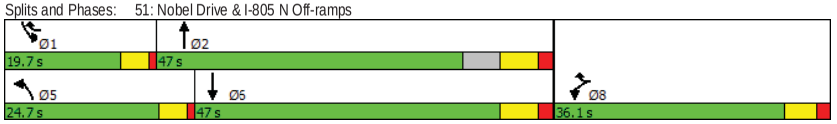
Intersection Summary	
HCM 2010 Ctrl Delay	16.7
HCM 2010 LOS	B

Notes

Phase Number	1	2	5	6	8
Movement	SBL	NBT	NBL	SBT	WBL
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize	Yes	Yes	Yes	Yes	
Recall Mode	Max	Min	None	Min	None
Maximum Split (s)	19.7	47	24.7	47	36.1
Maximum Split (%)	18.3%	43.6%	22.9%	43.6%	33.5%
Minimum Split (s)	11.1	23	9.7	18	11.1
Yellow Time (s)	3.7	5	3.7	5	4.1
All-Red Time (s)	1	2	1	2	2
Minimum Initial (s)	5	16	5	11	5
Vehicle Extension (s)	2	2	2	2	2
Minimum Gap (s)	2	2	2	2	2
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)		7			
Flash Dont Walk (s)		19			
Dual Entry	Yes	Yes	No	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	19.7	0	24.7	71.7
End Time (s)	19.7	71.7	24.7	71.7	0
Yield/Force Off (s)	15	64.7	20	64.7	101.7
Yield/Force Off 170(s)	15	64.7	20	64.7	101.7
Local Start Time (s)	83.1	102.8	83.1	0	47
Local Yield (s)	98.1	40	103.1	40	77
Local Yield 170(s)	98.1	40	103.1	40	77

Intersection Summary	
Cycle Length	107.8
Control Type	Actuated-Uncoordinated
Natural Cycle	55

Splits and Phases: 51: Nobel Drive & I-805 N Off-ramps



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	4	901	3	7	741
Future Volume (veh/h)	5	4	901	3	7	741
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h	7	5	990	3	7	788
Adj No. of Lanes	0	0	2	0	1	2
Peak Hour Factor	0.75	0.75	0.91	0.91	0.94	0.94
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	12	9	2617	8	13	2852
Arrive On Green	0.01	0.01	0.72	0.72	0.01	0.81
Sat Flow, veh/h	916	654	3713	11	1774	3632
Grp Volume(v), veh/h	13	0	484	509	7	788
Grp Sat Flow(s),veh/h/ln	1701	0	1770	1861	1774	1770
Q Serve(g_s), s	0.4	0.0	6.1	6.1	0.2	3.3
Cycle Q Clear(g_c), s	0.4	0.0	6.1	6.1	0.2	3.3
Prop In Lane	0.54	0.38		0.01	1.00	
Lane Grp Cap(c), veh/h	22	0	1280	1346	13	2852
V/C Ratio(X)	0.59	0.00	0.38	0.38	0.54	0.28
Avail Cap(c_a), veh/h	1164	0	1816	1909	910	3632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	0.0	3.1	3.1	28.9	1.4
Incr Delay (d2), s/veh	8.8	0.0	0.4	0.4	30.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.0	3.1	0.2	1.6
LnGrp Delay(d),s/veh	37.5	0.0	3.5	3.5	59.1	1.5
LnGrp LOS	D		A	A	E	A
Approach Vol, veh/h	13		993			795
Approach Delay, s/veh	37.5		3.5			2.0
Approach LOS	D		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	4.8	48.0				52.8		5.7
Change Period (Y+Rc), s	4.4	* 5.7				5.7		4.9
Max Green Setting (Gmax), s	30.0	* 60				60.0		40.0
Max Q Clear Time (g_c+I1), s	2.2	8.1				5.3		2.4
Green Ext Time (p_c), s	0.0	34.2				35.4		0.0

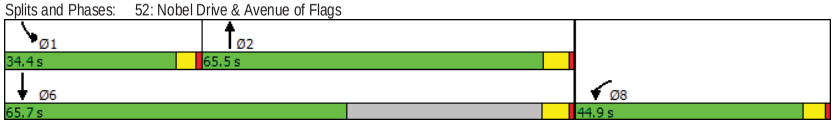
Intersection Summary	
HCM 2010 Ctrl Delay	3.1
HCM 2010 LOS	A

Notes

Phase Number	1	2	6	8
Movement	SBL	NBT	SBT	WBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	Min	Min	None
Maximum Split (s)	34.4	65.5	65.7	44.9
Maximum Split (%)	23.8%	45.2%	45.4%	31.0%
Minimum Split (s)	9.5	26.5	12.7	28.9
Yellow Time (s)	3.4	4.5	4.7	3.9
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	4	7	7	4
Vehicle Extension (s)	3	5.2	4.9	2
Minimum Gap (s)	3	0.2	0.2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		14		17
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	0	99.9
End Time (s)	34.4	99.9	99.9	0
Yield/Force Off (s)	30	94.4	94.2	139.9
Yield/Force Off 170(s)	30	94.4	94.2	122.9
Local Start Time (s)	50.6	85	50.6	5.7
Local Yield (s)	80.6	0.2	0	45.7
Local Yield 170(s)	80.6	0.2	0	28.7

Intersection Summary	
Cycle Length	144.8
Control Type	Actuated-Uncoordinated
Natural Cycle	65

Splits and Phases: 52: Nobel Drive & Avenue of Flags



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	2	311	5	0	3	190	108	10	6	666	19
Future Volume (veh/h)	51	2	311	5	0	3	190	108	10	6	666	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	75	3	457	10	0	6	241	137	13	7	812	23
Adj No. of Lanes	0	1	1	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.68	0.68	0.68	0.50	0.50	0.50	0.79	0.79	0.79	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	422	16	655	202	11	99	270	1033	98	12	849	24
Arrive On Green	0.26	0.26	0.26	0.26	0.00	0.26	0.15	0.62	0.62	0.01	0.47	0.47
Sat Flow, veh/h	1393	60	1583	592	41	380	1774	1676	159	1774	1803	51
Grp Volume(v), veh/h	78	0	457	16	0	0	241	0	150	7	0	835
Grp Sat Flow(s),veh/h/ln	1454	0	1583	1013	0	0	1774	0	1835	1774	0	1854
Q Serve(g_s), s	0.0	0.0	29.3	0.0	0.0	0.0	16.4	0.0	4.2	0.5	0.0	53.4
Cycle Q Clear(g_c), s	4.4	0.0	29.3	4.5	0.0	0.0	16.4	0.0	4.2	0.5	0.0	53.4
Prop In Lane	0.96		1.00	0.62		0.37	1.00		0.09	1.00		0.03
Lane Grp Cap(c), veh/h	438	0	655	312	0	0	270	0	1131	12	0	873
V/C Ratio(X)	0.18	0.00	0.70	0.05	0.00	0.00	0.89	0.00	0.13	0.57	0.00	0.96
Avail Cap(c_a), veh/h	527	0	755	382	0	0	576	0	1131	432	0	903
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	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.2	0.0	29.8	33.9	0.0	0.0	51.3	0.0	9.9	61.0	0.0	31.4
Incr Delay (d2), s/veh	0.1	0.0	1.7	0.0	0.0	0.0	4.1	0.0	0.1	14.5	0.0	20.0
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	2.1	0.0	13.0	0.4	0.0	0.0	8.3	0.0	2.1	0.3	0.0	32.0
LnGrp Delay(d),s/veh	35.3	0.0	31.5	34.0	0.0	0.0	55.4	0.0	10.0	75.5	0.0	51.3
LnGrp LOS	D		C	C			E		A	E		D
Approach Vol, veh/h		535			16			391			842	
Approach Delay, s/veh		32.0			34.0			38.0			51.5	
Approach LOS		C			C			D			D	

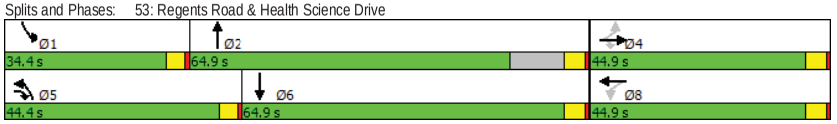
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.3	80.8		37.1	23.1	62.9		37.1
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	30.0	60.0		40.0	40.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	2.5	6.2		31.3	18.4	55.4		6.5
Green Ext Time (p_c), s	0.0	12.9		0.9	0.3	2.6		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	42.6
HCM 2010 LOS	D

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	Min	None	None
Maximum Split (s)	34.4	64.9	44.9	44.4	64.9	44.9
Maximum Split (%)	22.3%	42.1%	29.1%	28.8%	42.1%	29.1%
Minimum Split (s)	8.4	14.9	8.9	8.4	14.9	22.9
Yellow Time (s)	3.4	3.9	3.9	3.4	3.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	3.8	2	2	3.8	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		10	10		16	10
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	109.3	0	44.4	109.3
End Time (s)	34.4	109.3	0	44.4	109.3	0
Yield/Force Off (s)	30	104.4	149.3	40	104.4	149.3
Yield/Force Off 170(s)	30	94.4	139.3	40	88.4	139.3
Local Start Time (s)	109.8	144.2	64.9	109.8	0	64.9
Local Yield (s)	139.8	60	104.9	149.8	60	104.9
Local Yield 170(s)	139.8	50	94.9	149.8	44	94.9

Intersection Summary		
Cycle Length	154.2	
Control Type	Actuated-Uncoordinated	
Natural Cycle	90	

Splits and Phases: 53: Regents Road & Health Science Drive



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	263	53	260	87	132	872
Future Volume (veh/h)	263	53	260	87	132	872
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	302	61	325	109	150	991
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.87	0.87	0.80	0.80	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	364	325	1162	987	642	1162
Arrive On Green	0.21	0.21	0.62	0.62	0.62	0.62
Sat Flow, veh/h	1774	1583	1863	1583	951	1863
Grp Volume(v), veh/h	302	61	325	109	150	991
Grp Sat Flow(s),veh/h/ln	1774	1583	1863	1583	951	1863
Q Serve(g_s), s	9.4	1.8	4.6	1.6	4.9	24.8
Cycle Q Clear(g_c), s	9.4	1.8	4.6	1.6	9.5	24.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	364	325	1162	987	642	1162
V/C Ratio(X)	0.83	0.19	0.28	0.11	0.23	0.85
Avail Cap(c_a), veh/h	920	821	1287	1094	706	1287
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	22.0	19.0	5.0	4.4	7.1	8.8
Incr Delay (d2), s/veh	1.9	0.1	0.2	0.1	0.2	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.8	2.4	0.7	1.3	14.2
LnGrp Delay(d),s/veh	23.9	19.1	5.1	4.5	7.4	14.2
LnGrp LOS	C	B	A	A	A	B
Approach Vol, veh/h	363		434			1141
Approach Delay, s/veh	23.1		5.0			13.3
Approach LOS	C		A			B

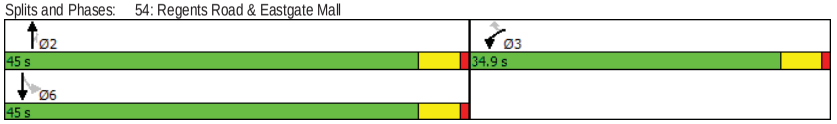
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		41.1				41.1		16.8
Change Period (Y+Rc), s		5.0				5.0		4.9
Max Green Setting (Gmax), s		40.0				40.0		30.0
Max Q Clear Time (g_c+I1), s		6.6				26.8		11.4
Green Ext Time (p_c), s		17.2				9.3		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	13.3
HCM 2010 LOS	B

Phase Number	2	3	6
Movement	NBT	WBL	SBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	Min	None	Min
Maximum Split (s)	45	34.9	45
Maximum Split (%)	56.3%	43.7%	56.3%
Minimum Split (s)	12	8.9	12
Yellow Time (s)	4	3.9	4
All-Red Time (s)	1	1	1
Minimum Initial (s)	7	4	7
Vehicle Extension (s)	3.4	2	3.5
Minimum Gap (s)	0.2	2	0.2
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)		7	
Flash Dont Walk (s)		20	
Dual Entry	No	No	No
Inhibit Max	Yes	Yes	Yes
Start Time (s)	0	45	0
End Time (s)	45	0	45
Yield/Force Off (s)	40	75	40
Yield/Force Off 170(s)	40	55	40
Local Start Time (s)	0	45	0
Local Yield (s)	40	75	40
Local Yield 170(s)	40	55	40

Intersection Summary	
Cycle Length	79.9
Control Type	Actuated-Uncoordinated
Natural Cycle	60

Splits and Phases: 54: Regents Road & Eastgate Mall



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	8	11	230	13	54	6	298	65	46	1068	33
Future Volume (veh/h)	17	8	11	230	13	54	6	298	65	46	1068	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	25	12	16	284	16	67	8	382	83	48	1112	34
Adj No. of Lanes	0	1	0	0	1	1	1	2	0	1	2	0
Peak Hour Factor	0.69	0.69	0.69	0.81	0.81	0.81	0.78	0.78	0.78	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	98	50	36	414	18	570	14	1247	268	61	1601	49
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.01	0.43	0.43	0.03	0.46	0.46
Sat Flow, veh/h	90	138	99	909	51	1583	1774	2899	624	1774	3506	107
Grp Volume(v), veh/h	53	0	0	300	0	67	8	232	233	48	561	585
Grp Sat Flow(s),veh/h/ln	327	0	0	961	0	1583	1774	1770	1753	1774	1770	1844
Q Serve(g_s), s	0.9	0.0	0.0	0.0	0.0	2.3	0.4	6.9	7.1	2.2	20.4	20.4
Cycle Q Clear(g_c), s	26.2	0.0	0.0	25.4	0.0	2.3	0.4	6.9	7.1	2.2	20.4	20.4
Prop In Lane	0.47		0.30	0.95		1.00	1.00		0.36	1.00		0.06
Lane Grp Cap(c), veh/h	183	0	0	432	0	570	14	761	754	61	808	842
V/C Ratio(X)	0.29	0.00	0.00	0.69	0.00	0.12	0.55	0.30	0.31	0.79	0.69	0.69
Avail Cap(c_a), veh/h	200	0	0	620	0	783	658	1312	1300	658	1312	1367
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	0.0	24.7	0.0	17.3	40.0	15.1	15.1	38.8	17.5	17.5
Incr Delay (d2), s/veh	0.3	0.0	0.0	2.1	0.0	0.1	11.8	0.2	0.2	8.0	1.1	1.1
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	0.8	0.0	0.0	6.6	0.0	1.0	0.2	3.4	3.5	1.2	10.1	10.5
LnGrp Delay(d),s/veh	20.8	0.0	0.0	26.8	0.0	17.4	51.7	15.3	15.4	46.8	18.6	18.6
LnGrp LOS	C			C		B	D	B	B	D	B	B
Approach Vol, veh/h		53			367			473			1194	
Approach Delay, s/veh		20.8			25.1			16.0			19.7	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.2	39.7		34.0	5.1	41.8		34.0
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	30.0	60.0		30.0	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	4.2	9.1		28.2	2.4	22.4		27.4
Green Ext Time (p_c), s	0.0	15.8		0.4	0.0	14.5		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	19.9
HCM 2010 LOS	B

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	None	None	Min	None
Maximum Split (s)	34.4	64.9	34.9	34.4	64.9	44.9
Maximum Split (%)	23.9%	45.0%	24.2%	23.9%	45.0%	31.1%
Minimum Split (s)	8.4	14.9	11.9	8.4	14.9	11.9
Yellow Time (s)	3.4	3.9	3.9	3.4	3.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	7	4	10	7
Vehicle Extension (s)	2	3.1	2	2	3.1	3.1
Minimum Gap (s)	2	0.2	2	2	0.2	0.2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		16	17		8	14
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.3	0	34.4	99.3
End Time (s)	34.4	99.3	0	34.4	99.3	0
Yield/Force Off (s)	30	94.4	139.3	30	94.4	139.3
Yield/Force Off 170(s)	30	94.4	122.3	30	94.4	125.3
Local Start Time (s)	109.8	0	64.9	109.8	0	64.9
Local Yield (s)	139.8	60	104.9	139.8	60	104.9
Local Yield 170(s)	139.8	60	87.9	139.8	60	90.9

Intersection Summary		
Cycle Length		144.2
Control Type	Actuated-Uncoordinated	
Natural Cycle		60

Splits and Phases: 55: Regents Road & Executive Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	3	174	134	4	41	125	378	82	30	1297	26
Future Volume (veh/h)	15	3	174	134	4	41	125	378	82	30	1297	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	17	3	200	181	5	55	149	450	98	34	1457	29
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.87	0.87	0.87	0.74	0.74	0.74	0.84	0.84	0.84	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	405	7	442	272	38	415	179	1642	355	43	1741	35
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.10	0.57	0.57	0.02	0.49	0.49
Sat Flow, veh/h	1337	23	1563	1174	134	1470	1774	2896	626	1774	3549	71
Grp Volume(v), veh/h	17	0	203	181	0	60	149	274	274	34	726	760
Grp Sat Flow(s),veh/h/ln	1337	0	1587	1174	0	1603	1774	1770	1752	1774	1770	1850
Q Serve(g_s), s	1.1	0.0	11.9	16.9	0.0	3.1	9.3	8.9	9.1	2.1	39.9	40.1
Cycle Q Clear(g_c), s	4.2	0.0	11.9	28.8	0.0	3.1	9.3	8.9	9.1	2.1	39.9	40.1
Prop In Lane	1.00		0.99	1.00		0.92	1.00		0.36	1.00		0.04
Lane Grp Cap(c), veh/h	405	0	449	272	0	453	179	1004	994	43	868	907
V/C Ratio(X)	0.04	0.00	0.45	0.66	0.00	0.13	0.83	0.27	0.28	0.79	0.84	0.84
Avail Cap(c_a), veh/h	501	0	563	357	0	569	630	1004	994	472	942	985
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	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.7	0.0	33.3	45.1	0.0	30.1	49.7	12.5	12.5	54.7	24.8	24.8
Incr Delay (d2), s/veh	0.0	0.0	0.3	1.2	0.0	0.0	3.8	0.2	0.2	11.2	6.5	6.4
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	0.4	0.0	5.2	5.6	0.0	1.4	4.7	4.4	4.4	1.2	20.9	21.9
LnGrp Delay(d),s/veh	31.7	0.0	33.5	46.3	0.0	30.2	53.6	12.7	12.7	66.0	31.4	31.2
LnGrp LOS	C		C	D		C	D	B	B	E	C	C
Approach Vol, veh/h		220			241			697			1520	
Approach Delay, s/veh		33.4			42.3			21.4			32.0	
Approach LOS		C			D			C			C	

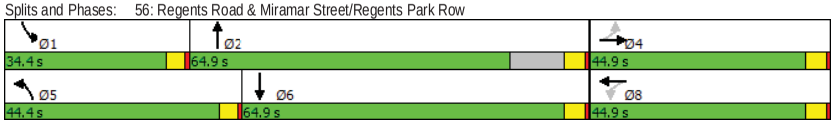
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.1	68.8		36.8	15.8	60.2		36.8
Change Period (Y+Rc), s	4.4	4.9		4.9	4.4	4.9		4.9
Max Green Setting (Gmax), s	30.0	60.0		40.0	40.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	4.1	11.1		13.9	11.3	42.1		30.8
Green Ext Time (p_c), s	0.0	30.5		1.5	0.2	13.2		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	30.3
HCM 2010 LOS	C

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	None	None	None	None	None
Maximum Split (s)	34.4	64.9	44.9	44.4	64.9	44.9
Maximum Split (%)	22.3%	42.1%	29.1%	28.8%	42.1%	29.1%
Minimum Split (s)	8.4	11.9	8.9	8.4	11.9	8.9
Yellow Time (s)	3.4	3.9	3.9	3.4	3.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	7	4	4	7	4
Vehicle Extension (s)	2	3.8	2	2	3.8	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		16			10	17
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	109.3	0	44.4	109.3
End Time (s)	34.4	109.3	0	44.4	109.3	0
Yield/Force Off (s)	30	104.4	149.3	40	104.4	149.3
Yield/Force Off 170(s)	30	88.4	149.3	40	94.4	132.3
Local Start Time (s)	109.8	144.2	64.9	109.8	0	64.9
Local Yield (s)	139.8	60	104.9	149.8	60	104.9
Local Yield 170(s)	139.8	44	104.9	149.8	50	87.9

Intersection Summary		
Cycle Length		154.2
Control Type	Actuated-Uncoordinated	
Natural Cycle		65

Splits and Phases: 56: Regents Road & Miramar Street/Regents Park Row



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	13	9	31	13	59	29	271	5	78	1082	76
Future Volume (veh/h)	27	13	9	31	13	59	29	271	5	78	1082	76
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	33	16	11	42	18	80	38	352	6	84	1163	82
Adj No. of Lanes	0	1	0	0	1	1	1	3	0	1	2	0
Peak Hour Factor	0.82	0.82	0.82	0.74	0.74	0.74	0.77	0.77	0.77	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	34	16	164	49	216	52	3444	59	108	2350	166
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.01	0.22	0.22	0.06	0.70	0.70
Sat Flow, veh/h	468	454	207	1087	645	1583	1774	5150	88	1774	3354	236
Grp Volume(v), veh/h	60	0	0	60	0	80	38	231	127	84	613	632
Grp Sat Flow(s),veh/h/ln	1129	0	0	1733	0	1583	1774	1695	1847	1774	1770	1821
Q Serve(g_s), s	1.9	0.0	0.0	0.0	0.0	3.4	1.6	4.1	4.1	3.5	11.9	11.9
Cycle Q Clear(g_c), s	4.3	0.0	0.0	2.4	0.0	3.4	1.6	4.1	4.1	3.5	11.9	11.9
Prop In Lane	0.55		0.18	0.70		1.00	1.00		0.05	1.00		0.13
Lane Grp Cap(c), veh/h	160	0	0	213	0	216	52	2267	1235	108	1240	1276
V/C Ratio(X)	0.38	0.00	0.00	0.28	0.00	0.37	0.73	0.10	0.10	0.78	0.49	0.50
Avail Cap(c_a), veh/h	688	0	0	751	0	787	215	2267	1235	215	1240	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.97	0.97	0.97	0.56	0.56	0.56
Uniform Delay (d), s/veh	34.2	0.0	0.0	33.1	0.0	29.4	36.8	11.3	11.3	34.7	5.1	5.2
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.3	0.0	0.4	7.0	0.1	0.2	2.6	0.8	0.8
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	1.2	0.0	0.0	1.2	0.0	1.5	0.9	1.9	2.2	1.8	5.9	6.1
LnGrp Delay(d),s/veh	34.7	0.0	0.0	33.4	0.0	29.8	43.9	11.4	11.4	37.3	5.9	5.9
LnGrp LOS	C			C		C	D	B	B	D	A	A
Approach Vol, veh/h		60			140			396			1329	
Approach Delay, s/veh		34.7			31.4			14.5			7.9	
Approach LOS		C			C			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.0	55.5		10.6	6.6	57.8		10.6
Change Period (Y+Rc), s	4.4	* 5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	9.1	* 19		32.8	9.1	18.5		32.7
Max Q Clear Time (g_c+I1), s	5.5	6.1		6.3	3.6	13.9		5.4
Green Ext Time (p_c), s	0.0	9.7		0.5	0.0	3.9		0.6

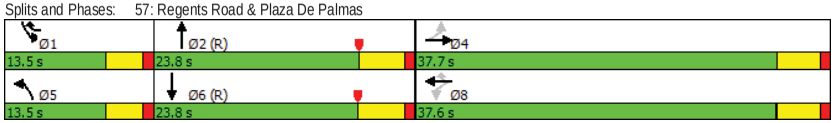
Intersection Summary	
HCM 2010 Ctrl Delay	11.8
HCM 2010 LOS	B

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	13.5	23.8	37.7	13.5	23.8	37.6
Maximum Split (%)	18.0%	31.7%	50.3%	18.0%	31.7%	50.1%
Minimum Split (s)	8.4	15.2	8.9	8.4	15.3	8.9
Yellow Time (s)	3.4	4.2	3.9	3.4	4.3	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	4.5	2	2	4.2	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		15	25		10	29
Dual Entry	No	Yes	No	No	Yes	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	45	58.5	7.3	45	58.5	7.3
End Time (s)	58.5	7.3	45	58.5	7.3	45
Yield/Force Off (s)	54.1	2.1	40.1	54.1	2	40.1
Yield/Force Off 170(s)	54.1	62.1	15.1	54.1	67	11.1
Local Start Time (s)	43	56.5	5.3	43	56.5	5.3
Local Yield (s)	52.1	0.1	38.1	52.1	0	38.1
Local Yield 170(s)	52.1	60.1	13.1	52.1	65	9.1

Intersection Summary	
Cycle Length	75
Control Type	Actuated-Coordinated
Natural Cycle	55
Offset: 2 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 57: Regents Road & Plaza De Palmas



Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations								
Traffic Volume (veh/h)	29	14	185	27	149	551		
Future Volume (veh/h)	29	14	185	27	149	551		
Number	3	18	2	12	1	6		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863		
Adj Flow Rate, veh/h	38	18	220	32	160	592		
Adj No. of Lanes	0	0	2	0	1	2		
Peak Hour Factor	0.77	0.77	0.84	0.84	0.93	0.93		
Percent Heavy Veh, %	0	0	2	2	2	2		
Cap, veh/h	58	27	1084	156	210	2186		
Arrive On Green	0.05	0.05	0.35	0.35	0.12	0.62		
Sat Flow, veh/h	1140	540	3201	446	1774	3632		
Grp Volume(v), veh/h	57	0	124	128	160	592		
Grp Sat Flow(s),veh/h/ln	1710	0	1770	1784	1774	1770		
Q Serve(g_s), s	1.0	0.0	1.4	1.5	2.6	2.2		
Cycle Q Clear(g_c), s	1.0	0.0	1.4	1.5	2.6	2.2		
Prop In Lane	0.67	0.32		0.25	1.00			
Lane Grp Cap(c), veh/h	87	0	618	623	210	2186		
V/C Ratio(X)	0.66	0.00	0.20	0.21	0.76	0.27		
Avail Cap(c_a), veh/h	2047	0	3025	3049	2123	6050		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	13.6	0.0	6.7	6.7	12.5	2.6		
Incr Delay (d2), s/veh	3.1	0.0	0.2	0.2	2.2	0.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.7	0.7	1.4	1.1		
LnGrp Delay(d),s/veh	16.8	0.0	6.9	6.9	14.7	2.7		
LnGrp LOS	B		A	A	B	A		
Approach Vol, veh/h	57		252			752		
Approach Delay, s/veh	16.8		6.9			5.2		
Approach LOS	B		A			A		

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.9	15.5				23.4		5.9
Change Period (Y+Rc), s	4.4	* 5.3				5.3		4.4
Max Green Setting (Gmax), s	35.0	* 50				50.0		35.0
Max Q Clear Time (g_c+I1), s	4.6	3.5				4.2		3.0
Green Ext Time (p_c), s	0.2	8.2				8.2		0.1

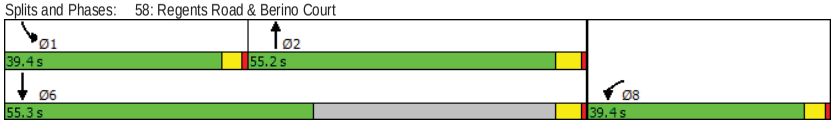
Intersection Summary	
HCM 2010 Ctrl Delay	6.2
HCM 2010 LOS	A

Notes

Phase Number	1	2	6	8
Movement	SBL	NBT	SBT	WBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	None	None	None
Maximum Split (s)	39.4	55.2	55.3	39.4
Maximum Split (%)	29.4%	41.2%	41.3%	29.4%
Minimum Split (s)	8.4	12.2	12.3	8.4
Yellow Time (s)	3.4	4.2	4.3	3.4
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	4	7	7	4
Vehicle Extension (s)	2	3.9	3.7	2
Minimum Gap (s)	2	0.2	0.2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		11		22
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	39.4	0	94.6
End Time (s)	39.4	94.6	94.6	0
Yield/Force Off (s)	35	89.4	89.3	129.6
Yield/Force Off 170(s)	35	78.4	89.3	107.6
Local Start Time (s)	94.6	0	94.6	55.2
Local Yield (s)	129.6	50	49.9	90.2
Local Yield 170(s)	129.6	39	49.9	68.2

Intersection Summary	
Cycle Length	134
Control Type	Actuated-Uncoordinated
Natural Cycle	40

Splits and Phases: 58: Regents Road & Berino Court



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	141	17	12	125	34	15	15	21	242	39	303
Future Volume (veh/h)	62	141	17	12	125	34	15	15	21	242	39	303
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	69	157	19	14	149	40	16	16	23	266	43	333
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	1
Peak Hour Factor	0.90	0.90	0.90	0.84	0.84	0.84	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	91	793	95	25	589	154	29	209	187	334	1028	541
Arrive On Green	0.05	0.25	0.25	0.01	0.21	0.21	0.02	0.12	0.12	0.19	0.29	0.29
Sat Flow, veh/h	1774	3185	380	1774	2779	725	1774	1770	1583	1774	3539	1583
Grp Volume(v), veh/h	69	86	90	14	93	96	16	16	23	266	43	333
Grp Sat Flow(s),veh/h/ln	1774	1770	1796	1774	1770	1735	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	1.7	1.7	1.8	0.4	2.0	2.1	0.4	0.4	0.6	6.4	0.4	7.9
Cycle Q Clear(g_c), s	1.7	1.7	1.8	0.4	2.0	2.1	0.4	0.4	0.6	6.4	0.4	7.9
Prop In Lane	1.00		0.21	1.00		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	91	441	447	25	375	368	29	209	187	334	1028	541
V/C Ratio(X)	0.76	0.20	0.20	0.55	0.25	0.26	0.56	0.08	0.12	0.80	0.04	0.62
Avail Cap(c_a), veh/h	1186	2366	2401	1186	2366	2320	1186	1578	1411	1186	4733	2199
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	21.0	13.3	13.3	22.0	14.7	14.7	21.9	17.6	17.7	17.4	11.4	12.3
Incr Delay (d2), s/veh	4.7	0.9	0.9	6.8	1.2	1.3	6.2	0.3	0.6	1.7	0.0	1.9
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	0.9	1.0	1.0	0.2	1.1	1.1	0.2	0.2	0.3	3.3	0.2	3.7
LnGrp Delay(d),s/veh	25.7	14.2	14.3	28.8	15.9	16.0	28.1	17.9	18.3	19.1	11.5	14.2
LnGrp LOS	C	B	B	C	B	B	C	B	B	B	B	B
Approach Vol, veh/h		245			203			55			642	
Approach Delay, s/veh		17.5			16.8			21.0			16.0	
Approach LOS		B			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	16.1	5.1	18.6	6.7	14.4	12.8	10.9
Change Period (Y+Rc), s	4.4	4.9	4.4	5.6	4.4	4.9	4.4	* 5.6
Max Green Setting (Gmax), s	30.0	60.0	30.0	60.0	30.0	60.0	30.0	* 40
Max Q Clear Time (g_c+I1), s	2.4	3.8	2.4	9.9	3.7	4.1	8.4	2.6
Green Ext Time (p_c), s	0.0	6.4	0.0	3.3	0.1	6.4	0.3	3.2

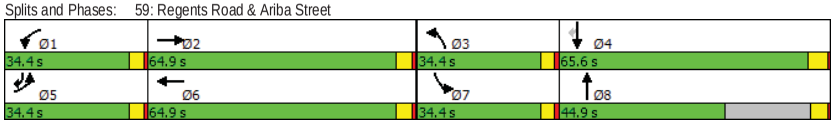
Intersection Summary	
HCM 2010 Ctrl Delay	16.7
HCM 2010 LOS	B

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Maximum Split (s)	34.4	64.9	34.4	65.6	34.4	64.9	34.4	44.9
Maximum Split (%)	17.3%	32.6%	17.3%	32.9%	17.3%	32.6%	17.3%	22.5%
Minimum Split (s)	8.4	11.9	8.4	12.6	8.4	11.9	8.4	11.9
Yellow Time (s)	3.4	3.9	3.4	4.6	3.4	3.9	3.4	3.9
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	7	4	7	4	7	4	7
Vehicle Extension (s)	2	6.3	2	4.4	2	5.9	2	4.8
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		21		25		25		17
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.3	133.7	0	34.4	99.3	133.7
End Time (s)	34.4	99.3	133.7	0	34.4	99.3	133.7	0
Yield/Force Off (s)	30	94.4	129.3	193.7	30	94.4	129.3	194.4
Yield/Force Off 170(s)	30	73.4	129.3	168.7	30	69.4	129.3	177.4
Local Start Time (s)	164.9	0	64.9	99.3	164.9	0	64.9	99.3
Local Yield (s)	194.9	60	94.9	159.3	194.9	60	94.9	160
Local Yield 170(s)	194.9	39	94.9	134.3	194.9	35	94.9	143

Intersection Summary		
Cycle Length		199.3
Control Type	Actuated-Uncoordinated	
Natural Cycle		55

Splits and Phases: 59: Regents Road & Ariba Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	150	34	390	227	7	54	81	349	18	36	2
Future Volume (veh/h)	12	150	34	390	227	7	54	81	349	18	36	2
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	16	195	44	433	252	8	57	85	367	24	49	3
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	2	0
Peak Hour Factor	0.77	0.77	0.77	0.90	0.90	0.90	0.95	0.95	0.95	0.74	0.74	0.74
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	536	118	487	1557	49	508	565	480	365	1029	62
Arrive On Green	0.02	0.19	0.19	0.27	0.44	0.44	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1774	2883	637	1774	3502	111	1347	1863	1583	935	3390	206
Grp Volume(v), veh/h	16	118	121	433	127	133	57	85	367	24	25	27
Grp Sat Flow(s),veh/h/ln	1774	1770	1750	1774	1770	1843	1347	1863	1583	935	1770	1826
Q Serve(g_s), s	0.6	3.7	3.9	15.0	2.7	2.8	2.0	2.1	13.4	1.2	0.6	0.7
Cycle Q Clear(g_c), s	0.6	3.7	3.9	15.0	2.7	2.8	2.7	2.1	13.4	3.4	0.6	0.7
Prop In Lane	1.00		0.36	1.00		0.06	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	27	329	325	487	787	820	508	565	480	365	537	554
V/C Ratio(X)	0.58	0.36	0.37	0.89	0.16	0.16	0.11	0.15	0.76	0.07	0.05	0.05
Avail Cap(c_a), veh/h	833	1662	1644	833	1662	1732	942	1167	992	667	1108	1144
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	31.2	22.7	22.7	22.2	10.6	10.6	16.7	16.2	20.2	17.5	15.7	15.7
Incr Delay (d2), s/veh	7.1	1.1	1.2	3.3	0.2	0.2	0.2	0.2	4.5	0.0	0.0	0.0
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	0.3	1.9	2.0	7.8	1.4	1.4	0.8	1.1	6.4	0.3	0.3	0.3
LnGrp Delay(d),s/veh	38.3	23.8	23.9	25.5	10.8	10.8	16.8	16.5	24.7	17.5	15.7	15.7
LnGrp LOS	D	C	C	C	B	B	B	B	C	B	B	B
Approach Vol, veh/h		255			693			509			76	
Approach Delay, s/veh		24.8			20.0			22.4			16.3	
Approach LOS		C			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	21.9	16.8		25.2	5.4	33.3		25.2
Change Period (Y+Rc), s	4.4	4.9		* 5.8	4.4	4.9		5.8
Max Green Setting (Gmax), s	30.0	60.0		* 40	30.0	60.0		40.0
Max Q Clear Time (g_c+I1), s	17.0	5.9		5.4	2.6	4.8		15.4
Green Ext Time (p_c), s	0.6	6.0		4.2	0.0	6.0		4.0

Intersection Summary	
HCM 2010 Ctrl Delay	21.4
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	5	6	8
Movement	WBL	EBT	SBTL	EBL	WBT	NBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	None	None	Min	None
Maximum Split (s)	34.4	64.9	45.5	34.4	64.9	45.8
Maximum Split (%)	23.7%	44.7%	31.4%	23.7%	44.7%	31.6%
Minimum Split (s)	8.4	8.9	9.5	8.4	11.9	12.8
Yellow Time (s)	3.4	3.9	4.5	3.4	3.9	4.8
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	4	4	4	7	7
Vehicle Extension (s)	2	4.5	2	2	5	4.6
Minimum Gap (s)	2	0.2	2	2	0.2	0.2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		21	23		22	22
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.3	0	34.4	99.3
End Time (s)	34.4	99.3	0	34.4	99.3	0
Yield/Force Off (s)	30	94.4	139.6	30	94.4	139.3
Yield/Force Off 170(s)	30	94.4	116.6	30	94.4	117.3
Local Start Time (s)	110.7	0	64.9	110.7	0	64.9
Local Yield (s)	140.7	60	105.2	140.7	60	104.9
Local Yield 170(s)	140.7	60	82.2	140.7	60	82.9

Intersection Summary		
Cycle Length	145.1	
Control Type	Actuated-Uncoordinated	
Natural Cycle	45	

Splits and Phases: 60: Regents Road & Governor Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	495	1	253	288	444	0	0	378	315
Future Volume (veh/h)	0	0	0	495	1	253	288	444	0	0	378	315
Number				3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln				1900	1863	1863	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				538	1	0	327	505	0	0	440	0
Adj No. of Lanes				0	1	1	2	2	0	0	2	1
Peak Hour Factor				0.92	0.92	0.92	0.88	0.88	0.88	0.86	0.86	0.86
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				564	1	504	381	2138	0	0	1632	730
Arrive On Green				0.32	0.32	0.00	0.11	0.60	0.00	0.00	0.46	0.00
Sat Flow, veh/h				1771	3	1583	3442	3632	0	0	3632	1583
Grp Volume(v), veh/h				539	0	0	327	505	0	0	440	0
Grp Sat Flow(s),veh/h/ln				1774	0	1583	1721	1770	0	0	1770	1583
Q Serve(g_s), s				43.4	0.0	0.0	13.6	9.6	0.0	0.0	11.2	0.0
Cycle Q Clear(g_c), s				43.4	0.0	0.0	13.6	9.6	0.0	0.0	11.2	0.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				565	0	504	381	2138	0	0	1632	730
V/C Ratio(X)				0.95	0.00	0.00	0.86	0.24	0.00	0.00	0.27	0.00
Avail Cap(c_a), veh/h				608	0	542	707	2138	0	0	1632	730
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	0.80	0.80	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				48.7	0.0	0.0	63.8	13.3	0.0	0.0	24.2	0.0
Incr Delay (d2), s/veh				24.2	0.0	0.0	1.8	0.2	0.0	0.0	0.4	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				25.1	0.0	0.0	6.6	4.8	0.0	0.0	5.5	0.0
LnGrp Delay(d),s/veh				72.9	0.0	0.0	65.6	13.6	0.0	0.0	24.6	0.0
LnGrp LOS				E			E	B			C	
Approach Vol, veh/h					539			832			440	
Approach Delay, s/veh					72.9			34.0			24.6	
Approach LOS					E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		94.4			20.9	73.5		51.6
Change Period (Y+Rc), s		6.2			* 4.7	6.2		5.1
Max Green Setting (Gmax), s		85.2			* 30	40.5		50.0
Max Q Clear Time (g_c+I1), s		11.6			15.6	13.2		45.4
Green Ext Time (p_c), s		4.9			0.5	4.7		1.1

Intersection Summary	
HCM 2010 Ctrl Delay	43.3
HCM 2010 LOS	D

Notes

Phase Number	2	5	6	8
Movement	NBT	NBL	SBT	WBTL
Lead/Lag		Lead	Lag	
Lead-Lag Optimize		Yes	Yes	
Recall Mode	C-Max	None	C-Max	None
Maximum Split (s)	91.4	34.7	46.7	55.1
Maximum Split (%)	62.4%	23.7%	31.9%	37.6%
Minimum Split (s)	19.2	9.7	19.2	36.1
Yellow Time (s)	5.2	3.7	5.2	4.1
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	13	5	13	5
Vehicle Extension (s)	2	2	2	2
Minimum Gap (s)	2	2	2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7		7	7
Flash Dont Walk (s)	10		10	24
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	0	34.7	91.4
End Time (s)	91.4	34.7	91.4	0
Yield/Force Off (s)	85.2	30	85.2	141.4
Yield/Force Off 170(s)	75.2	30	75.2	117.4
Local Start Time (s)	111.8	111.8	0	56.7
Local Yield (s)	50.5	141.8	50.5	106.7
Local Yield 170(s)	40.5	141.8	40.5	82.7

Intersection Summary	
Cycle Length	146.5
Control Type	Actuated-Coordinated
Natural Cycle	65
Offset: 34.7 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Green	

Splits and Phases: 61: Regents Road & SR-52 WB On/SR-52 WB OFF



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	329	6	677	0	0	0	0	437	219	129	792	0
Future Volume (veh/h)	329	6	677	0	0	0	0	437	219	129	792	0
Number	7	4	14				5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1863				0	1863	1863	1863	1863	0
Adj Flow Rate, veh/h	375	0	0				0	497	0	142	870	0
Adj No. of Lanes	2	0	1				0	2	1	1	2	0
Peak Hour Factor	0.89	0.89	0.89				0.88	0.88	0.88	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	1124	0	502				0	773	346	625	2136	0
Arrive On Green	0.32	0.00	0.00				0.00	0.22	0.00	0.35	0.60	0.00
Sat Flow, veh/h	3548	0	1583				0	3632	1583	1774	3632	0
Grp Volume(v), veh/h	375	0	0				0	497	0	142	870	0
Grp Sat Flow(s),veh/h/ln	1774	0	1583				0	1770	1583	1774	1770	0
Q Serve(g_s), s	11.5	0.0	0.0				0.0	18.1	0.0	8.0	18.4	0.0
Cycle Q Clear(g_c), s	11.5	0.0	0.0				0.0	18.1	0.0	8.0	18.4	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	1124	0	502				0	773	346	625	2136	0
V/C Ratio(X)	0.33	0.00	0.00				0.00	0.64	0.00	0.23	0.41	0.00
Avail Cap(c_a), veh/h	1124	0	502				0	773	346	625	2136	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00				0.00	1.00	0.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	37.0	0.0	0.0				0.0	50.5	0.0	32.4	14.8	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0				0.0	4.1	0.0	0.8	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	0.0				0.0	9.3	0.0	4.0	9.1	0.0
LnGrp Delay(d),s/veh	37.8	0.0	0.0				0.0	54.6	0.0	33.2	15.4	0.0
LnGrp LOS	D							D		C	B	
Approach Vol, veh/h		375						497			1012	
Approach Delay, s/veh		37.8						54.6			17.9	
Approach LOS		D						D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	54.7	37.2		50.1		91.9		
Change Period (Y+Rc), s	* 4.7	6.2		5.1		6.2		
Max Green Setting (Gmax), s	* 50	30.5		45.0		75.2		
Max Q Clear Time (g_c+I1), s	10.0	20.1		13.5		20.4		
Green Ext Time (p_c), s	0.2	4.9		0.7		8.2		

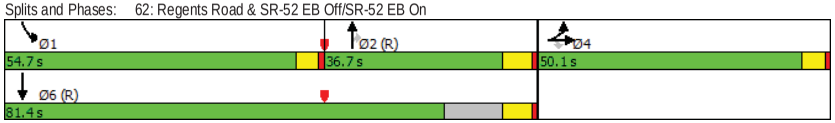
Intersection Summary	
HCM 2010 Ctrl Delay	31.5
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	6
Movement	SBL	NBT	EBTL	SBT
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	Max	C-Max	Max	C-Max
Maximum Split (s)	54.7	36.7	50.1	81.4
Maximum Split (%)	38.7%	25.9%	35.4%	57.5%
Minimum Split (s)	9.7	19.2	36.1	19.2
Yellow Time (s)	3.7	5.2	4.1	5.2
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	5	13	5	13
Vehicle Extension (s)	2	2	2	2
Minimum Gap (s)	2	2	2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7	7	7
Flash Dont Walk (s)		10	24	10
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	54.7	91.4	0
End Time (s)	54.7	91.4	0	91.4
Yield/Force Off (s)	50	85.2	136.4	85.2
Yield/Force Off 170(s)	50	75.2	112.4	75.2
Local Start Time (s)	86.8	0	36.7	86.8
Local Yield (s)	136.8	30.5	81.7	30.5
Local Yield 170(s)	136.8	20.5	57.7	20.5

Intersection Summary		
Cycle Length	141.5	
Control Type	Actuated-Coordinated	
Natural Cycle	70	
Offset: 54.7 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Green		

Splits and Phases: 62: Regents Road & SR-52 EB Off/SR-52 EB On



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	384	13	156	6	14	19	144	281	4	46	870	489
Future Volume (veh/h)	384	13	156	6	14	19	144	281	4	46	870	489
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	409	14	166	7	17	23	166	323	5	49	926	520
Adj No. of Lanes	0	1	1	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.94	0.94	0.94	0.81	0.81	0.81	0.87	0.87	0.87	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	4	785	33	78	75	192	1620	25	63	841	462
Arrive On Green	0.39	0.39	0.39	0.39	0.39	0.39	0.11	0.45	0.45	0.04	0.38	0.38
Sat Flow, veh/h	311	11	1583	0	201	193	1774	3567	55	1774	2206	1212
Grp Volume(v), veh/h	423	0	166	47	0	0	166	160	168	49	739	707
Grp Sat Flow(s),veh/h/ln	321	0	1583	394	0	0	1774	1770	1853	1774	1770	1649
Q Serve(g_s), s	0.0	0.0	7.4	0.0	0.0	0.0	11.6	6.8	6.9	3.5	48.0	48.0
Cycle Q Clear(g_c), s	48.8	0.0	7.4	48.8	0.0	0.0	11.6	6.8	6.9	3.5	48.0	48.0
Prop In Lane	0.97		1.00	0.15		0.49	1.00		0.03	1.00		0.74
Lane Grp Cap(c), veh/h	181	0	785	185	0	0	192	803	841	63	675	629
V/C Ratio(X)	2.34	0.00	0.21	0.25	0.00	0.00	0.86	0.20	0.20	0.78	1.09	1.13
Avail Cap(c_a), veh/h	181	0	785	185	0	0	283	803	841	213	675	629
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	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.2	0.0	17.9	29.9	0.0	0.0	55.2	20.6	20.6	60.3	39.0	39.0
Incr Delay (d2), s/veh	620.5	0.0	0.2	0.3	0.0	0.0	11.8	0.6	0.5	7.3	63.4	75.6
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	37.4	0.0	3.3	1.0	0.0	0.0	6.3	3.5	3.6	1.8	35.3	35.0
LnGrp Delay(d),s/veh	666.7	0.0	18.1	30.2	0.0	0.0	67.0	21.2	21.2	67.6	102.4	114.6
LnGrp LOS	F		B	C			E	C	C	E	F	F
Approach Vol, veh/h		589			47			494			1495	
Approach Delay, s/veh		483.9			30.2			36.6			107.0	
Approach LOS		F			C			D			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.9	63.4		53.7	18.1	54.2		53.7
Change Period (Y+Rc), s	4.4	* 6.2		4.9	4.4	6.2		4.9
Max Green Setting (Gmax), s	15.1	* 47		48.8	20.1	41.6		48.8
Max Q Clear Time (g_c+I1), s	5.5	8.9		50.8	13.6	50.0		50.8
Green Ext Time (p_c), s	0.0	20.3		0.0	0.1	0.0		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	177.0
HCM 2010 LOS	F

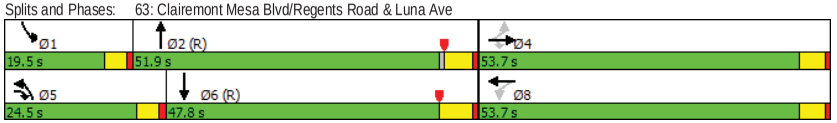
Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	19.5	51.9	53.7	24.5	47.8	53.7
Maximum Split (%)	15.5%	41.2%	42.6%	19.4%	37.9%	42.6%
Minimum Split (s)	8.4	22.3	36.9	8.4	23.2	33.9
Yellow Time (s)	3.4	4.3	3.9	3.4	5.2	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	2
Vehicle Extension (s)	2	4.4	4	2	3.2	2
Minimum Gap (s)	2	0.2	4	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		10	25		10	22
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	83.9	103.4	30.2	83.9	108.4	30.2
End Time (s)	103.4	30.2	83.9	108.4	30.2	83.9
Yield/Force Off (s)	99	24.9	79	104	24	79
Yield/Force Off 170(s)	99	14.9	54	104	14	57
Local Start Time (s)	59.9	79.4	6.2	59.9	84.4	6.2
Local Yield (s)	75	0.9	55	80	0	55
Local Yield 170(s)	75	116.9	30	80	116	33

Intersection Summary	
Cycle Length	126
Control Type	Actuated-Coordinated
Natural Cycle	100

Offset: 24 (19%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Splits and Phases: 63: Clairemont Mesa Blvd/Regents Road & Luna Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	23	56	103	11	167	14	474	61	145	1386	9
Future Volume (veh/h)	57	23	56	103	11	167	14	474	61	145	1386	9
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	116	47	114	136	14	220	18	592	76	158	1507	10
Adj No. of Lanes	0	1	1	1	1	1	1	2	0	2	2	0
Peak Hour Factor	0.49	0.49	0.49	0.76	0.76	0.76	0.80	0.80	0.80	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	57	173	274	287	244	26	1643	210	211	2044	14
Arrive On Green	0.11	0.11	0.11	0.15	0.15	0.15	0.01	0.52	0.52	0.06	0.57	0.57
Sat Flow, veh/h	1280	519	1583	1774	1863	1583	1774	3157	404	3442	3604	24
Grp Volume(v), veh/h	163	0	114	136	14	220	18	331	337	158	740	777
Grp Sat Flow(s),veh/h/ln	1799	0	1583	1774	1863	1583	1774	1770	1791	1721	1770	1859
Q Serve(g_s), s	11.5	0.0	9.0	9.1	0.8	17.7	1.3	14.4	14.4	5.9	40.4	40.5
Cycle Q Clear(g_c), s	11.5	0.0	9.0	9.1	0.8	17.7	1.3	14.4	14.4	5.9	40.4	40.5
Prop In Lane	0.71		1.00	1.00		1.00	1.00		0.23	1.00		0.01
Lane Grp Cap(c), veh/h	197	0	173	274	287	244	26	921	932	211	1004	1054
V/C Ratio(X)	0.83	0.00	0.66	0.50	0.05	0.90	0.69	0.36	0.36	0.75	0.74	0.74
Avail Cap(c_a), veh/h	403	0	354	329	345	294	138	921	932	400	1004	1054
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.30	0.30	0.30
Uniform Delay (d), s/veh	56.7	0.0	55.6	50.4	46.9	54.0	63.7	18.4	18.4	60.0	20.9	20.9
Incr Delay (d2), s/veh	3.4	0.0	1.6	0.5	0.0	23.6	11.4	1.1	1.1	0.6	1.5	1.4
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	5.9	0.0	4.0	4.5	0.4	9.4	0.7	7.3	7.4	2.8	20.1	21.2
LnGrp Delay(d),s/veh	60.1	0.0	57.1	50.9	46.9	77.6	75.1	19.5	19.5	60.6	22.4	22.4
LnGrp LOS	E		E	D	D	E	E	B	B	E	C	C
Approach Vol, veh/h		277			370			686			1675	
Approach Delay, s/veh		58.9			66.6			21.0			26.0	
Approach LOS		E			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.4	73.5		19.1	6.3	79.6		24.9
Change Period (Y+Rc), s	4.4	* 5.9		4.9	4.4	5.9		4.9
Max Green Setting (Gmax), s	15.1	* 31		29.1	10.1	46.6		24.1
Max Q Clear Time (g_c+I1), s	7.9	16.4		13.5	3.3	42.5		19.7
Green Ext Time (p_c), s	0.1	13.3		0.7	0.0	4.0		0.3

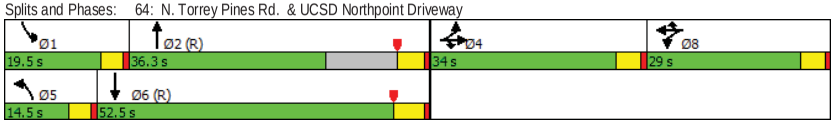
Intersection Summary	
HCM 2010 Ctrl Delay	32.9
HCM 2010 LOS	C

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	19.5	36.3	34	14.5	52.5	29
Maximum Split (%)	15.0%	27.9%	26.2%	11.2%	40.4%	22.3%
Minimum Split (s)	8.4	15.3	8.9	8.4	15.9	8.9
Yellow Time (s)	3.4	4.3	3.9	3.4	4.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	4.8	2	2	4.7	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	
Flash Dont Walk (s)		20	23		19	
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	10.9	30.4	77.9	10.9	25.4	111.9
End Time (s)	30.4	77.9	111.9	25.4	77.9	10.9
Yield/Force Off (s)	26	72.6	107	21	72	6
Yield/Force Off 170(s)	26	52.6	84	21	53	6
Local Start Time (s)	68.9	88.4	5.9	68.9	83.4	39.9
Local Yield (s)	84	0.6	35	79	0	64
Local Yield 170(s)	84	110.6	12	79	111	64

Intersection Summary	
Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	80
Offset: 72 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 64: N. Torrey Pines Rd. & UCSD Northpoint Driveway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1	19	82	1	31	30	406	63	45	1542	21
Future Volume (veh/h)	9	1	19	82	1	31	30	406	63	45	1542	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	14	2	29	98	1	37	34	456	71	48	1658	23
Adj No. of Lanes	0	1	0	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.66	0.66	0.66	0.84	0.84	0.84	0.89	0.89	0.89	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	61	21	82	177	3	125	43	2371	367	62	2796	39
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.02	0.77	0.77	0.03	0.78	0.78
Sat Flow, veh/h	302	258	1014	1373	42	1548	1774	3073	476	1774	3574	50
Grp Volume(v), veh/h	45	0	0	98	0	38	34	262	265	48	820	861
Grp Sat Flow(s),veh/h/ln	1574	0	0	1373	0	1590	1774	1770	1779	1774	1770	1854
Q Serve(g_s), s	0.0	0.0	0.0	4.8	0.0	2.9	2.5	5.1	5.2	3.5	24.4	24.6
Cycle Q Clear(g_c), s	3.3	0.0	0.0	8.1	0.0	2.9	2.5	5.1	5.2	3.5	24.4	24.6
Prop In Lane	0.31		0.64	1.00		0.97	1.00		0.27	1.00		0.03
Lane Grp Cap(c), veh/h	164	0	0	177	0	129	43	1366	1373	62	1384	1450
V/C Ratio(X)	0.27	0.00	0.00	0.55	0.00	0.29	0.79	0.19	0.19	0.78	0.59	0.59
Avail Cap(c_a), veh/h	411	0	0	400	0	388	124	1366	1373	124	1384	1450
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	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.4	0.0	0.0	58.4	0.0	56.2	63.1	4.0	4.0	62.2	5.7	5.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.0	0.0	0.5	11.0	0.3	0.3	7.6	1.9	1.8
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	1.5	0.0	0.0	3.5	0.0	1.3	1.4	2.6	2.6	1.8	12.6	13.2
LnGrp Delay(d),s/veh	56.7	0.0	0.0	59.4	0.0	56.7	74.1	4.3	4.3	69.8	7.6	7.6
LnGrp LOS	E			E		E	E	A	A	E	A	A
Approach Vol, veh/h		45			136			561			1729	
Approach Delay, s/veh		56.7			58.6			8.5			9.3	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.9	105.6		15.4	7.6	107.0		15.4
Change Period (Y+Rc), s	4.4	5.3		4.9	4.4	5.3		4.9
Max Green Setting (Gmax), s	9.1	73.6		31.7	9.1	74.6		31.7
Max Q Clear Time (g_c+I1), s	5.5	7.2		5.3	4.5	26.6		10.1
Green Ext Time (p_c), s	0.0	57.0		0.4	0.0	42.8		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	12.7
HCM 2010 LOS	B

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	13.5	78.9	36.6	13.5	79.9	36.6
Maximum Split (%)	10.4%	60.7%	28.2%	10.4%	61.5%	28.2%
Minimum Split (s)	8.4	15.3	11.9	8.4	15.3	11.9
Yellow Time (s)	3.4	4.3	3.9	3.4	4.3	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	7	4	10	7
Vehicle Extension (s)	2	5.7	2	2	5.5	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		15	22		9	24
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	14.9	28.4	108.3	14.9	28.4	108.3
End Time (s)	28.4	108.3	14.9	28.4	108.3	14.9
Yield/Force Off (s)	24	103	10	24	103	10
Yield/Force Off 170(s)	24	88	118	24	94	116
Local Start Time (s)	41.9	55.4	5.3	41.9	55.4	5.3
Local Yield (s)	51	0	37	51	0	37
Local Yield 170(s)	51	115	15	51	121	13

Intersection Summary	
Cycle Length	130
Control Type	Actuated-Coordinated
Natural Cycle	60
Offset: 103 (79%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	

Splits and Phases: 65: N. Torrey Pines Rd. & Pangea Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	40	108	84	47	44	140	467	61	147	1415	260
Future Volume (veh/h)	138	40	108	84	47	44	140	467	61	147	1415	260
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	182	53	142	101	57	53	194	649	85	162	1555	286
Adj No. of Lanes	1	1	0	2	1	0	1	2	1	1	2	1
Peak Hour Factor	0.76	0.76	0.76	0.83	0.83	0.83	0.72	0.72	0.72	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	60	162	274	71	66	215	1963	878	183	1901	851
Arrive On Green	0.13	0.13	0.13	0.08	0.08	0.08	0.12	0.55	0.55	0.10	0.54	0.54
Sat Flow, veh/h	1774	449	1202	3442	890	827	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	182	0	195	101	0	110	194	649	85	162	1555	286
Grp Sat Flow(s),veh/h/ln	1774	0	1651	1721	0	1717	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	15.2	0.0	17.9	4.3	0.0	9.7	16.6	15.4	3.9	13.9	55.9	15.7
Cycle Q Clear(g_c), s	15.2	0.0	17.9	4.3	0.0	9.7	16.6	15.4	3.9	13.9	55.9	15.7
Prop In Lane	1.00		0.73	1.00		0.48	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	0	222	274	0	136	215	1963	878	183	1901	851
V/C Ratio(X)	0.76	0.00	0.88	0.37	0.00	0.81	0.90	0.33	0.10	0.88	0.82	0.34
Avail Cap(c_a), veh/h	370	0	344	706	0	352	220	1963	878	220	1901	851
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	0.00	1.00	1.00	0.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.3	0.0	65.4	67.2	0.0	69.7	66.8	18.7	16.1	68.1	29.4	20.1
Incr Delay (d2), s/veh	1.9	0.0	10.1	0.3	0.0	4.2	32.7	0.4	0.2	25.7	4.1	1.1
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	7.6	0.0	8.8	2.1	0.0	4.8	10.1	7.6	1.7	8.1	28.3	7.1
LnGrp Delay(d),s/veh	66.2	0.0	75.5	67.5	0.0	73.9	99.5	19.1	16.3	93.8	33.5	21.2
LnGrp LOS	E		E	E		E	F	B	B	F	C	C
Approach Vol, veh/h		377			211			928			2003	
Approach Delay, s/veh		71.0			70.9			35.7			36.6	
Approach LOS		E			E			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	20.3	90.9		25.6	23.0	88.2		17.1
Change Period (Y+Rc), s	4.4	* 5.5		4.9	4.4	5.5		4.9
Max Green Setting (Gmax), s	19.1	* 52		32.1	19.1	51.5		31.6
Max Q Clear Time (g_c+I1), s	15.9	17.4		19.9	18.6	57.9		11.7
Green Ext Time (p_c), s	0.1	28.2		0.8	0.0	0.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	42.1
HCM 2010 LOS	D

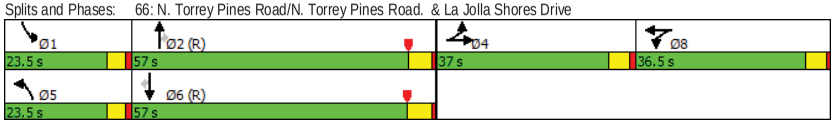
Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max	None	None	C-Max	None
Maximum Split (s)	23.5	57	37	23.5	57	36.5
Maximum Split (%)	15.3%	37.0%	24.0%	15.3%	37.0%	23.7%
Minimum Split (s)	8.4	15.4	8.9	8.4	15.5	8.9
Yellow Time (s)	3.4	4.4	3.9	3.4	4.5	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	4	2	2	3.9	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		24	28		23	26
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	22	45.5	102.5	22	45.5	139.5
End Time (s)	45.5	102.5	139.5	45.5	102.5	22
Yield/Force Off (s)	41.1	97.1	134.6	41.1	97	17.1
Yield/Force Off 170(s)	41.1	73.1	106.6	41.1	74	145.1
Local Start Time (s)	79	102.5	5.5	79	102.5	42.5
Local Yield (s)	98.1	0.1	37.6	98.1	0	74.1
Local Yield 170(s)	98.1	130.1	9.6	98.1	131	48.1

Intersection Summary	
Cycle Length	154
Control Type	Actuated-Coordinated
Natural Cycle	90

Offset: 97 (63%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Splits and Phases: 66: N. Torrey Pines Road/N. Torrey Pines Road. & La Jolla Shores Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	15	198	110	9	13	105	637	72	20	1585	7
Future Volume (veh/h)	17	15	198	110	9	13	105	637	72	20	1585	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	21	19	244	117	10	14	146	885	100	21	1634	7
Adj No. of Lanes	1	1	0	2	1	0	1	2	1	1	2	0
Peak Hour Factor	0.81	0.81	0.81	0.94	0.94	0.94	0.72	0.72	0.72	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	14	184	174	36	50	511	2325	1120	29	1365	6
Arrive On Green	0.12	0.12	0.12	0.05	0.05	0.05	0.29	0.66	0.66	0.02	0.38	0.38
Sat Flow, veh/h	1774	116	1485	3442	704	985	1774	3539	1583	1774	3614	15
Grp Volume(v), veh/h	21	0	263	117	0	24	146	885	100	21	800	841
Grp Sat Flow(s),veh/h/ln	1774	0	1601	1721	0	1689	1774	1770	1583	1774	1770	1860
Q Serve(g_s), s	1.4	0.0	16.1	4.3	0.0	1.8	8.3	14.9	2.6	1.5	49.1	49.1
Cycle Q Clear(g_c), s	1.4	0.0	16.1	4.3	0.0	1.8	8.3	14.9	2.6	1.5	49.1	49.1
Prop In Lane	1.00		0.93	1.00		0.58	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	220	0	198	174	0	85	511	2325	1120	29	668	703
V/C Ratio(X)	0.10	0.00	1.33	0.67	0.00	0.28	0.29	0.38	0.09	0.72	1.20	1.20
Avail Cap(c_a), veh/h	220	0	198	757	0	372	511	2325	1120	83	668	703
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	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.99	0.13	0.13	0.13
Uniform Delay (d), s/veh	50.5	0.0	57.0	60.7	0.0	59.4	35.9	10.2	5.9	63.6	40.5	40.5
Incr Delay (d2), s/veh	0.1	0.0	177.5	1.7	0.0	0.7	0.1	0.5	0.2	1.7	90.6	90.9
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	0.7	0.0	16.9	2.1	0.0	0.8	4.1	7.4	1.4	0.8	40.8	42.9
LnGrp Delay(d),s/veh	50.6	0.0	234.5	62.3	0.0	60.1	36.0	10.7	6.1	65.4	131.1	131.3
LnGrp LOS	D		F	E		E	D	B	A	E	F	F
Approach Vol, veh/h		284			141			1131			1662	
Approach Delay, s/veh		220.9			61.9			13.5			130.4	
Approach LOS		F			E			B			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.5	91.0		21.0	43.0	54.5		11.5
Change Period (Y+Rc), s	4.4	5.6		4.9	5.6	* 5.4		4.9
Max Green Setting (Gmax), s	6.1	38.6		16.1	16.6	* 49		28.6
Max Q Clear Time (g_c+I1), s	3.5	16.9		18.1	10.3	51.1		6.3
Green Ext Time (p_c), s	0.0	8.7		0.0	0.5	0.0		0.3

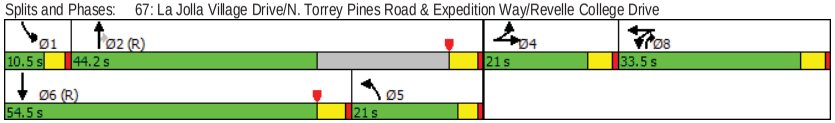
Intersection Summary		
HCM 2010 Ctrl Delay		94.3
HCM 2010 LOS		F

Notes

Phase Number	1	2	4	5	6	8
Movement	SBL	NBT	EBTL	NBL	SBT	WBTL
Lead/Lag	Lead	Lag		Lag	Lead	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min	None	None	C-Min	None
Maximum Split (s)	10.5	44.2	21	21	54.5	33.5
Maximum Split (%)	8.1%	34.0%	16.2%	16.2%	41.9%	25.8%
Minimum Split (s)	8.4	37.6	8.9	8.4	29.4	32.9
Yellow Time (s)	3.4	4.6	3.9	3.4	4.4	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	4	10	4	4	10	4
Vehicle Extension (s)	2	4	2	2	4.2	2
Minimum Gap (s)	2	0.2	2	2	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7			7	7
Flash Dont Walk (s)		25			17	21
Dual Entry	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	70.9	81.4	16.4	125.4	70.9	37.4
End Time (s)	81.4	16.4	37.4	16.4	125.4	70.9
Yield/Force Off (s)	77	10.8	32.5	12	120	66
Yield/Force Off 170(s)	77	115.8	32.5	12	103	45
Local Start Time (s)	80.9	91.4	26.4	5.4	80.9	47.4
Local Yield (s)	87	20.8	42.5	22	0	76
Local Yield 170(s)	87	125.8	42.5	22	113	55

Intersection Summary		
Cycle Length		130
Control Type	Actuated-Coordinated	
Natural Cycle		120
Offset: 120 (92%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow		

Splits and Phases: 67: La Jolla Village Drive/N. Torrey Pines Road & Expedition Way/Revelle College Drive



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	199	130	338	135	231	1286
Future Volume (veh/h)	199	130	338	135	231	1286
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	231	151	363	145	262	1461
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	0.86	0.86	0.93	0.93	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	443	204	1915	857	270	2636
Arrive On Green	0.13	0.13	0.54	0.54	0.15	0.74
Sat Flow, veh/h	3442	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	231	151	363	145	262	1461
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1583	1774	1770
Q Serve(g_s), s	5.4	7.9	4.5	4.0	12.6	15.4
Cycle Q Clear(g_c), s	5.4	7.9	4.5	4.0	12.6	15.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	443	204	1915	857	270	2636
V/C Ratio(X)	0.52	0.74	0.19	0.17	0.97	0.55
Avail Cap(c_a), veh/h	1044	481	1915	857	270	2636
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	36.1	10.1	10.0	36.3	4.8
Incr Delay (d2), s/veh	0.9	5.1	0.2	0.4	46.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	3.7	2.2	1.8	9.7	7.6
LnGrp Delay(d),s/veh	35.9	41.2	10.3	10.4	82.4	5.6
LnGrp LOS	D	D	B	B	F	A
Approach Vol, veh/h	382		508			1723
Approach Delay, s/veh	38.0		10.3			17.3
Approach LOS	D		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	17.5	52.5				70.0		16.0
Change Period (Y+Rc), s	4.4	* 6				6.0		4.9
Max Green Setting (Gmax), s	13.1	* 32				49.0		26.1
Max Q Clear Time (g_c+I1), s	14.6	6.5				17.4		9.9
Green Ext Time (p_c), s	0.0	14.9				17.0		1.2

Intersection Summary	
HCM 2010 Ctrl Delay	19.0
HCM 2010 LOS	B

Notes

Phase Number	1	2	3	6
Movement	SBL	NBT	WBL	SBT
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	C-Max	None	C-Max
Maximum Split (s)	17.5	37.5	31	55
Maximum Split (%)	20.3%	43.6%	36.0%	64.0%
Minimum Split (s)	8.4	12.9	8.9	13
Yellow Time (s)	3.4	4.9	3.9	5
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	4	7	4	7
Vehicle Extension (s)	3	3	3	3
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7	7	
Flash Dont Walk (s)		24	19	
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	55	72.5	24	55
End Time (s)	72.5	24	55	24
Yield/Force Off (s)	68.1	18.1	50.1	18
Yield/Force Off 170(s)	68.1	80.1	31.1	18
Local Start Time (s)	37	54.5	6	37
Local Yield (s)	50.1	0.1	32.1	0
Local Yield 170(s)	50.1	62.1	13.1	0

Intersection Summary	
Cycle Length	86
Control Type	Actuated-Coordinated
Natural Cycle	40

Offset: 18 (21%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Splits and Phases: 68: Gilman Drive & Villa La Jolla Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	236	1103	512	405	0	0	0	0	18	5	12
Future Volume (veh/h)	0	236	1103	512	405	0	0	0	0	18	5	12
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	0	1863	1863	1863	1863	0	0	1863	0	1900	1863	1863
Adj Flow Rate, veh/h	0	265	1239	557	440	0	0	0	0	22	6	15
Adj No. of Lanes	0	1	2	1	2	0	0	1	0	0	1	1
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.25	0.25	0.25	0.80	0.80	0.80
Percent Heavy Veh, %	0	2	2	2	2	0	0	2	0	2	2	2
Cap, veh/h	0	786	1175	595	2881	0	0	71	0	122	12	60
Arrive On Green	0.00	0.42	0.42	0.34	0.81	0.00	0.00	0.00	0.00	0.04	0.04	0.04
Sat Flow, veh/h	0	1863	2787	1774	3632	0	0	1863	0	1170	319	1583
Grp Volume(v), veh/h	0	265	1239	557	440	0	0	0	0	28	0	15
Grp Sat Flow(s),veh/h/ln	0	1863	1393	1774	1770	0	0	1863	0	1489	0	1583
Q Serve(g_s), s	0.0	8.0	35.0	25.2	2.2	0.0	0.0	0.0	0.0	1.5	0.0	0.8
Cycle Q Clear(g_c), s	0.0	8.0	35.0	25.2	2.2	0.0	0.0	0.0	0.0	1.5	0.0	0.8
Prop In Lane	0.00		1.00	1.00		0.00	0.00		0.00	0.79		1.00
Lane Grp Cap(c), veh/h	0	786	1175	595	2881	0	0	71	0	134	0	60
V/C Ratio(X)	0.00	0.34	1.05	0.94	0.15	0.00	0.00	0.00	0.00	0.21	0.00	0.25
Avail Cap(c_a), veh/h	0	786	1175	748	2881	0	0	561	0	436	0	382
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	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.2	24.0	26.7	1.6	0.0	0.0	0.0	0.0	39.1	0.0	38.8
Incr Delay (d2), s/veh	0.0	0.1	41.8	15.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.8
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	4.1	20.2	14.9	1.0	0.0	0.0	0.0	0.0	0.6	0.0	0.3
LnGrp Delay(d),s/veh	0.0	16.3	65.8	42.0	1.7	0.0	0.0	0.0	0.0	39.4	0.0	39.6
LnGrp LOS		B	F	D	A					D		D
Approach Vol, veh/h		1504			997			0			43	
Approach Delay, s/veh		57.1			24.2			0.0			39.5	
Approach LOS		E			C						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	32.6	42.2		8.2		74.8		8.2
Change Period (Y+Rc), s	* 4.7	7.2		5.1		7.2		* 5.1
Max Green Setting (Gmax), s	* 35	35.0		20.0		35.0		* 25
Max Q Clear Time (g_c+I1), s	27.2	37.0		3.5		4.2		0.0
Green Ext Time (p_c), s	0.6	0.0		0.1		6.6		0.0

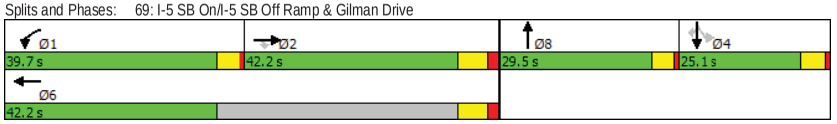
Intersection Summary	
HCM 2010 Ctrl Delay	43.9
HCM 2010 LOS	D

Notes

Phase Number	1	2	4	6	8
Movement	WBL	EBT	SBTL	WBT	NBT
Lead/Lag	Lead	Lag			
Lead-Lag Optimize	Yes	Yes			
Recall Mode	None	Min	None	Min	None
Maximum Split (s)	39.7	42.2	25.1	42.2	29.5
Maximum Split (%)	29.1%	30.9%	18.4%	30.9%	21.6%
Minimum Split (s)	9.7	20.2	10.1	19.2	29.5
Yellow Time (s)	3.7	5.2	4.1	5.2	3.5
All-Red Time (s)	1	2	1	2	1
Minimum Initial (s)	5	13	5	12	5
Vehicle Extension (s)	2	2	2	2	3
Minimum Gap (s)	2	2	2	2	3
Time Before Reduce (s)	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0
Walk Time (s)					7
Flash Dont Walk (s)					18
Dual Entry	No	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	39.7	111.4	0	81.9
End Time (s)	39.7	81.9	0	81.9	111.4
Yield/Force Off (s)	35	74.7	131.4	74.7	106.9
Yield/Force Off 170(s)	35	74.7	131.4	74.7	88.9
Local Start Time (s)	96.8	0	71.7	96.8	42.2
Local Yield (s)	131.8	35	91.7	35	67.2
Local Yield 170(s)	131.8	35	91.7	35	49.2

Intersection Summary		
Cycle Length		136.5
Control Type	Actuated-Uncoordinated	
Natural Cycle		150

Splits and Phases: 69: I-5 SB On/I-5 SB Off Ramp & Gilman Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	98	0	0	431	9	398	1	271	0	0	0
Future Volume (veh/h)	115	98	0	0	431	9	398	1	271	0	0	0
Number	5	2	12	1	6	16	7	4	14			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1863	1863	1900			
Adj Flow Rate, veh/h	128	109	0	0	484	10	360	96	291			
Adj No. of Lanes	1	1	0	0	2	0	1	1	0			
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.93	0.93	0.93			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	194	853	0	0	882	18	536	123	374			
Arrive On Green	0.11	0.46	0.00	0.00	0.25	0.25	0.30	0.30	0.30			
Sat Flow, veh/h	1774	1863	0	0	3639	73	1774	408	1237			
Grp Volume(v), veh/h	128	109	0	0	241	253	360	0	387			
Grp Sat Flow(s),veh/h/ln	1774	1863	0	0	1770	1850	1774	0	1645			
Q Serve(g_s), s	3.3	1.6	0.0	0.0	5.6	5.6	8.4	0.0	10.1			
Cycle Q Clear(g_c), s	3.3	1.6	0.0	0.0	5.6	5.6	8.4	0.0	10.1			
Prop In Lane	1.00		0.00	0.00		0.04	1.00		0.75			
Lane Grp Cap(c), veh/h	194	853	0	0	440	460	536	0	497			
V/C Ratio(X)	0.66	0.13	0.00	0.00	0.55	0.55	0.67	0.00	0.78			
Avail Cap(c_a), veh/h	754	853	0	0	752	786	1131	0	1048			
HCM Platoon Ratio	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	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	20.1	7.4	0.0	0.0	15.4	15.4	14.4	0.0	15.0			
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.0	0.4	0.4	0.5	0.0	1.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	0.8	0.0	0.0	2.7	2.9	4.2	0.0	4.7			
LnGrp Delay(d),s/veh	21.6	7.4	0.0	0.0	15.8	15.8	14.9	0.0	16.0			
LnGrp LOS	C	A			B	B	B		B			
Approach Vol, veh/h		237			494			747				
Approach Delay, s/veh		15.0			15.8			15.5				
Approach LOS		B			B			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		27.7		19.3	9.8	17.9		
Change Period (Y+Rc), s		6.2		5.1	* 4.7	6.2		
Max Green Setting (Gmax), s		20.0		30.0	* 20	20.0		
Max Q Clear Time (g_c+I1), s		3.6		12.1	5.3	7.6		
Green Ext Time (p_c), s		1.8		2.1	0.1	1.4		

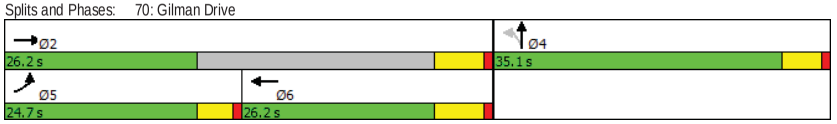
Intersection Summary	
HCM 2010 Ctrl Delay	15.5
HCM 2010 LOS	B

Notes

Phase Number	2	4	5	6
Movement	EBT	NBTL	EBL	WBT
Lead/Lag			Lead	Lag
Lead-Lag Optimize			Yes	Yes
Recall Mode	Min	None	None	Min
Maximum Split (s)	26.2	35.1	24.7	26.2
Maximum Split (%)	30.5%	40.8%	28.7%	30.5%
Minimum Split (s)	18.2	10.1	9.7	18.2
Yellow Time (s)	5.2	4.1	3.7	5.2
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	12	5	5	12
Vehicle Extension (s)	2	2	2	2
Minimum Gap (s)	2	2	2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)	7	7		
Flash Dont Walk (s)	15	27		
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	50.9	0	24.7
End Time (s)	50.9	0	24.7	50.9
Yield/Force Off (s)	44.7	80.9	20	44.7
Yield/Force Off 170(s)	44.7	53.9	20	44.7
Local Start Time (s)	61.3	26.2	61.3	0
Local Yield (s)	20	56.2	81.3	20
Local Yield 170(s)	20	29.2	81.3	20

Intersection Summary	
Cycle Length	86
Control Type	Actuated-Uncoordinated
Natural Cycle	55

Splits and Phases: 70: Gilman Drive



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	146	104	34	180	90	23
Future Volume (veh/h)	146	104	34	180	90	23
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	190	96	40	212	118	30
Adj No. of Lanes	2	1	2	0	1	2
Peak Hour Factor	0.87	0.87	0.85	0.85	0.76	0.76
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	926	413	629	563	555	1257
Arrive On Green	0.26	0.26	0.36	0.36	0.36	0.36
Sat Flow, veh/h	3548	1583	1863	1583	1123	3632
Grp Volume(v), veh/h	190	96	40	212	118	30
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	1123	1770
Q Serve(g_s), s	1.1	1.3	0.4	2.7	2.3	0.1
Cycle Q Clear(g_c), s	1.1	1.3	0.4	2.7	5.0	0.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	926	413	629	563	555	1257
V/C Ratio(X)	0.21	0.23	0.06	0.38	0.21	0.02
Avail Cap(c_a), veh/h	5289	2360	2638	2360	1830	5276
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	7.7	7.8	5.7	6.4	8.3	5.6
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.6	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.6	0.2	1.2	0.8	0.1
LnGrp Delay(d),s/veh	7.8	7.9	5.8	7.0	8.5	5.6
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	286		252			148
Approach Delay, s/veh	7.8		6.8			7.9
Approach LOS	A		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		14.9				14.9		11.9
Change Period (Y+Rc), s		* 5.4				5.4		4.9
Max Green Setting (Gmax), s		* 40				40.0		40.0
Max Q Clear Time (g_c+I1), s		4.7				7.0		3.3
Green Ext Time (p_c), s		3.1				3.0		0.5

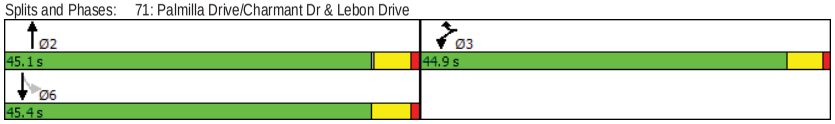
Intersection Summary	
HCM 2010 Ctrl Delay	7.5
HCM 2010 LOS	A

Notes

Phase Number	2	3	6
Movement	NBT	WBL	SBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	None	Min	None
Maximum Split (s)	45.1	44.9	45.4
Maximum Split (%)	49.9%	49.7%	50.3%
Minimum Split (s)	12.1	11.9	12.4
Yellow Time (s)	4.1	3.9	4.4
All-Red Time (s)	1	1	1
Minimum Initial (s)	7	7	7
Vehicle Extension (s)	3.8	2	3.4
Minimum Gap (s)	0.2	2	0.2
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	7	7	
Flash Dont Walk (s)	24	16	
Dual Entry	Yes	No	Yes
Inhibit Max	Yes	Yes	Yes
Start Time (s)	0	45.4	0
End Time (s)	45.4	0	45.4
Yield/Force Off (s)	40.3	85.4	40
Yield/Force Off 170(s)	16.3	85.4	40
Local Start Time (s)	0	45.4	0
Local Yield (s)	40.3	85.4	40
Local Yield 170(s)	16.3	85.4	40

Intersection Summary	
Cycle Length	90.3
Control Type	Actuated-Uncoordinated
Natural Cycle	40

Splits and Phases: 71: Palmilla Drive/Charmant Dr & Lebon Drive



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	300	115	123	115	55	98
Future Volume (veh/h)	300	115	123	115	55	98
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1900	1863	1863
Adj Flow Rate, veh/h	253	261	140	131	65	115
Adj No. of Lanes	1	1	2	0	1	2
Peak Hour Factor	0.82	0.82	0.88	0.88	0.85	0.85
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	445	405	629	544	610	1237
Arrive On Green	0.25	0.25	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1774	1615	1893	1557	1104	3632
Grp Volume(v), veh/h	253	261	137	134	65	115
Grp Sat Flow(s),veh/h/ln	1774	1615	1770	1588	1104	1770
Q Serve(g_s), s	3.1	3.6	1.4	1.5	1.1	0.5
Cycle Q Clear(g_c), s	3.1	3.6	1.4	1.5	2.6	0.5
Prop In Lane	1.00	1.00		0.98	1.00	
Lane Grp Cap(c), veh/h	445	405	618	555	610	1237
V/C Ratio(X)	0.57	0.64	0.22	0.24	0.11	0.09
Avail Cap(c_a), veh/h	2864	2608	4286	3846	2898	8572
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	8.1	8.3	5.7	5.7	6.6	5.4
Incr Delay (d2), s/veh	0.4	0.6	0.3	0.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.6	0.7	0.7	0.3	0.3
LnGrp Delay(d),s/veh	8.5	8.9	5.9	6.0	6.7	5.5
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	514		271			180
Approach Delay, s/veh	8.7		6.0			5.9
Approach LOS	A		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		13.7				13.7		11.1
Change Period (Y+Rc), s		* 5				5.0		4.9
Max Green Setting (Gmax), s		* 60				60.0		40.0
Max Q Clear Time (g_c+I1), s		3.5				4.6		5.6
Green Ext Time (p_c), s		4.1				4.1		0.8

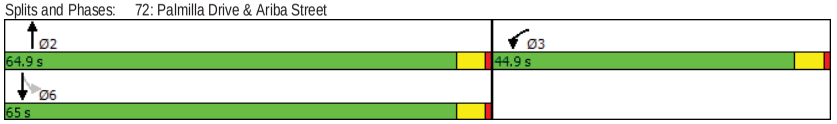
Intersection Summary	
HCM 2010 Ctrl Delay	7.4
HCM 2010 LOS	A

Notes

Phase Number	2	3	6
Movement	NBT	WBL	SBTL
Lead/Lag			
Lead-Lag Optimize			
Recall Mode	Min	None	Min
Maximum Split (s)	64.9	44.9	65
Maximum Split (%)	59.1%	40.9%	59.1%
Minimum Split (s)	11.9	10.9	12
Yellow Time (s)	3.9	3.9	4
All-Red Time (s)	1	1	1
Minimum Initial (s)	7	6	7
Vehicle Extension (s)	4	2	3.8
Minimum Gap (s)	0.2	2	0.2
Time Before Reduce (s)	0	0	0
Time To Reduce (s)	0	0	0
Walk Time (s)	7	7	
Flash Dont Walk (s)	22	16	
Dual Entry	No	No	No
Inhibit Max	Yes	Yes	Yes
Start Time (s)	0	65	0
End Time (s)	65	0	65
Yield/Force Off (s)	60.1	105	60
Yield/Force Off 170(s)	60.1	89	60
Local Start Time (s)	0	65	0
Local Yield (s)	60.1	105	60
Local Yield 170(s)	60.1	89	60

Intersection Summary	
Cycle Length	109.9
Control Type	Actuated-Uncoordinated
Natural Cycle	40

Splits and Phases: 72: Palmilla Drive & Ariba Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	400	287	153	234	3	103	60	67	167	457	112
Future Volume (veh/h)	25	400	287	153	234	3	103	60	67	167	457	112
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	29	460	330	168	257	3	117	68	76	217	594	145
Adj No. of Lanes	2	2	0	1	2	0	2	2	0	2	2	0
Peak Hour Factor	0.87	0.87	0.87	0.91	0.91	0.91	0.88	0.88	0.88	0.77	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	715	511	200	1624	19	179	453	405	288	812	198
Arrive On Green	0.02	0.36	0.36	0.11	0.45	0.45	0.05	0.26	0.26	0.08	0.29	0.29
Sat Flow, veh/h	3442	1974	1410	1774	3583	42	3442	1770	1583	3442	2823	688
Grp Volume(v), veh/h	29	412	378	168	127	133	117	68	76	217	372	367
Grp Sat Flow(s),veh/h/ln	1721	1770	1614	1774	1770	1855	1721	1770	1583	1721	1770	1741
Q Serve(g_s), s	0.9	20.6	20.7	9.9	4.5	4.5	3.5	3.2	4.0	6.6	20.1	20.2
Cycle Q Clear(g_c), s	0.9	20.6	20.7	9.9	4.5	4.5	3.5	3.2	4.0	6.6	20.1	20.2
Prop In Lane	1.00		0.87	1.00		0.02	1.00		1.00	1.00		0.39
Lane Grp Cap(c), veh/h	75	641	585	200	802	841	179	453	405	288	509	501
V/C Ratio(X)	0.39	0.64	0.65	0.84	0.16	0.16	0.65	0.15	0.19	0.75	0.73	0.73
Avail Cap(c_a), veh/h	971	999	911	501	999	1047	971	661	591	971	666	655
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	51.3	28.2	28.2	46.2	17.1	17.1	49.4	30.6	30.9	47.6	34.1	34.2
Incr Delay (d2), s/veh	1.2	2.4	2.7	3.6	0.2	0.2	1.5	0.3	0.5	1.5	4.5	4.7
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	0.4	10.5	9.7	5.1	2.2	2.3	1.7	1.6	1.8	3.2	10.4	10.3
LnGrp Delay(d),s/veh	52.5	30.6	30.9	49.8	17.3	17.3	50.9	30.9	31.4	49.1	38.7	38.8
LnGrp LOS	D	C	C	D	B	B	D	C	C	D	D	D
Approach Vol, veh/h		819			428			261			956	
Approach Delay, s/veh		31.5			30.1			40.0			41.1	
Approach LOS		C			C			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	44.2	9.9	35.8	6.7	53.9	13.3	32.4
Change Period (Y+Rc), s	4.4	* 5.7	4.4	5.2	4.4	5.7	4.4	5.2
Max Green Setting (Gmax), s	30.0	* 60	30.0	40.0	30.0	60.0	30.0	39.7
Max Q Clear Time (g_c+I1), s	11.9	22.7	5.5	22.2	2.9	6.5	8.6	6.0
Green Ext Time (p_c), s	0.2	15.8	0.2	8.3	0.0	18.0	0.4	11.4

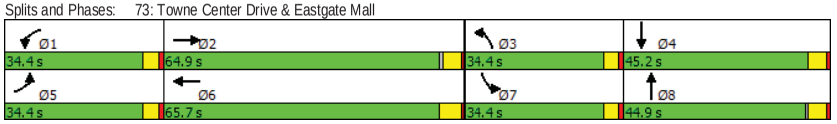
Intersection Summary	
HCM 2010 Ctrl Delay	35.9
HCM 2010 LOS	D

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Maximum Split (s)	34.4	64.9	34.4	45.2	34.4	65.7	34.4	44.9
Maximum Split (%)	19.1%	36.1%	19.1%	25.2%	19.1%	36.6%	19.1%	25.0%
Minimum Split (s)	8.4	11.9	8.4	12.7	8.4	12.7	8.4	12.2
Yellow Time (s)	3.4	3.9	3.4	4.2	3.4	4.7	3.4	4.2
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	7	4	7	4	7	4	7
Vehicle Extension (s)	2	5.1	2	4.8	2	4.8	2	5.1
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		20		19		19		19
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	100.1	134.5	0	34.4	100.1	134.5
End Time (s)	34.4	100.1	134.5	0	34.4	100.1	134.5	0
Yield/Force Off (s)	30	95.2	130.1	174.5	30	94.4	130.1	174.5
Yield/Force Off 170(s)	30	75.2	130.1	155.5	30	75.4	130.1	155.5
Local Start Time (s)	145.3	0	65.7	100.1	145.3	0	65.7	100.1
Local Yield (s)	175.3	60.8	95.7	140.1	175.3	60	95.7	140.1
Local Yield 170(s)	175.3	40.8	95.7	121.1	175.3	41	95.7	121.1

Intersection Summary		
Cycle Length		179.7
Control Type	Actuated-Uncoordinated	
Natural Cycle		60

Splits and Phases: 73: Towne Center Drive & Eastgate Mall



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	47	117	261	165	16	165	134	69	11	936	45
Future Volume (veh/h)	26	47	117	261	165	16	165	134	69	11	936	45
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	30	55	136	278	176	17	183	149	77	12	1052	51
Adj No. of Lanes	1	2	0	1	2	0	1	2	1	1	2	0
Peak Hour Factor	0.86	0.86	0.86	0.94	0.94	0.94	0.90	0.90	0.90	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	40	260	232	311	979	94	288	1706	763	568	1429	69
Arrive On Green	0.02	0.15	0.15	0.18	0.30	0.30	0.08	0.48	0.48	0.01	0.42	0.42
Sat Flow, veh/h	1774	1770	1583	1774	3265	312	1774	3539	1583	1774	3436	167
Grp Volume(v), veh/h	30	55	136	278	95	98	183	149	77	12	542	561
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1808	1774	1770	1583	1774	1770	1833
Q Serve(g_s), s	1.7	2.8	8.3	15.8	4.1	4.2	5.8	2.3	2.7	0.4	26.5	26.5
Cycle Q Clear(g_c), s	1.7	2.8	8.3	15.8	4.1	4.2	5.8	2.3	2.7	0.4	26.5	26.5
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	40	260	232	311	531	542	288	1706	763	568	736	762
V/C Ratio(X)	0.76	0.21	0.59	0.89	0.18	0.18	0.64	0.09	0.10	0.02	0.74	0.74
Avail Cap(c_a), veh/h	517	688	615	517	688	702	667	2063	923	1065	1031	1069
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	50.0	38.7	41.0	41.5	26.7	26.7	19.8	14.4	14.5	17.0	25.3	25.3
Incr Delay (d2), s/veh	10.3	1.0	5.7	6.3	0.4	0.4	0.9	0.0	0.1	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	1.0	1.4	4.0	8.3	2.1	2.1	2.9	1.1	1.2	0.2	13.4	13.9
LnGrp Delay(d),s/veh	60.3	39.7	46.7	47.8	27.1	27.1	20.7	14.5	14.6	17.0	27.5	27.4
LnGrp LOS	E	D	D	D	C	C	C	B	B	B	C	C
Approach Vol, veh/h		221			471			409			1115	
Approach Delay, s/veh		46.8			39.3			17.3			27.3	
Approach LOS		D			D			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	54.9	22.5	20.0	12.4	48.1	6.7	35.8
Change Period (Y+Rc), s	4.4	* 5.3	4.4	4.9	4.4	5.3	4.4	4.9
Max Green Setting (Gmax), s	30.0	* 60	30.0	40.0	30.0	60.0	30.0	40.0
Max Q Clear Time (g_c+I1), s	2.4	4.7	17.8	10.3	7.8	28.5	3.7	6.2
Green Ext Time (p_c), s	0.0	17.4	0.3	4.9	0.2	14.3	0.0	5.1

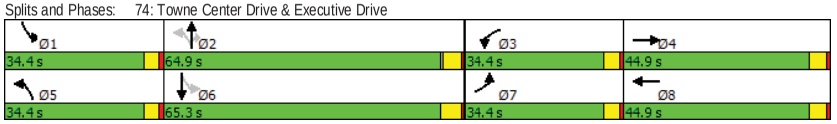
Intersection Summary	
HCM 2010 Ctrl Delay	30.0
HCM 2010 LOS	C

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	SBL	NBTL	WBL	EBT	NBL	SBTL	EBL	WBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	None	Min	None	None
Maximum Split (s)	34.4	64.9	34.4	44.9	34.4	65.3	34.4	44.9
Maximum Split (%)	19.2%	36.3%	19.2%	25.1%	19.2%	36.5%	19.2%	25.1%
Minimum Split (s)	8.4	11.9	8.4	8.9	8.4	12.3	8.4	11.9
Yellow Time (s)	3.4	3.9	3.4	3.9	3.4	4.3	3.4	3.9
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	7	4	4	4	7	4	7
Vehicle Extension (s)	2	3.8	2	5.3	2	3.8	2	5.4
Minimum Gap (s)	2	0.2	2	0.2	2	0.2	2	0.2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		20		20		19		21
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.7	134.1	0	34.4	99.7	134.1
End Time (s)	34.4	99.7	134.1	0	34.4	99.7	134.1	0
Yield/Force Off (s)	30	94.8	129.7	174.1	30	94.4	129.7	174.1
Yield/Force Off 170(s)	30	94.8	129.7	154.1	30	94.4	129.7	153.1
Local Start Time (s)	144.6	0	65.3	99.7	144.6	0	65.3	99.7
Local Yield (s)	174.6	60.4	95.3	139.7	174.6	60	95.3	139.7
Local Yield 170(s)	174.6	60.4	95.3	119.7	174.6	60	95.3	118.7

Intersection Summary	
Cycle Length	179
Control Type	Actuated-Uncoordinated
Natural Cycle	70

Splits and Phases: 74: Towne Center Drive & Executive Drive



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	134	326	209	70	176	614
Future Volume (veh/h)	134	326	209	70	176	614
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1928	1928
Adj Flow Rate, veh/h	149	362	246	82	189	660
Adj No. of Lanes	1	1	2	0	1	2
Peak Hour Factor	0.90	0.90	0.85	0.85	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	420	583	994	323	242	2148
Arrive On Green	0.24	0.24	0.38	0.38	0.13	0.59
Sat Flow, veh/h	1774	1583	2720	855	1836	3759
Grp Volume(v), veh/h	149	362	164	164	189	660
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1712	1836	1832
Q Serve(g_s), s	4.0	10.8	3.7	3.8	5.7	5.2
Cycle Q Clear(g_c), s	4.0	10.8	3.7	3.8	5.7	5.2
Prop In Lane	1.00	1.00		0.50	1.00	
Lane Grp Cap(c), veh/h	420	583	670	648	242	2148
V/C Ratio(X)	0.35	0.62	0.24	0.25	0.78	0.31
Avail Cap(c_a), veh/h	1230	1306	1841	1781	955	3746
HCM Platoon Ratio	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
Uniform Delay (d), s/veh	18.3	14.9	12.3	12.3	24.2	6.0
Incr Delay (d2), s/veh	0.2	0.4	0.4	0.4	2.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	4.7	1.8	1.9	3.0	2.6
LnGrp Delay(d),s/veh	18.5	15.3	12.7	12.8	26.3	6.2
LnGrp LOS	B	B	B	B	C	A
Approach Vol, veh/h	511		328			849
Approach Delay, s/veh	16.3		12.7			10.7
Approach LOS	B		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.0	27.6				39.6		18.1
Change Period (Y+Rc), s	4.4	* 5.8				5.8		4.4
Max Green Setting (Gmax), s	30.0	* 60				59.0		40.0
Max Q Clear Time (g_c+I1), s	7.7	5.8				7.2		12.8
Green Ext Time (p_c), s	0.2	16.1				16.0		0.9

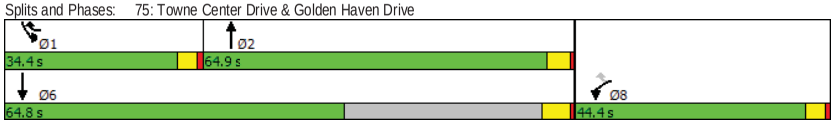
Intersection Summary	
HCM 2010 Ctrl Delay	12.8
HCM 2010 LOS	B

Notes

Phase Number	1	2	6	8
Movement	SBL	NBT	SBT	WBL
Lead/Lag	Lead	Lag		
Lead-Lag Optimize	Yes	Yes		
Recall Mode	None	None	None	None
Maximum Split (s)	34.4	64.9	64.8	44.4
Maximum Split (%)	23.9%	45.2%	45.1%	30.9%
Minimum Split (s)	8.4	14.9	15.8	8.4
Yellow Time (s)	3.4	3.9	4.8	3.4
All-Red Time (s)	1	1	1	1
Minimum Initial (s)	4	10	10	4
Vehicle Extension (s)	2	5	5	2
Minimum Gap (s)	2	0.2	0.2	2
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)		7		7
Flash Dont Walk (s)		21		22
Dual Entry	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	0	99.3
End Time (s)	34.4	99.3	99.3	0
Yield/Force Off (s)	30	94.4	93.5	139.3
Yield/Force Off 170(s)	30	73.4	93.5	117.3
Local Start Time (s)	109.3	0	109.3	64.9
Local Yield (s)	139.3	60	59.1	104.9
Local Yield 170(s)	139.3	39	59.1	82.9

Intersection Summary	
Cycle Length	143.7
Control Type	Actuated-Uncoordinated
Natural Cycle	40

Splits and Phases: 75: Towne Center Drive & Golden Haven Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	152	402	207	188	6	47	29	29	11	68	47
Future Volume (veh/h)	15	152	402	207	188	6	47	29	29	11	68	47
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	19	195	515	238	216	7	63	39	39	15	93	64
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	0
Peak Hour Factor	0.78	0.78	0.78	0.87	0.87	0.87	0.75	0.75	0.75	0.73	0.73	0.73
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	682	778	696	455	1845	60	260	342	291	353	189	130
Arrive On Green	0.02	0.44	0.44	0.11	0.53	0.53	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1774	1770	1583	1774	3499	113	1225	1863	1583	1316	1029	708
Grp Volume(v), veh/h	19	195	515	238	109	114	63	39	39	15	0	157
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1843	1225	1863	1583	1316	0	1738
Q Serve(g_s), s	0.3	3.7	14.5	3.4	1.7	1.7	2.6	0.9	1.1	0.5	0.0	4.4
Cycle Q Clear(g_c), s	0.3	3.7	14.5	3.4	1.7	1.7	7.0	0.9	1.1	1.5	0.0	4.4
Prop In Lane	1.00		1.00	1.00		0.06	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	682	778	696	455	933	972	260	342	291	353	0	319
V/C Ratio(X)	0.03	0.25	0.74	0.52	0.12	0.12	0.24	0.11	0.13	0.04	0.00	0.49
Avail Cap(c_a), veh/h	1628	1976	1768	1246	1976	2058	946	1387	1179	1090	0	1294
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	0.00	1.00
Uniform Delay (d), s/veh	7.8	9.5	12.5	9.0	6.4	6.4	22.8	18.3	18.4	18.9	0.0	19.7
Incr Delay (d2), s/veh	0.0	0.2	1.5	0.9	0.0	0.0	0.2	0.1	0.1	0.0	0.0	0.4
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	0.2	1.8	6.6	1.8	0.8	0.9	0.9	0.5	0.5	0.2	0.0	2.1
LnGrp Delay(d),s/veh	7.9	9.6	14.0	10.0	6.4	6.4	23.0	18.3	18.4	18.9	0.0	20.1
LnGrp LOS	A	A	B	A	A	A	C	B	B	B		C
Approach Vol, veh/h		729			461			141			172	
Approach Delay, s/veh		12.7			8.3			20.4			20.0	
Approach LOS		B			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.4	28.5		14.8	5.7	33.2		14.8
Change Period (Y+Rc), s	4.5	4.9		4.9	4.5	4.9		4.9
Max Green Setting (Gmax), s	29.9	60.0		40.0	29.9	60.0		40.0
Max Q Clear Time (g_c+I1), s	5.4	16.5		9.0	2.3	3.7		6.4
Green Ext Time (p_c), s	0.7	7.1		0.9	0.0	7.2		0.9

Intersection Summary	
HCM 2010 Ctrl Delay	12.9
HCM 2010 LOS	B

Phase Number	1	2	4	5	6	8
Movement	WBL	EBTL	NBTL	EBL	WBTL	SBTL
Lead/Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize	Yes	Yes		Yes	Yes	
Recall Mode	None	Min	Min	None	Min	Min
Maximum Split (s)	34.4	64.9	44.9	34.4	64.9	44.9
Maximum Split (%)	23.9%	45.0%	31.1%	23.9%	45.0%	31.1%
Minimum Split (s)	9.5	11.9	8.9	9.5	11.9	8.9
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9
All-Red Time (s)	1	1	1	1	1	1
Minimum Initial (s)	5	7	4	5	7	4
Vehicle Extension (s)	3	2.9	2	3	2.6	2
Minimum Gap (s)	3	0.2	2	3	0.2	2
Time Before Reduce (s)	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0
Walk Time (s)		7	7		7	7
Flash Dont Walk (s)		22	23		19	23
Dual Entry	No	No	Yes	No	No	Yes
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	99.3	0	34.4	99.3
End Time (s)	34.4	99.3	0	34.4	99.3	0
Yield/Force Off (s)	29.9	94.4	139.3	29.9	94.4	139.3
Yield/Force Off 170(s)	29.9	94.4	139.3	29.9	94.4	139.3
Local Start Time (s)	109.8	0	64.9	109.8	0	64.9
Local Yield (s)	139.7	60	104.9	139.7	60	104.9
Local Yield 170(s)	139.7	60	104.9	139.7	60	104.9

Intersection Summary		
Cycle Length		144.2
Control Type	Actuated-Uncoordinated	
Natural Cycle		45

Splits and Phases: 76: Executive Way & Executive Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	512	109	68	181	4	110	5	147	60	68	112
Future Volume (veh/h)	16	512	109	68	181	4	110	5	147	60	68	112
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	18	575	122	70	187	4	129	6	173	69	78	129
Adj No. of Lanes	1	2	0	1	2	0	1	1	1	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.97	0.97	0.97	0.85	0.85	0.85	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	890	188	89	1200	26	168	398	417	88	106	176
Arrive On Green	0.02	0.31	0.31	0.05	0.34	0.34	0.09	0.21	0.21	0.05	0.17	0.17
Sat Flow, veh/h	1774	2908	615	1774	3543	76	1774	1863	1583	1774	632	1046
Grp Volume(v), veh/h	18	349	348	70	93	98	129	6	173	69	0	207
Grp Sat Flow(s),veh/h/ln	1774	1770	1754	1774	1770	1849	1774	1863	1583	1774	0	1678
Q Serve(g_s), s	0.5	8.9	8.9	2.0	1.9	1.9	3.7	0.1	4.7	2.0	0.0	6.1
Cycle Q Clear(g_c), s	0.5	8.9	8.9	2.0	1.9	1.9	3.7	0.1	4.7	2.0	0.0	6.1
Prop In Lane	1.00		0.35	1.00		0.04	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	31	542	537	89	599	626	168	398	417	88	0	282
V/C Ratio(X)	0.58	0.64	0.65	0.79	0.16	0.16	0.77	0.02	0.41	0.79	0.00	0.73
Avail Cap(c_a), veh/h	1024	2043	2025	1024	2043	2135	1024	1434	1298	1024	0	1292
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	0.00	1.00
Uniform Delay (d), s/veh	25.3	15.6	15.6	24.4	12.0	12.0	23.0	16.1	15.8	24.4	0.0	20.5
Incr Delay (d2), s/veh	6.1	1.1	1.1	5.7	0.1	0.1	2.7	0.0	0.2	5.7	0.0	1.4
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	0.3	4.4	4.4	1.1	1.0	1.0	1.9	0.1	2.1	1.1	0.0	2.9
LnGrp Delay(d),s/veh	31.4	16.7	16.7	30.1	12.1	12.1	25.7	16.1	16.1	30.2	0.0	21.9
LnGrp LOS	C	B	B	C	B	B	C	B	B	C		C
Approach Vol, veh/h		715			261			308			276	
Approach Delay, s/veh		17.1			16.9			20.1			24.0	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	22.0	9.3	13.6	5.3	23.7	7.0	16.0
Change Period (Y+Rc), s	4.4	6.1	4.4	4.9	4.4	* 6.1	4.4	4.9
Max Green Setting (Gmax), s	30.0	60.0	30.0	40.0	30.0	* 60	30.0	40.0
Max Q Clear Time (g_c+I1), s	4.0	10.9	5.7	8.1	2.5	3.9	4.0	6.7
Green Ext Time (p_c), s	0.1	5.0	0.2	1.1	0.0	5.0	0.1	1.1

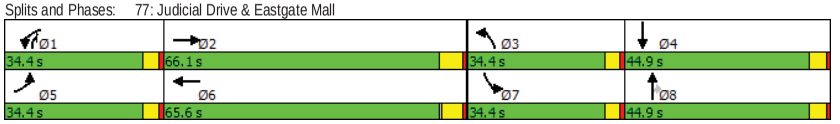
Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Notes

Phase Number	1	2	3	4	5	6	7	8
Movement	WBL	EBT	NBL	SBT	EBL	WBT	SBL	NBT
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None
Maximum Split (s)	34.4	66.1	34.4	44.9	34.4	65.6	34.4	44.9
Maximum Split (%)	19.1%	36.8%	19.1%	25.0%	19.1%	36.5%	19.1%	25.0%
Minimum Split (s)	8.4	13.1	8.4	8.9	8.4	12.6	8.4	8.9
Yellow Time (s)	3.4	5.1	3.4	3.9	3.4	4.6	3.4	3.9
All-Red Time (s)	1	1	1	1	1	1	1	1
Minimum Initial (s)	4	7	4	4	4	7	4	4
Vehicle Extension (s)	2	2.7	2	2	2	3	2	2
Minimum Gap (s)	2	0.2	2	2	2	0.2	2	2
Time Before Reduce (s)	0	0	0	0	0	0	0	0
Time To Reduce (s)	0	0	0	0	0	0	0	0
Walk Time (s)		7		7		7		7
Flash Dont Walk (s)		25		20		12		20
Dual Entry	No	No	No	No	No	No	No	No
Inhibit Max	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Start Time (s)	0	34.4	100.5	134.9	0	34.4	100.5	134.9
End Time (s)	34.4	100.5	134.9	0	34.4	100.5	134.9	0
Yield/Force Off (s)	30	94.4	130.5	174.9	30	94.9	130.5	174.9
Yield/Force Off 170(s)	30	69.4	130.5	154.9	30	82.9	130.5	154.9
Local Start Time (s)	145.4	0	66.1	100.5	145.4	0	66.1	100.5
Local Yield (s)	175.4	60	96.1	140.5	175.4	60.5	96.1	140.5
Local Yield 170(s)	175.4	35	96.1	120.5	175.4	48.5	96.1	120.5

Intersection Summary		
Cycle Length	179.8	
Control Type	Actuated-Uncoordinated	
Natural Cycle	55	

Splits and Phases: 77: Judicial Drive & Eastgate Mall



Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱	↰	↑↑					↰		↱
Traffic Vol, veh/h	0	314	974	42	376	0	0	0	0	15	0	187
Future Vol, veh/h	0	314	974	42	376	0	0	0	0	15	0	187
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	90	-	-	-	-	-	0	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	72	72	72	25	25	25	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	331	1025	58	522	0	0	0	0	17	0	213

Major/Minor	Major1			Major2						Minor2		
Conflicting Flow All	-	0	-	331	0	0				804	-	261
Stage 1	-	-	-	-	-	-				639	-	-
Stage 2	-	-	-	-	-	-				165	-	-
Critical Hdwy	-	-	-	4.14	-	-				6.84	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-				5.84	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-				5.84	-	-
Follow-up Hdwy	-	-	-	2.22	-	-				3.52	-	3.32
Pot Cap-1 Maneuver	0	-	0	1225	-	0				321	0	738
Stage 1	0	-	0	-	-	0				488	0	-
Stage 2	0	-	0	-	-	0				847	0	-
Platoon blocked, %		-			-							
Mov Cap-1 Maneuver	-	-	-	1225	-	-				306	0	738
Mov Cap-2 Maneuver	-	-	-	-	-	-				306	0	-
Stage 1	-	-	-	-	-	-				465	0	-
Stage 2	-	-	-	-	-	-				847	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.8	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	1225	-	306	738
HCM Lane V/C Ratio	-	0.048	-	0.056	0.288
HCM Control Delay (s)	-	8.1	-	17.5	11.8
HCM Lane LOS	-	A	-	C	B
HCM 95th %tile Q(veh)	-	0.1	-	0.2	1.2

Intersection	
Int Delay, s/veh	276.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↰			↱			↔				
Traffic Vol, veh/h	335	0	0	0	15	3	467	3	2	0	0	0
Future Vol, veh/h	335	0	0	0	15	3	467	3	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	64	64	64	94	94	94	25	25	25
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	447	0	0	0	23	5	497	3	2	0	0	0

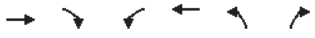
Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1012	999	-	-	998	4	0	0	0
Stage 1	0	0	-	-	998	-	-	-	-
Stage 2	1012	999	-	-	0	-	-	-	-
Critical Hdwy	7.12	6.52	-	-	6.52	6.22	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	4.018	3.318	2.218	-	-
Pot Cap-1 Maneuver	~ 218	243	0	0	244	1080	-	-	-
Stage 1	-	-	0	0	322	-	-	-	-
Stage 2	~ 288	321	0	0	-	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	~ 201	243	-	-	244	1080	-	-	-
Mov Cap-2 Maneuver	~ 201	243	-	-	244	-	-	-	-
Stage 1	-	-	-	-	322	-	-	-	-
Stage 2	~ 266	321	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	$ 603.7	19.3	
HCM LOS	F	C	

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	201	280
HCM Lane V/C Ratio	-	-	-	2.222	0.1
HCM Control Delay (s)	-	-	-	$ 603.7	19.3
HCM Lane LOS	-	-	-	F	C
HCM 95th %tile Q(veh)	-	-	-	35.4	0.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

1: N. Torrey Pines Rd. & Genesee Ave



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	472	378	487	1043	554	345
v/c Ratio	0.19	0.40	0.80	0.30	0.73	0.25
Control Delay	21.5	4.0	68.0	8.8	44.5	2.1
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	21.5	4.0	68.0	8.9	44.5	2.1
Queue Length 50th (ft)	79	0	223	106	228	49
Queue Length 95th (ft)	127	50	282	157	120	0
Internal Link Dist (ft)	748			394	1197	
Turn Bay Length (ft)		150			375	
Base Capacity (vph)	2442	956	871	3522	1056	1565
Starvation Cap Reductn	0	0	0	1188	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.40	0.56	0.45	0.52	0.22

Intersection Summary

2: Genesee Ave & John Hopkins Drive



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	98	682	1459	873	112	25
v/c Ratio	0.62	0.16	0.27	0.78	0.37	0.07
Control Delay	79.8	1.3	0.2	9.0	58.7	35.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.8	1.3	0.2	9.0	58.7	35.2
Queue Length 50th (ft)	86	13	1	91	46	15
Queue Length 95th (ft)	132	25	1	804	61	30
Internal Link Dist (ft)		394	218		841	
Turn Bay Length (ft)				200	170	145
Base Capacity (vph)	232	4177	5317	1115	1389	823
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.16	0.27	0.78	0.08	0.03

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT
Lane Group Flow (vph)	85	700	3	2292	289	31	29
v/c Ratio	0.37	0.17	0.04	0.65	0.22	0.30	0.14
Control Delay	51.7	1.3	60.3	12.8	0.7	64.5	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.7	1.3	60.3	12.8	0.7	64.5	1.4
Queue Length 50th (ft)	70	24	3	362	0	27	0
Queue Length 95th (ft)	123	16	13	452	16	46	0
Internal Link Dist (ft)		1521		1578			686
Turn Bay Length (ft)	125		130		260		
Base Capacity (vph)	231	4220	123	3503	1321	434	490
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.17	0.02	0.65	0.22	0.07	0.06

Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	423	186	91	1739	685	675	620
v/c Ratio	0.40	0.31	0.51	1.15	0.93	0.91	0.86
Control Delay	28.6	6.1	49.2	88.5	45.9	38.3	33.1
Queue Delay	0.0	0.0	0.0	0.0	2.5	1.6	0.0
Total Delay	28.6	6.1	49.2	88.5	48.4	39.9	33.1
Queue Length 50th (ft)	105	0	55	~613	371	327	272
Queue Length 95th (ft)	160	52	m52	m#577	#552	#519	#442
Internal Link Dist (ft)	1578			492		446	
Turn Bay Length (ft)							
Base Capacity (vph)	1048	599	354	1510	747	753	728
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	22	20	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.31	0.26	1.15	0.94	0.92	0.85

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

5: I-5 NB Ramps & Genesee Ave



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	219	1443	618	519	719	710	579
v/c Ratio	0.70	0.86	0.70	0.66	1.10	1.14	0.89
Control Delay	51.8	18.5	37.1	7.8	94.7	107.8	40.0
Queue Delay	0.0	0.5	0.0	0.0	1.7	1.8	0.0
Total Delay	51.8	19.0	37.1	7.8	96.4	109.5	40.0
Queue Length 50th (ft)	128	203	166	0	~493	~521	270
Queue Length 95th (ft)	m139	m268	#222	35	#693	#735	#472
Internal Link Dist (ft)		492	1653			481	
Turn Bay Length (ft)	350						
Base Capacity (vph)	550	1679	888	786	653	625	647
Starvation Cap Reductn	0	50	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	135	128	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.89	0.70	0.66	1.39	1.43	0.89

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

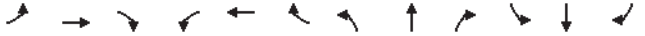
6: Genesee Ave & Scripps Hospital



Lane Group	EBL	EBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	90	173	267	1056	5	1638	551
v/c Ratio	0.21	0.50	0.88	0.27	0.07	0.55	0.51
Control Delay	49.6	10.9	92.0	1.8	63.2	18.9	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.6	10.9	92.0	1.8	63.2	18.9	7.6
Queue Length 50th (ft)	39	0	228	17	4	270	63
Queue Length 95th (ft)	40	13	#323	28	19	416	193
Internal Link Dist (ft)				1046		1653	
Turn Bay Length (ft)			275		160		160
Base Capacity (vph)	788	496	308	3961	122	2993	1083
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.35	0.87	0.27	0.04	0.55	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	91	92	107	18	19	63	432	1047	422	406	875	586
v/c Ratio	0.42	0.42	0.32	0.16	0.16	0.20	0.80	0.41	0.37	0.79	0.35	0.54
Control Delay	55.9	55.9	4.9	59.7	59.7	1.3	47.1	14.5	0.9	51.7	9.8	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	55.9	4.9	59.7	59.7	1.3	47.1	14.5	0.9	51.7	9.8	9.7
Queue Length 50th (ft)	80	81	0	15	16	0	134	62	0	179	97	244
Queue Length 95th (ft)	124	125	21	37	38	0	193	335	0	206	241	387
Internal Link Dist (ft)		426			591			733			1046	
Turn Bay Length (ft)	130		130				250		180	430		200
Base Capacity (vph)	354	357	449	230	239	508	578	2557	1131	639	2521	1080
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.26	0.24	0.08	0.08	0.12	0.75	0.41	0.37	0.64	0.35	0.54

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT
Lane Group Flow (vph)	97	960	148	104	1419	410
v/c Ratio	0.62	0.33	0.15	0.64	0.49	0.87
Control Delay	58.5	28.5	16.1	79.1	14.2	56.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.5	28.5	16.1	79.1	14.2	56.2
Queue Length 50th (ft)	82	132	0	78	342	269
Queue Length 95th (ft)	148	248	84	m101	446	360
Internal Link Dist (ft)		733			1763	729
Turn Bay Length (ft)				90		
Base Capacity (vph)	161	2875	959	256	2889	655
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.33	0.15	0.41	0.49	0.63

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	88	297	86	78	348	501	209	1581	294	667
v/c Ratio	0.69	0.65	0.22	0.57	0.81	0.75	0.72	0.74	0.72	0.35
Control Delay	86.4	52.3	41.1	74.5	61.9	17.1	55.5	25.2	62.7	23.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.4	52.3	41.1	74.5	61.9	17.1	55.5	25.2	62.7	23.2
Queue Length 50th (ft)	74	224	58	66	274	75	172	431	135	106
Queue Length 95th (ft)	92	213	72	105	327	139	247	#504	142	186
Internal Link Dist (ft)		1246			891			789		1763
Turn Bay Length (ft)	175		300	160			150		450	
Base Capacity (vph)	142	489	415	231	580	764	290	2143	548	1919
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.61	0.21	0.34	0.60	0.66	0.72	0.74	0.54	0.35

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	23	147	40	199	67	1588	76	499
v/c Ratio	0.27	0.30	0.26	0.34	0.37	0.50	0.40	0.15
Control Delay	68.1	43.5	64.4	21.7	84.6	11.2	83.4	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	68.1	43.5	64.4	21.7	84.6	11.3	83.4	5.8
Queue Length 50th (ft)	19	57	17	39	31	103	32	35
Queue Length 95th (ft)	49	74	31	48	57	426	52	42
Internal Link Dist (ft)		1226		1185		326		789
Turn Bay Length (ft)	110		215		110		95	
Base Capacity (vph)	167	996	325	1003	340	3189	340	3255
Starvation Cap Reductn	0	0	0	0	0	400	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.15	0.12	0.20	0.20	0.57	0.22	0.15

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	13	23	23	13	24	293	1762	16	511
v/c Ratio	0.18	0.28	0.12	0.18	0.29	0.72	0.43	0.21	0.15
Control Delay	65.7	37.6	1.2	65.5	42.5	66.4	6.0	89.9	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	65.7	37.6	1.2	65.5	42.5	66.4	6.3	89.9	3.0
Queue Length 50th (ft)	11	4	0	11	8	126	138	12	42
Queue Length 95th (ft)	33	35	0	24	22	170	286	35	8
Internal Link Dist (ft)		202			214		463		326
Turn Bay Length (ft)			50			70		85	
Base Capacity (vph)	166	164	271	156	162	652	4063	148	3471
Starvation Cap Reductn	0	0	0	0	0	0	1460	0	0
Spillback Cap Reductn	0	0	0	0	0	0	122	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.14	0.08	0.08	0.15	0.45	0.68	0.11	0.15

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	423	1714	91	137	1890	445	191	1143	117	237	217	68
v/c Ratio	0.86	0.97	0.14	0.52	1.33	0.64	0.64	0.93	0.18	0.80	0.12	0.10
Control Delay	76.0	74.5	12.2	56.8	183.8	7.6	87.9	32.6	1.1	82.9	31.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.0	74.5	12.2	56.8	183.8	7.6	87.9	32.6	1.1	82.9	31.4	0.3
Queue Length 50th (ft)	205	598	16	55	~826	35	89	430	2	110	48	0
Queue Length 95th (ft)	m255	#653	m43	m55	#794	m43	m117	#494	m1	130	60	0
Internal Link Dist (ft)		1271			1313			904			463	
Turn Bay Length (ft)	275			270		260	230		250	225		125
Base Capacity (vph)	522	1767	636	262	1422	699	578	1248	642	306	1778	660
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.97	0.14	0.52	1.33	0.64	0.33	0.92	0.18	0.77	0.12	0.10

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	72	73	41	76	96	92	54	1591	109	110	347
v/c Ratio	0.60	0.60	0.20	0.32	0.35	0.31	0.50	0.78	0.11	0.51	0.12
Control Delay	82.8	82.7	2.3	52.9	20.0	9.5	91.9	13.6	0.9	85.1	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.8	82.7	2.3	52.9	20.0	9.5	91.9	13.6	0.9	85.1	6.0
Queue Length 50th (ft)	68	69	0	71	27	0	52	95	0	55	13
Queue Length 95th (ft)	97	98	0	75	41	14	m69	#971	m1	84	15
Internal Link Dist (ft)		140			131			998			904
Turn Bay Length (ft)							165		150	205	
Base Capacity (vph)	157	158	235	444	448	468	152	2046	952	296	2943
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.46	0.17	0.17	0.21	0.20	0.36	0.78	0.11	0.37	0.12

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	126	555	102	87	338	166	1515	173	75	312	58
v/c Ratio	0.54	0.69	0.22	0.45	0.44	0.61	0.82	0.20	0.41	0.12	0.07
Control Delay	71.4	53.4	3.5	70.7	46.8	76.0	21.9	5.9	61.5	18.7	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.4	53.4	3.5	70.7	46.8	76.0	21.9	5.9	61.5	18.7	2.5
Queue Length 50th (ft)	58	234	0	40	130	80	540	37	29	50	0
Queue Length 95th (ft)	85	272	14	69	177	m98	#878	m56	41	47	3
Internal Link Dist (ft)		822			526		929			998	
Turn Bay Length (ft)	125			220		225		130	250		245
Base Capacity (vph)	370	968	531	333	914	708	1847	872	308	2512	825
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.57	0.19	0.26	0.37	0.23	0.82	0.20	0.24	0.12	0.07

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	138	130	119	160	1960	11	750
v/c Ratio	0.63	0.43	0.96	0.79	0.73	0.16	0.33
Control Delay	51.9	12.0	124.9	63.3	11.3	71.5	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.9	12.0	124.9	63.3	11.3	71.5	14.7
Queue Length 50th (ft)	90	0	102	148	342	10	197
Queue Length 95th (ft)	138	47	154	m159	m431	26	228
Internal Link Dist (ft)	221		66		1479		929
Turn Bay Length (ft)				165		230	
Base Capacity (vph)	334	415	197	242	2684	140	2273
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.31	0.60	0.66	0.73	0.08	0.33

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	612	433	1884	299	209	714
v/c Ratio	1.36	0.80	0.97	0.32	0.66	0.30
Control Delay	215.8	40.2	46.3	10.1	80.1	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	215.8	40.2	46.3	10.1	80.1	9.6
Queue Length 50th (ft)	~731	225	846	70	103	141
Queue Length 95th (ft)	354	86	#1094	138	129	147
Internal Link Dist (ft)			2863			1479
Turn Bay Length (ft)				200	105	
Base Capacity (vph)	450	539	1934	929	443	2353
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.36	0.80	0.97	0.32	0.47	0.30

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	583	392	182	325	311	328	79	1499	248	213	587	301
v/c Ratio	0.88	0.46	0.41	0.79	0.46	0.71	0.63	0.97	0.34	0.71	0.36	0.38
Control Delay	84.0	58.9	30.6	88.4	68.3	28.3	101.3	63.9	23.9	90.3	32.7	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.0	58.9	30.6	88.4	68.3	28.3	101.3	63.9	23.9	90.3	32.7	21.0
Queue Length 50th (ft)	327	201	85	184	169	95	87	842	118	120	218	128
Queue Length 95th (ft)	372	236	135	217	197	131	161	#1250	232	173	312	231
Internal Link Dist (ft)		519			916			2239			2863	
Turn Bay Length (ft)	110		90	250			190		125	265		85
Base Capacity (vph)	799	975	502	699	980	567	309	1545	736	599	1616	786
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.40	0.36	0.46	0.32	0.58	0.26	0.97	0.34	0.36	0.36	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	159	205	1430	869	520	692
v/c Ratio	0.60	0.50	0.98	1.00	1.25	0.28
Control Delay	43.3	9.3	46.5	47.7	163.2	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.3	9.3	46.5	47.7	163.2	5.4
Queue Length 50th (ft)	80	0	386	~306	~352	61
Queue Length 95th (ft)	128	43	#522	#527	#528	94
Internal Link Dist (ft)	373		2826			1442
Turn Bay Length (ft)				125	450	
Base Capacity (vph)	623	690	1467	873	415	2494
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.30	0.97	1.00	1.25	0.28

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	546	389	16	1623	58	844
v/c Ratio	1.94	0.52	0.15	0.99	0.41	0.47
Control Delay	461.3	16.0	50.6	51.1	55.2	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	461.3	16.0	50.6	51.1	55.2	18.7
Queue Length 50th (ft)	~590	98	11	~641	39	167
Queue Length 95th (ft)	#724	186	28	#608	69	232
Internal Link Dist (ft)	239	376		439		2826
Turn Bay Length (ft)			75		175	
Base Capacity (vph)	281	744	214	1635	181	1787
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.94	0.52	0.07	0.99	0.32	0.47

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	405	57	1080	1575	250	1189
v/c Ratio	0.35	0.14	0.79	0.46	0.30	0.62
Control Delay	26.1	7.6	37.5	3.2	36.8	11.9
Queue Delay	0.3	0.0	1.7	0.2	0.0	0.0
Total Delay	26.4	7.6	39.2	3.4	36.8	12.0
Queue Length 50th (ft)	99	1	286	68	77	257
Queue Length 95th (ft)	65	0	m#418	m87	104	285
Internal Link Dist (ft)	378			362	248	
Turn Bay Length (ft)		230	260		200	
Base Capacity (vph)	1169	407	1371	3391	1075	1918
Starvation Cap Reductn	0	0	149	764	0	0
Spillback Cap Reductn	314	0	0	252	0	51
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.14	0.88	0.60	0.23	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	NBT	NBR
Lane Group Flow (vph)	1517	342	2201	419	469
v/c Ratio	0.71	0.76	0.73	0.95	0.34
Control Delay	36.8	42.4	24.4	71.6	17.7
Queue Delay	0.7	0.0	0.1	3.6	0.0
Total Delay	37.4	42.4	24.5	75.2	17.7
Queue Length 50th (ft)	345	112	630	309	110
Queue Length 95th (ft)	488	m116	m632	#503	134
Internal Link Dist (ft)	362		200	542	
Turn Bay Length (ft)		200			
Base Capacity (vph)	2150	529	3027	461	1428
Starvation Cap Reductn	290	0	0	0	0
Spillback Cap Reductn	0	0	97	16	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.82	0.65	0.75	0.94	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	268	461	627	143	20
v/c Ratio	0.64	0.60	0.27	0.27	0.07
Control Delay	19.9	21.9	6.7	30.2	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	21.9	6.7	30.2	2.5
Queue Length 50th (ft)	51	136	44	27	0
Queue Length 95th (ft)	117	#370	132	61	3
Internal Link Dist (ft)	567		403	415	
Turn Bay Length (ft)		50			130
Base Capacity (vph)	786	763	3539	3053	1372
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.34	0.60	0.18	0.05	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

24: Villa La Jolla Drive & La Jolla Village Drive

Timing Plan: Morning Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	176	1383	32	357	1968	477	389	330	299	339	95
v/c Ratio	0.76	0.77	0.04	0.74	1.04	0.48	0.95	1.20	0.62	0.55	0.24
Control Delay	87.7	23.4	0.2	53.6	64.2	5.6	85.5	160.9	11.1	47.5	29.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.7	23.4	0.2	53.6	64.2	5.6	85.5	160.9	11.1	47.5	29.5
Queue Length 50th (ft)	135	401	0	139	~667	49	156	~313	0	117	44
Queue Length 95th (ft)	m188	#469	m1	m154	#824	m76	#184	#391	33	140	76
Internal Link Dist (ft)		318			889			1496			335
Turn Bay Length (ft)	260			270		740	125			215	
Base Capacity (vph)	303	1798	882	746	1886	1049	417	275	485	772	481
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.77	0.04	0.48	1.04	0.45	0.93	1.20	0.62	0.44	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

25: I-5 SB Off-Ramps & La Jolla Village Drive

Timing Plan: Morning Peak



Lane Group	EBL	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1	1680	238	1366	334	665	1507
v/c Ratio	0.00	0.37	0.20	0.90	0.48	1.01	0.89
Control Delay	34.0	5.7	2.1	45.5	7.6	86.4	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	5.7	2.1	45.5	7.6	86.4	27.7
Queue Length 50th (ft)	0	81	0	386	64	~272	523
Queue Length 95th (ft)	m0	m139	m22	#447	123	#352	565
Internal Link Dist (ft)		889		882			
Turn Bay Length (ft)			250		250	130	130
Base Capacity (vph)	663	4576	1198	1525	695	657	1699
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.37	0.20	0.90	0.48	1.01	0.89

Intersection Summary

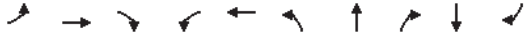
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1254	861	1	1327	530	499	848
v/c Ratio	0.50	0.71	0.01	0.43	0.45	0.48	0.72
Control Delay	27.0	11.4	50.0	13.4	2.3	35.8	31.5
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	11.6	50.0	13.4	2.3	35.8	31.5
Queue Length 50th (ft)	273	76	1	197	0	158	289
Queue Length 95th (ft)	m330	m408	6	232	44	210	346
Internal Link Dist (ft)	882			1362			
Turn Bay Length (ft)					180	175	175
Base Capacity (vph)	2501	1216	355	3079	1167	1087	1516
Starvation Cap Reductn	0	36	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.73	0.00	0.43	0.45	0.46	0.56

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	4	1684	181	156	1290	625	105	105	22	29
v/c Ratio	0.06	0.67	0.14	0.64	0.44	0.70	0.23	0.23	0.39	0.18
Control Delay	67.0	29.1	0.6	77.1	17.9	51.8	10.0	8.2	83.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.0	29.1	0.6	77.1	17.9	51.8	10.0	8.2	83.5	2.4
Queue Length 50th (ft)	4	439	0	76	175	265	5	0	20	0
Queue Length 95th (ft)	15	410	5	m98	m204	305	46	40	44	0
Internal Link Dist (ft)		1362			1658		926		161	
Turn Bay Length (ft)	175		375	300		200		200		
Base Capacity (vph)	127	2532	1267	272	2962	915	478	478	64	171
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.67	0.14	0.57	0.44	0.68	0.22	0.22	0.34	0.17

Intersection Summary

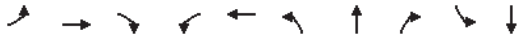
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	903	1241	76	856	321	653	151	147	210	353
v/c Ratio	0.83	0.53	0.37	0.83	0.98	0.79	0.31	0.84	0.24	0.54
Control Delay	68.2	45.9	102.5	19.0	107.7	57.1	7.3	97.4	42.5	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Delay	68.2	45.9	102.5	19.0	107.7	57.1	7.3	97.4	42.5	10.7
Queue Length 50th (ft)	443	331	37	271	~171	295	0	138	74	0
Queue Length 95th (ft)	#561	380	m32	m213	#189	258	21	#186	88	26
Internal Link Dist (ft)		1658		1271		599			368	
Turn Bay Length (ft)	270		175		290			160		
Base Capacity (vph)	1082	2333	260	1093	327	1112	601	177	1183	764
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	94
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.53	0.29	0.78	0.98	0.59	0.25	0.83	0.18	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	68	1910	60	77	2808	18	26	88	66	41
v/c Ratio	0.55	0.66	0.06	0.43	1.00	0.06	0.08	0.14	0.52	0.16
Control Delay	86.5	8.5	0.3	88.5	28.4	38.1	39.0	2.4	77.4	30.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.5	8.5	0.3	88.5	28.4	38.1	39.0	2.4	77.4	30.5
Queue Length 50th (ft)	65	116	1	35	~1204	12	17	0	59	5
Queue Length 95th (ft)	m72	m127	m1	m42	#1234	31	41	5	82	16
Internal Link Dist (ft)		1313			654		235			643
Turn Bay Length (ft)	200		330	200					105	
Base Capacity (vph)	190	2877	933	223	2817	500	525	917	128	257
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.66	0.06	0.35	1.00	0.04	0.05	0.10	0.52	0.16

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	394	1562	54	190	2658	1099	112	309	401	211	57
v/c Ratio	1.39	0.58	0.06	0.58	0.96	0.62	0.33	0.59	0.48	0.67	0.11
Control Delay	219.5	6.6	0.2	67.8	41.7	13.1	63.6	59.5	32.1	72.3	22.0
Queue Delay	0.0	0.0	0.0	0.0	43.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	219.5	6.6	0.2	67.8	85.4	13.1	63.6	59.5	32.1	72.3	22.0
Queue Length 50th (ft)	~239	49	1	87	796	181	51	144	135	96	9
Queue Length 95th (ft)	#346	216	m0	124	#1190	350	71	140	118	140	26
Internal Link Dist (ft)		654			1193			1343			975
Turn Bay Length (ft)	145		160	200			145		320	230	
Base Capacity (vph)	284	2687	877	495	2755	1759	363	945	975	343	936
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	801	0	0	0	0	0	2
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.39	0.58	0.06	0.38	1.36	0.62	0.31	0.33	0.41	0.62	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1	2131	2023	518	831	2091
v/c Ratio	0.00	0.71	1.28	0.42	0.83	1.26
Control Delay	38.0	18.5	163.2	2.6	47.5	148.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	18.5	163.2	2.6	47.5	148.2
Queue Length 50th (ft)	1	382	~742	28	310	~1155
Queue Length 95th (ft)	6	513	m#816	m34	286	#1002
Internal Link Dist (ft)		680	964			
Turn Bay Length (ft)					450	900
Base Capacity (vph)	444	2984	1576	1314	1287	1656
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.71	1.28	0.39	0.65	1.26

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBT	EBR	WBT	NBL	NBR
Lane Group Flow (vph)	1509	891	2026	1108	558
v/c Ratio	0.72	0.61	0.58	0.97	0.86
Control Delay	30.4	3.0	17.1	59.9	29.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.4	3.0	17.1	59.9	29.3
Queue Length 50th (ft)	397	42	269	433	72
Queue Length 95th (ft)	452	50	304	#554	127
Internal Link Dist (ft)	964		310		
Turn Bay Length (ft)		720			
Base Capacity (vph)	2092	1449	3490	1144	807
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.72	0.61	0.58	0.97	0.69

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2320	389	2175	76	781
v/c Ratio	0.65	0.48	0.40	0.51	0.83
Control Delay	18.7	38.0	2.6	61.4	40.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	38.0	2.6	61.4	40.7
Queue Length 50th (ft)	323	122	88	52	277
Queue Length 95th (ft)	408	175	127	107	356
Internal Link Dist (ft)	1531		310	1311	
Turn Bay Length (ft)		650		225	
Base Capacity (vph)	3572	1287	6076	663	1326
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.65	0.30	0.36	0.11	0.59

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT
Lane Group Flow (vph)	338	2646	3	2421	678	139	152
v/c Ratio	0.70	0.70	0.03	0.82	0.56	0.60	0.46
Control Delay	50.9	9.9	50.0	21.2	3.1	53.7	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.9	9.9	50.0	21.2	3.1	53.7	14.2
Queue Length 50th (ft)	110	261	2	430	0	91	9
Queue Length 95th (ft)	160	526	12	639	54	140	71
Internal Link Dist (ft)		1003		1036			451
Turn Bay Length (ft)	290		250		500	225	
Base Capacity (vph)	1001	3759	344	2966	1205	653	676
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.70	0.01	0.82	0.56	0.21	0.22

Intersection Summary



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	120	2922	3247	60	100
v/c Ratio	0.56	0.68	0.92	0.05	0.53
Control Delay	73.0	6.9	25.1	4.9	39.1
Queue Delay	0.0	0.2	0.0	0.0	0.0
Total Delay	73.0	7.1	25.1	4.9	39.1
Queue Length 50th (ft)	112	232	812	5	43
Queue Length 95th (ft)	174	635	#1413	31	75
Internal Link Dist (ft)		1036	463		426
Turn Bay Length (ft)	160			330	
Base Capacity (vph)	214	4295	3543	1114	406
Starvation Cap Reductn	0	498	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.56	0.77	0.92	0.05	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	146	2873	24	3128	76	73	70
v/c Ratio	0.69	0.70	0.29	0.87	0.58	0.36	0.35
Control Delay	84.5	9.5	81.2	22.2	87.3	13.1	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.5	9.5	81.2	22.2	87.3	13.1	11.9
Queue Length 50th (ft)	149	491	25	850	82	0	0
Queue Length 95th (ft)	216	583	58	1020	68	41	0
Internal Link Dist (ft)		704		1729		431	
Turn Bay Length (ft)	210		100		260		260
Base Capacity (vph)	213	4095	102	3581	310	354	349
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.70	0.24	0.87	0.25	0.21	0.20

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	675	1014	21	2072	17	15	42	42	726
v/c Ratio	0.86	0.29	0.17	0.84	0.24	0.20	0.19	0.19	0.57
Control Delay	67.0	9.5	72.8	38.8	77.0	53.2	60.7	60.6	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.0	9.5	72.8	38.8	77.0	53.2	60.7	60.6	22.2
Queue Length 50th (ft)	328	148	10	672	16	8	38	38	189
Queue Length 95th (ft)	384	177	25	#845	35	25	70	70	186
Internal Link Dist (ft)		1729		449		198		606	
Turn Bay Length (ft)	545		290		75		275		
Base Capacity (vph)	926	3556	217	2453	167	170	225	227	1369
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.29	0.10	0.84	0.10	0.09	0.19	0.19	0.53

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	40	72	327	12	512	115	156
v/c Ratio	0.16	0.13	0.63	0.06	0.45	0.22	0.09
Control Delay	25.1	23.7	9.8	27.9	15.7	25.0	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.1	23.7	9.8	27.9	15.7	25.0	9.7
Queue Length 50th (ft)	11	10	1	4	65	17	12
Queue Length 95th (ft)	36	30	66	20	128	45	41
Internal Link Dist (ft)	98		571		1608		1496
Turn Bay Length (ft)		285		50		125	
Base Capacity (vph)	1149	2737	1329	1147	3294	2225	3406
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.03	0.25	0.01	0.16	0.05	0.05

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	15	226	34	147	366	273	15	18	79	89	92
v/c Ratio	0.10	0.30	0.09	0.33	0.27	0.35	0.06	0.07	0.15	0.20	0.21
Control Delay	39.8	26.5	2.1	34.8	18.7	4.8	36.8	36.8	8.0	21.4	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	26.5	2.1	34.8	18.7	4.8	36.8	36.8	8.0	21.4	21.5
Queue Length 50th (ft)	5	34	0	23	40	0	5	5	0	28	29
Queue Length 95th (ft)	29	87	6	76	134	57	25	28	23	62	64
Internal Link Dist (ft)		571			243			120			1
Turn Bay Length (ft)	160		175	145		145					
Base Capacity (vph)	910	3064	1380	1766	3058	1405	1120	1172	1126	894	908
Starvation Cap Reductn	0	0	0	0	327	90	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.07	0.02	0.08	0.13	0.21	0.01	0.02	0.07	0.10	0.10

Intersection Summary



Lane Group	EBT	WBL	WBT
Lane Group Flow (vph)	421	314	812
v/c Ratio	0.26	0.37	0.23
Control Delay	4.1	12.8	0.2
Queue Delay	0.0	0.0	0.0
Total Delay	4.1	12.8	0.2
Queue Length 50th (ft)	13	20	0
Queue Length 95th (ft)	31	65	0
Internal Link Dist (ft)	243		306
Turn Bay Length (ft)		350	
Base Capacity (vph)	3244	3243	3539
Starvation Cap Reductn	0	0	0
Spillback Cap Reductn	0	0	0
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.13	0.10	0.23

Intersection Summary



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	SBR
Lane Group Flow (vph)	1	269	842	225	234	356	108
v/c Ratio	0.01	0.17	0.63	0.58	0.50	0.50	0.25
Control Delay	37.0	14.1	28.8	31.4	28.0	5.6	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	14.1	28.8	31.4	28.0	5.6	1.4
Queue Length 50th (ft)	0	36	112	81	81	0	0
Queue Length 95th (ft)	5	78	218	229	226	66	0
Internal Link Dist (ft)		306	489		1113		
Turn Bay Length (ft)	50			380		240	
Base Capacity (vph)	505	2739	2126	760	920	1052	685
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.10	0.40	0.30	0.25	0.34	0.16

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	45	644	49	626	60	68
v/c Ratio	0.38	0.21	0.21	0.18	0.24	0.22
Control Delay	55.3	13.7	41.1	9.9	25.9	11.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.3	13.7	41.1	9.9	25.9	11.5
Queue Length 50th (ft)	30	59	29	42	27	7
Queue Length 95th (ft)	65	135	64	120	43	17
Internal Link Dist (ft)		489		623	170	158
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	369	3069	280	3543	477	553
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.21	0.17	0.18	0.13	0.12

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	43	562	73	578	169	338	113	51	87	62
v/c Ratio	0.17	0.37	0.38	0.35	0.31	0.30	0.20	0.11	0.08	0.10
Control Delay	50.4	27.0	52.1	23.5	46.0	26.2	9.4	46.1	26.0	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.4	27.0	52.1	23.5	46.0	26.2	9.4	46.1	26.0	5.6
Queue Length 50th (ft)	14	106	50	101	59	91	10	17	21	0
Queue Length 95th (ft)	34	147	100	141	91	126	45	36	41	23
Internal Link Dist (ft)		623		1738		1255			926	
Turn Bay Length (ft)	170		190		130		115	130		
Base Capacity (vph)	1422	3466	733	3423	1422	2447	1122	1422	2447	1128
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.16	0.10	0.17	0.12	0.14	0.10	0.04	0.04	0.05

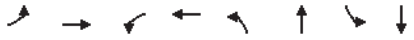
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	172	485	165	395	142	107	613	82	275	62
v/c Ratio	0.56	0.23	0.96	0.29	0.20	0.64	0.39	1.08	0.31	0.12
Control Delay	53.2	20.7	120.2	35.3	18.5	63.4	21.3	175.7	32.6	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.2	20.7	120.2	35.3	18.5	63.4	21.3	175.7	32.6	0.5
Queue Length 50th (ft)	58	78	61	145	24	71	82	~62	76	0
Queue Length 95th (ft)	91	106	m#112	m179	m79	100	81	#116	86	0
Internal Link Dist (ft)		1738		819			1658		685	
Turn Bay Length (ft)	250		280			230		210		100
Base Capacity (vph)	375	2110	171	1354	711	188	1759	76	988	572
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.23	0.96	0.29	0.20	0.57	0.35	1.08	0.28	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	138	516	43	588	106	163	93	122
v/c Ratio	0.85	0.25	0.36	0.34	1.32	0.28	0.82	0.20
Control Delay	80.0	21.1	55.2	24.6	250.7	21.6	97.2	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.0	21.1	55.2	24.6	250.7	21.6	97.2	9.6
Queue Length 50th (ft)	97	90	28	100	~93	60	64	15
Queue Length 95th (ft)	m#183	m117	63	132	#92	51	#148	52
Internal Link Dist (ft)		819		822		654		342
Turn Bay Length (ft)	270		225		100			
Base Capacity (vph)	168	2074	168	1753	80	573	113	612
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.25	0.26	0.34	1.32	0.28	0.82	0.20

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	75	1049	10	699	67	55	33
v/c Ratio	0.25	0.44	0.05	0.38	0.21	0.21	0.05
Control Delay	28.6	8.3	31.9	12.9	12.1	23.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	8.3	31.9	12.9	12.1	23.3	0.1
Queue Length 50th (ft)	19	60	3	71	5	14	0
Queue Length 95th (ft)	67	218	17	147	28	44	0
Internal Link Dist (ft)		526		633	150		199
Turn Bay Length (ft)	150		150			150	
Base Capacity (vph)	1135	3273	1135	3258	1109	1047	1344
Starvation Cap Reductn	0	21	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.32	0.01	0.21	0.06	0.05	0.02

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	389	601	8	227	66	297	26	38	226
v/c Ratio	0.57	0.40	0.06	0.28	0.11	0.53	0.09	0.13	0.51
Control Delay	31.9	16.7	42.6	27.0	3.9	28.8	29.6	29.6	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.9	16.7	42.6	27.0	3.9	28.8	29.6	29.6	9.3
Queue Length 50th (ft)	64	72	3	27	0	41	8	12	0
Queue Length 95th (ft)	186	217	23	78	24	117	36	47	43
Internal Link Dist (ft)		397		2462		198		466	
Turn Bay Length (ft)	200		250		105		200		
Base Capacity (vph)	3034	3121	830	2239	1285	1590	1384	1457	1287
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.19	0.01	0.10	0.05	0.19	0.02	0.03	0.18

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	10	687	8	270	104	167	1	27
v/c Ratio	0.10	0.58	0.09	0.23	0.41	0.60	0.00	0.05
Control Delay	52.4	35.4	52.1	28.4	22.5	47.8	36.0	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.4	35.4	52.1	28.4	22.5	47.8	36.0	0.2
Queue Length 50th (ft)	6	127	5	41	24	92	1	0
Queue Length 95th (ft)	27	223	24	85	104	176	6	0
Internal Link Dist (ft)		2462		1497	92		418	
Turn Bay Length (ft)	300		250			245		150
Base Capacity (vph)	563	3237	563	3160	256	751	790	1223
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.21	0.01	0.09	0.41	0.22	0.00	0.02

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	214	687	1148	237	32
v/c Ratio	0.45	0.22	0.51	0.32	0.09
Control Delay	33.5	6.8	6.2	24.6	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	6.8	6.2	24.6	9.6
Queue Length 50th (ft)	38	33	33	39	0
Queue Length 95th (ft)	107	101	105	86	20
Internal Link Dist (ft)		1497	677	1108	
Turn Bay Length (ft)	260				
Base Capacity (vph)	1637	4981	4054	2183	1018
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.13	0.14	0.28	0.11	0.03

Intersection Summary



Lane Group	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	348	581	169	1062
v/c Ratio	0.18	0.33	0.23	0.21
Control Delay	6.2	1.4	11.1	0.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.2	1.4	11.1	0.1
Queue Length 50th (ft)	17	0	11	0
Queue Length 95th (ft)	35	17	26	0
Internal Link Dist (ft)	677			645
Turn Bay Length (ft)		525	435	
Base Capacity (vph)	3539	2787	3148	5085
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.10	0.21	0.05	0.21

Intersection Summary



Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	749	687	373	498
v/c Ratio	0.74	0.37	0.46	0.19
Control Delay	26.7	2.3	26.0	9.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	26.7	2.3	26.0	9.9
Queue Length 50th (ft)	146	16	72	39
Queue Length 95th (ft)	202	38	114	63
Internal Link Dist (ft)			645	645
Turn Bay Length (ft)				
Base Capacity (vph)	1485	2108	2041	2932
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.50	0.33	0.18	0.17

Intersection Summary



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	8	1075	2	519
v/c Ratio	0.04	0.32	0.01	0.15
Control Delay	22.5	2.0	27.5	0.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	22.5	2.0	27.5	0.7
Queue Length 50th (ft)	1	0	1	0
Queue Length 95th (ft)	3	141	8	32
Internal Link Dist (ft)	574	263		1311
Turn Bay Length (ft)			250	
Base Capacity (vph)	1475	3362	1178	3539
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.01	0.32	0.00	0.15

Intersection Summary



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	22	67	12	772	333	22	280
v/c Ratio	0.12	0.06	0.06	0.77	0.35	0.16	0.65
Control Delay	34.2	1.9	0.5	23.6	11.4	39.8	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.2	1.9	0.5	23.6	11.4	39.8	29.8
Queue Length 50th (ft)	8	0	0	188	0	8	81
Queue Length 95th (ft)	33	14	0	#674	128	30	152
Internal Link Dist (ft)	485		69		571		729
Turn Bay Length (ft)				175		215	
Base Capacity (vph)	1052	1034	848	999	1679	749	1453
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.06	0.01	0.77	0.20	0.03	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	218	321	804	257	54	167
v/c Ratio	0.50	0.66	0.77	0.26	0.26	0.16
Control Delay	23.5	19.0	17.0	2.0	11.8	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	19.0	17.0	2.0	11.8	7.3
Queue Length 50th (ft)	62	54	159	0	7	21
Queue Length 95th (ft)	100	91	382	22	37	68
Internal Link Dist (ft)	1246		552			571
Turn Bay Length (ft)	120				120	
Base Capacity (vph)	1040	984	1402	1255	281	1402
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.33	0.57	0.20	0.19	0.12

Intersection Summary



Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	11	34	57	5	1103	31	319
v/c Ratio	0.04	0.14	0.17	0.03	0.48	0.15	0.13
Control Delay	17.3	24.8	9.1	33.5	9.8	31.7	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.3	24.8	9.1	33.5	9.8	31.7	5.8
Queue Length 50th (ft)	1	8	0	1	64	7	14
Queue Length 95th (ft)	10	34	23	13	265	38	63
Internal Link Dist (ft)	47	1226			820		552
Turn Bay Length (ft)				100		150	
Base Capacity (vph)	1244	1012	1201	1068	3190	1068	3238
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.03	0.05	0.00	0.35	0.03	0.10

Intersection Summary

56: Regents Road & Miramar Street/Regents Park Row

Timing Plan: Morning Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	54	174	97	114	215	1239	51	303
v/c Ratio	0.24	0.41	0.50	0.31	0.55	0.62	0.31	0.22
Control Delay	24.0	7.1	32.4	9.2	32.3	21.3	33.8	15.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	7.1	32.4	9.2	32.3	21.3	33.8	15.5
Queue Length 50th (ft)	21	2	40	8	119	242	21	38
Queue Length 95th (ft)	43	43	58	29	m118	358	48	77
Internal Link Dist (ft)		181		196		368		820
Turn Bay Length (ft)	50		50		135		60	
Base Capacity (vph)	365	577	311	535	394	1997	255	1384
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.30	0.31	0.21	0.55	0.62	0.20	0.22

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

57: Regents Road & Plaza De Palmas

Timing Plan: Morning Peak



Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	115	44	165	27	892	23	271
v/c Ratio	0.35	0.14	0.26	0.13	0.42	0.12	0.13
Control Delay	19.8	18.0	7.6	30.5	13.8	30.8	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.8	18.0	7.6	30.5	13.8	30.8	10.8
Queue Length 50th (ft)	26	11	17	7	61	6	13
Queue Length 95th (ft)	62	32	48	33	144	28	63
Internal Link Dist (ft)	231	274			685		599
Turn Bay Length (ft)				285		200	
Base Capacity (vph)	1093	1151	1437	1135	4734	1135	3281
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.04	0.11	0.02	0.19	0.02	0.08

Intersection Summary



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	320	476	317	235
v/c Ratio	0.51	0.61	0.76	0.13
Control Delay	26.1	27.9	41.5	10.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	26.1	27.9	41.5	10.1
Queue Length 50th (ft)	121	93	146	30
Queue Length 95th (ft)	131	135	218	42
Internal Link Dist (ft)	163	826		1658
Turn Bay Length (ft)			250	
Base Capacity (vph)	743	2143	779	3458
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.43	0.22	0.41	0.07

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	170	123	5	300	9	46	272	9	116
v/c Ratio	0.64	0.08	0.05	0.31	0.09	0.10	0.52	0.01	0.16
Control Delay	56.7	18.4	57.2	21.5	57.5	25.3	40.4	21.7	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	18.4	57.2	21.5	57.5	25.3	40.4	21.7	2.4
Queue Length 50th (ft)	106	20	3	49	6	7	153	2	0
Queue Length 95th (ft)	176	47	16	88	18	15	211	6	9
Internal Link Dist (ft)		689		193		981		826	
Turn Bay Length (ft)	180		60		300		200		350
Base Capacity (vph)	564	2220	564	2132	564	2101	564	2244	988
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.06	0.01	0.14	0.02	0.02	0.48	0.00	0.12

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	16	305	422	200	57	104	449	47	74
v/c Ratio	0.13	0.45	0.59	0.09	0.22	0.29	0.67	0.19	0.11
Control Delay	40.8	27.3	25.2	7.4	28.2	28.4	8.4	27.4	20.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.8	27.3	25.2	7.4	28.2	28.4	8.4	27.4	20.0
Queue Length 50th (ft)	7	57	132	13	21	40	0	17	10
Queue Length 95th (ft)	26	91	310	46	47	74	11	44	26
Internal Link Dist (ft)		404		647		535			286
Turn Bay Length (ft)	100		130		150			110	
Base Capacity (vph)	721	2808	721	2870	715	1013	1065	704	1872
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.11	0.59	0.07	0.08	0.10	0.42	0.07	0.04

Intersection Summary



Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	518	286	529	690	380	469
v/c Ratio	0.95	0.46	0.85	0.32	0.27	0.52
Control Delay	76.8	14.3	64.4	24.1	30.7	4.8
Queue Delay	11.1	0.0	0.0	0.8	0.0	0.0
Total Delay	87.9	14.3	64.4	24.9	30.7	4.8
Queue Length 50th (ft)	460	59	268	184	126	0
Queue Length 95th (ft)	335	32	m233	m158	174	71
Internal Link Dist (ft)	764			396	551	
Turn Bay Length (ft)		215	160			215
Base Capacity (vph)	564	638	727	2160	1401	910
Starvation Cap Reductn	0	0	0	1104	0	0
Spillback Cap Reductn	42	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.45	0.73	0.65	0.27	0.52

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	166	166	204	1001	547	460	520
v/c Ratio	0.31	0.31	0.34	1.33	1.32	0.74	0.25
Control Delay	38.5	38.5	14.0	202.2	194.5	47.5	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	38.1	0.0
Total Delay	38.5	38.5	14.0	202.2	194.5	85.6	16.5
Queue Length 50th (ft)	122	122	43	~629	~574	347	160
Queue Length 95th (ft)	161	161	78	#766	#806	367	140
Internal Link Dist (ft)		631		767			396
Turn Bay Length (ft)	330		50		50	110	
Base Capacity (vph)	534	534	597	750	415	625	2118
Starvation Cap Reductn	0	0	0	0	0	190	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.31	0.34	1.33	1.32	1.06	0.25

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	618	108	154	130	867	12	666
v/c Ratio	0.95	0.10	0.17	1.37	0.72	0.15	0.67
Control Delay	50.0	1.5	3.6	258.5	36.7	53.8	28.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.0	1.5	3.6	258.5	36.7	53.8	28.8
Queue Length 50th (ft)	373	0	9	~119	272	8	153
Queue Length 95th (ft)	#595	16	13	#241	#440	23	153
Internal Link Dist (ft)	101		138		567		366
Turn Bay Length (ft)				175		125	
Base Capacity (vph)	662	1063	944	95	1198	83	988
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.10	0.16	1.37	0.72	0.14	0.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

64: N. Torrey Pines Rd. & UCSD Northpoint Driveway



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	31	12	38	18	68	60	790	159	552
v/c Ratio	0.14	0.04	0.39	0.17	0.20	0.43	0.36	0.58	0.24
Control Delay	47.1	0.2	69.6	61.1	3.0	66.4	16.2	48.8	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.1	0.2	69.6	61.1	3.0	66.4	16.2	48.8	24.8
Queue Length 50th (ft)	26	0	32	15	0	49	138	71	193
Queue Length 95th (ft)	48	0	58	34	0	94	301	108	280
Internal Link Dist (ft)	26			377			433		1197
Turn Bay Length (ft)			130					350	
Base Capacity (vph)	419	475	178	187	443	156	2180	530	2254
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.03	0.21	0.10	0.15	0.38	0.36	0.30	0.24

Intersection Summary

65: N. Torrey Pines Rd. & Pangea Drive



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	24	17	15	16	1040	28	351
v/c Ratio	0.10	0.10	0.04	0.21	0.37	0.31	0.12
Control Delay	1.1	45.1	0.2	65.3	8.7	67.8	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	1.1	45.1	0.2	65.3	8.7	67.8	6.2
Queue Length 50th (ft)	0	14	0	13	118	23	15
Queue Length 95th (ft)	0	29	0	38	317	56	91
Internal Link Dist (ft)	204		301		296		313
Turn Bay Length (ft)				260		215	
Base Capacity (vph)	419	341	549	110	2783	132	2878
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.05	0.03	0.15	0.37	0.21	0.12

Intersection Summary

66: N. Torrey Pines Road/N. Torrey Pines Road. & La Jolla Shores Drive

Timing Plan: Morning Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	188	178	26	126	151	1272	54	40	260	183
v/c Ratio	0.62	0.57	0.04	0.35	0.73	0.80	0.05	0.41	0.20	0.31
Control Delay	63.0	50.7	49.0	27.9	83.6	43.0	5.3	82.7	35.9	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	50.7	49.0	27.9	83.6	43.0	5.3	82.7	35.9	39.8
Queue Length 50th (ft)	176	135	10	49	151	649	6	40	101	142
Queue Length 95th (ft)	271	227	20	70	228	#822	26	71	124	190
Internal Link Dist (ft)		706		53		1596			272	
Turn Bay Length (ft)	75				130		80	190		165
Base Capacity (vph)	505	500	1031	545	399	1598	1208	399	1595	713
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.36	0.03	0.23	0.38	0.80	0.04	0.10	0.16	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

67: La Jolla Village Drive/N. Torrey Pines Road & Expedition Way/Revelle College Drive

Timing Plan: Morning Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	1	87	27	29	266	1456	146	25	379
v/c Ratio	0.01	0.56	0.09	0.18	0.84	0.61	0.11	0.27	0.21
Control Delay	51.0	33.3	46.9	42.8	64.1	10.1	1.2	61.3	18.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0
Total Delay	51.0	33.3	46.9	42.8	64.1	10.5	1.2	61.3	18.2
Queue Length 50th (ft)	1	17	10	18	211	122	1	19	73
Queue Length 95th (ft)	6	67	15	28	#356	#731	23	41	131
Internal Link Dist (ft)		424		425		378			1596
Turn Bay Length (ft)	50				150			165	
Base Capacity (vph)	237	278	818	436	318	2380	1476	222	1820
Starvation Cap Reductn	0	0	0	0	0	403	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.31	0.03	0.07	0.84	0.74	0.10	0.11	0.21

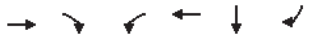
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	71	154	811	109	231	449
v/c Ratio	0.23	0.54	0.45	0.10	0.59	0.16
Control Delay	36.2	13.8	15.0	1.5	35.8	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.2	13.8	15.0	1.5	35.8	2.7
Queue Length 50th (ft)	18	0	134	0	110	22
Queue Length 95th (ft)	27	21	171	11	119	30
Internal Link Dist (ft)	1608		632			686
Turn Bay Length (ft)	75			150	200	
Base Capacity (vph)	1066	598	1793	1416	391	2757
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.26	0.45	0.08	0.59	0.16

Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	79	504	332	704	9	35
v/c Ratio	0.14	0.42	0.65	0.25	0.04	0.12
Control Delay	15.2	3.3	21.4	3.1	21.6	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.2	3.3	21.4	3.1	21.6	0.9
Queue Length 50th (ft)	17	0	82	36	2	0
Queue Length 95th (ft)	44	25	151	56	11	0
Internal Link Dist (ft)	1058			288	1336	
Turn Bay Length (ft)		275	115			
Base Capacity (vph)	1520	2366	1444	3539	839	806
Starvation Cap Reductn	0	0	0	543	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.21	0.23	0.23	0.01	0.04

Intersection Summary



Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	63	30	502	409	400
v/c Ratio	0.26	0.04	0.50	0.69	0.63
Control Delay	28.5	10.9	19.7	22.3	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	10.9	19.7	22.3	16.0
Queue Length 50th (ft)	19	5	72	115	78
Queue Length 95th (ft)	54	19	135	245	192
Internal Link Dist (ft)		288	356		1012
Turn Bay Length (ft)	150				
Base Capacity (vph)	755	1536	1485	1076	1078
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.02	0.34	0.38	0.37

Intersection Summary



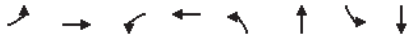
Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	88	40	307	259	28
v/c Ratio	0.10	0.10	0.20	0.55	0.02
Control Delay	12.7	6.7	1.7	13.1	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	6.7	1.7	13.1	6.3
Queue Length 50th (ft)	4	0	1	27	1
Queue Length 95th (ft)	22	17	14	129	8
Internal Link Dist (ft)	1255		1107		404
Turn Bay Length (ft)	225			110	
Base Capacity (vph)	3035	1289	2745	938	3155
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.03	0.03	0.11	0.28	0.01

Intersection Summary



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	256	252	94	65
v/c Ratio	0.27	0.18	0.21	0.05
Control Delay	6.8	3.1	8.6	6.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	6.8	3.1	8.6	6.8
Queue Length 50th (ft)	7	3	7	2
Queue Length 95th (ft)	34	21	34	12
Internal Link Dist (ft)	689	379		1107
Turn Bay Length (ft)			95	
Base Capacity (vph)	3064	3158	1103	3518
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.08	0.08	0.09	0.02

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	131	360	42	572	231	692	15	61
v/c Ratio	0.36	0.27	0.27	0.55	0.37	0.56	0.07	0.09
Control Delay	41.1	19.0	45.3	27.2	36.4	22.8	45.0	22.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	19.0	45.3	27.2	36.4	22.8	45.0	22.9
Queue Length 50th (ft)	28	54	18	110	50	120	3	10
Queue Length 95th (ft)	75	127	63	230	111	232	13	24
Internal Link Dist (ft)		974		604		803		628
Turn Bay Length (ft)	250		150		260		155	
Base Capacity (vph)	1348	2659	695	2690	1348	1786	1348	1803
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.14	0.06	0.21	0.17	0.39	0.01	0.03

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	60	178	54	88	208	811	436	17	246
v/c Ratio	0.31	0.23	0.29	0.12	0.33	0.50	0.50	0.06	0.28
Control Delay	44.6	26.6	45.0	26.0	13.7	17.9	9.9	13.3	24.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	26.6	45.0	26.0	13.7	17.9	9.9	13.3	24.4
Queue Length 50th (ft)	23	30	20	13	45	106	40	3	43
Queue Length 95th (ft)	80	75	63	35	122	282	180	14	75
Internal Link Dist (ft)		849		461		975			803
Turn Bay Length (ft)	110		115		240		180	230	
Base Capacity (vph)	815	2135	815	2144	915	2853	1325	884	2797
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.08	0.07	0.04	0.23	0.28	0.33	0.02	0.09

Intersection Summary



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	78	409	560	213	128
v/c Ratio	0.24	0.47	0.44	0.51	0.07
Control Delay	24.2	4.4	15.6	27.4	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	4.4	15.6	27.4	6.6
Queue Length 50th (ft)	21	14	56	55	5
Queue Length 95th (ft)	66	64	165	171	26
Internal Link Dist (ft)	768		313		1343
Turn Bay Length (ft)				190	
Base Capacity (vph)	1332	1383	3120	1126	3663
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.30	0.18	0.19	0.03

Intersection Summary

76: Executive Way & Executive Drive



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	73	252	30	223	236	96	82	19	77
v/c Ratio	0.14	0.22	0.07	0.25	0.51	0.15	0.13	0.04	0.12
Control Delay	9.2	12.3	9.1	15.3	18.4	13.2	4.7	13.5	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.2	12.3	9.1	15.3	18.4	13.2	4.7	13.5	8.6
Queue Length 50th (ft)	9	14	3	22	46	16	0	3	6
Queue Length 95th (ft)	35	60	19	61	140	57	23	15	27
Internal Link Dist (ft)		1185		849		643			61
Turn Bay Length (ft)	135		115		105				
Base Capacity (vph)	1331	3279	1334	3305	1120	1584	1358	1101	1463
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.08	0.02	0.07	0.21	0.06	0.06	0.02	0.05

Intersection Summary

77: Judicial Drive & Eastgate Mall



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	165	287	164	545	164	100	71	3	36
v/c Ratio	0.50	0.30	0.50	0.56	0.50	0.20	0.09	0.02	0.17
Control Delay	37.5	24.2	37.6	27.3	37.6	22.1	2.8	46.0	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.5	24.2	37.6	27.3	37.6	22.1	2.8	46.0	22.3
Queue Length 50th (ft)	61	47	61	100	61	29	0	1	5
Queue Length 95th (ft)	191	133	176	235	191	94	20	8	19
Internal Link Dist (ft)		604		728		483			179
Turn Bay Length (ft)	240		250		150			125	
Base Capacity (vph)	864	2888	864	2932	864	1222	1257	864	1107
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.10	0.19	0.19	0.19	0.08	0.06	0.00	0.03

Intersection Summary

Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	868	867	677	329	623	431
v/c Ratio	0.37	0.77	1.08	0.10	0.78	0.33
Control Delay	24.0	10.1	103.2	2.2	43.8	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	10.1	103.2	2.2	43.8	14.2
Queue Length 50th (ft)	171	64	~336	6	259	64
Queue Length 95th (ft)	226	287	#315	12	213	86
Internal Link Dist (ft)	748			395	1197	
Turn Bay Length (ft)		150			375	375
Base Capacity (vph)	2344	1126	628	3455	1204	1309
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.77	1.08	0.10	0.52	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	40	1278	790	132	712	154
v/c Ratio	0.40	0.41	0.19	0.14	0.71	0.27
Control Delay	91.6	9.0	16.5	3.7	44.8	5.6
Queue Delay	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	91.6	9.2	16.5	3.7	44.8	5.6
Queue Length 50th (ft)	36	108	82	0	277	0
Queue Length 95th (ft)	75	135	103	23	249	24
Internal Link Dist (ft)		395	218		841	
Turn Bay Length (ft)	225			200	170	145
Base Capacity (vph)	118	3147	4136	927	1750	882
Starvation Cap Reductn	0	662	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.51	0.19	0.14	0.41	0.17

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT
Lane Group Flow (vph)	82	1688	12	758	361	200	190
v/c Ratio	0.64	0.51	0.09	0.27	0.26	0.47	0.40
Control Delay	80.5	12.4	16.3	15.6	0.9	44.8	27.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.5	12.4	16.3	15.6	0.9	44.8	27.4
Queue Length 50th (ft)	67	250	5	119	8	149	85
Queue Length 95th (ft)	#132	285	17	132	17	231	162
Internal Link Dist (ft)		1521		1578			686
Turn Bay Length (ft)	125		130		260		
Base Capacity (vph)	138	3316	130	2808	1393	430	470
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.51	0.09	0.27	0.26	0.47	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	1348	706	351	616	491	494	338
v/c Ratio	1.04	0.73	0.89	0.27	1.32	1.38	0.58
Control Delay	65.2	9.2	51.1	1.8	191.7	217.9	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.2	9.2	51.1	1.8	191.7	217.9	9.4
Queue Length 50th (ft)	~440	39	208	1	~383	~415	11
Queue Length 95th (ft)	#571	168	#358	1	#583	#628	90
Internal Link Dist (ft)	1578			492		446	
Turn Bay Length (ft)							
Base Capacity (vph)	1297	962	393	2268	373	358	578
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.73	0.89	0.27	1.32	1.38	0.58

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	899	1344	601	1077	183	183	98
v/c Ratio	1.24	0.53	0.65	1.60	0.75	0.78	0.32
Control Delay	137.3	0.7	33.5	297.3	55.8	58.4	9.8
Queue Delay	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Total Delay	137.3	1.1	33.5	297.3	55.8	58.4	9.8
Queue Length 50th (ft)	~688	0	160	~733	104	107	0
Queue Length 95th (ft)	m#550	m0	217	#977	#191	#205	42
Internal Link Dist (ft)		492	1636			481	
Turn Bay Length (ft)	350						
Base Capacity (vph)	725	2540	924	673	280	270	335
Starvation Cap Reductn	0	630	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	1.24	0.70	0.65	1.60	0.65	0.68	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

6: Genesee Ave & Scripps Hospital



Lane Group	EBL	EBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	505	275	99	1231	8	1681	111
v/c Ratio	0.80	0.66	0.63	0.34	0.12	0.54	0.11
Control Delay	61.4	29.1	79.6	4.7	64.3	16.6	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.4	29.1	79.6	4.7	64.3	16.6	5.6
Queue Length 50th (ft)	216	97	79	33	7	285	12
Queue Length 95th (ft)	254	175	121	173	25	404	45
Internal Link Dist (ft)				1046		1636	
Turn Bay Length (ft)			275		160		160
Base Capacity (vph)	970	557	186	3659	135	3122	1000
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.49	0.53	0.34	0.06	0.54	0.11

Intersection Summary

7: Genesee Ave & Campus Point Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	183	186	377	232	235	325	199	583	45	63	1650	148
v/c Ratio	0.70	0.70	0.86	0.78	0.79	0.43	0.65	0.26	0.04	0.21	0.76	0.20
Control Delay	65.6	66.1	41.1	69.4	69.7	6.2	97.8	11.9	0.3	56.0	35.9	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.6	66.1	41.1	69.4	69.7	6.2	97.8	11.9	0.3	56.0	35.9	17.5
Queue Length 50th (ft)	158	162	136	200	203	0	92	47	0	20	261	16
Queue Length 95th (ft)	231	234	252	275	277	36	135	75	1	m40	#628	100
Internal Link Dist (ft)		426			591			733			1046	
Turn Bay Length (ft)	130		130	230		230	250		180	430		200
Base Capacity (vph)	347	349	504	370	373	867	366	2254	1061	338	2170	728
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.53	0.75	0.63	0.63	0.37	0.54	0.26	0.04	0.19	0.76	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

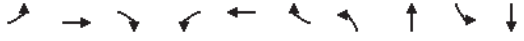
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBT
Lane Group Flow (vph)	48	1640	676	38	679	184
v/c Ratio	0.45	0.51	0.57	0.39	0.21	0.45
Control Delay	70.6	8.0	3.4	55.1	18.6	32.3
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay	70.6	8.0	3.6	55.1	18.6	32.3
Queue Length 50th (ft)	42	155	50	32	162	88
Queue Length 95th (ft)	m54	178	55	59	189	160
Internal Link Dist (ft)		733			1763	729
Turn Bay Length (ft)	150		160	90		
Base Capacity (vph)	149	3222	1178	148	3196	514
Starvation Cap Reductn	0	0	102	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.51	0.63	0.26	0.21	0.36

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	52	192	68	251	291	237	28	546	507	999
v/c Ratio	0.47	0.71	0.18	0.74	0.54	0.38	0.32	0.33	0.82	0.40
Control Delay	72.6	67.7	1.0	65.0	45.6	6.5	69.1	31.6	57.0	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.6	67.7	1.0	65.0	45.6	6.5	69.1	31.6	57.0	7.4
Queue Length 50th (ft)	44	157	0	210	220	0	24	114	192	105
Queue Length 95th (ft)	87	229	0	#328	284	44	56	164	209	124
Internal Link Dist (ft)		1246			891			789		1763
Turn Bay Length (ft)	175		300	160			150		450	
Base Capacity (vph)	142	491	549	341	584	659	182	1677	803	2490
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.39	0.12	0.74	0.50	0.36	0.15	0.33	0.63	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	35	285	127	330	79	439	114	1451
v/c Ratio	0.40	0.53	0.56	0.55	0.44	0.15	0.53	0.47
Control Delay	81.7	43.1	77.1	51.7	81.0	12.8	76.9	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	81.7	43.1	77.1	51.7	81.0	12.8	76.9	18.4
Queue Length 50th (ft)	34	100	63	145	40	36	56	236
Queue Length 95th (ft)	48	70	97	171	71	89	89	410
Internal Link Dist (ft)		1226		1185		326		789
Turn Bay Length (ft)	110		215		110		95	
Base Capacity (vph)	135	879	446	1035	232	3011	322	3112
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	2	0	0	0	0	0	314
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.32	0.28	0.32	0.34	0.15	0.35	0.52

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	34	118	115	101	101	41	480	7	1591
v/c Ratio	0.23	0.52	0.40	0.60	0.57	0.17	0.16	0.06	0.57
Control Delay	34.7	16.5	5.8	48.0	41.1	30.7	8.7	41.3	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay	34.7	16.5	5.8	48.0	41.1	30.7	8.7	41.3	17.2
Queue Length 50th (ft)	15	3	0	47	41	11	48	3	371
Queue Length 95th (ft)	34	35	2	80	72	m25	71	m12	445
Internal Link Dist (ft)		202			214		463		326
Turn Bay Length (ft)			50			70		85	
Base Capacity (vph)	226	291	353	186	195	416	3076	214	2803
Starvation Cap Reductn	0	0	0	0	0	0	0	0	237
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.41	0.33	0.54	0.52	0.10	0.16	0.03	0.62

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

12: Genesee Ave & La Jolla Village Drive

Timing Plan: Evening Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	144	1420	249	478	1864	153	256	265	78	551	943	272
v/c Ratio	0.50	0.78	0.37	0.83	0.83	0.15	0.78	0.46	0.20	0.88	0.74	0.53
Control Delay	44.1	26.7	5.1	56.9	19.1	0.8	80.7	65.9	9.2	87.8	39.9	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.1	26.7	5.1	56.9	19.1	0.8	80.7	65.9	9.2	87.8	39.9	14.7
Queue Length 50th (ft)	59	159	25	198	688	8	135	119	11	277	163	52
Queue Length 95th (ft)	m61	245	m23	m158	327	m6	182	174	33	357	253	124
Internal Link Dist (ft)		1271			1313			904			463	
Turn Bay Length (ft)	275			270		260	230			225		125
Base Capacity (vph)	286	1810	678	723	2233	1072	357	591	391	700	1353	534
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.78	0.37	0.66	0.83	0.14	0.72	0.45	0.20	0.79	0.70	0.51

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

13: Genesee Ave & Esplanade Court

Timing Plan: Evening Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	120	122	100	194	188	176	96	641	224	360	1485
v/c Ratio	0.72	0.72	0.36	0.46	0.44	0.34	0.59	0.47	0.30	0.82	0.70
Control Delay	88.6	88.3	7.4	51.4	37.0	7.7	78.9	39.8	9.0	67.9	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	88.6	88.3	7.4	51.4	37.0	7.7	78.9	39.8	9.0	67.9	17.2
Queue Length 50th (ft)	122	124	0	170	121	0	80	252	29	152	341
Queue Length 95th (ft)	153	155	3	231	184	47	123	270	41	181	379
Internal Link Dist (ft)		140			131			998			904
Turn Bay Length (ft)							165		200	205	
Base Capacity (vph)	216	220	317	437	436	521	164	1362	743	487	2117
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.55	0.32	0.44	0.43	0.34	0.59	0.47	0.30	0.74	0.70

Intersection Summary

14: Genesee Ave & Nobel Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	222	355	224	330	737	220	521	136	135	1464	144
v/c Ratio	0.75	0.49	0.50	0.77	0.87	0.71	0.31	0.17	0.58	0.64	0.19
Control Delay	64.1	49.9	35.2	75.7	64.9	78.7	26.4	8.2	93.4	15.8	1.7
Queue Delay	0.0	0.0	2.8	78.9	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay	64.1	49.9	38.0	154.5	64.9	78.7	26.4	8.2	93.4	15.9	1.7
Queue Length 50th (ft)	118	163	153	163	363	118	114	6	71	156	4
Queue Length 95th (ft)	m160	208	m204	194	377	m154	m171	m51	101	176	8
Internal Link Dist (ft)		822			539		929			998	
Turn Bay Length (ft)	125			220		225		130	250		245
Base Capacity (vph)	322	816	488	574	1060	354	1675	814	263	2280	771
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	166	479	0	0	0	0	0	75	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.44	0.70	3.47	0.70	0.62	0.31	0.17	0.51	0.66	0.19

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

15: Genesee Ave & Decoro Street



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	152	147	377	211	886	18	2111
v/c Ratio	0.32	0.27	1.19	1.19	0.44	0.18	1.19
Control Delay	25.9	6.9	157.1	180.4	14.7	63.1	121.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.9	6.9	157.1	180.4	14.7	63.1	121.7
Queue Length 50th (ft)	70	0	~443	~247	277	17	~1334
Queue Length 95th (ft)	125	46	#533	#377	127	m31	#1458
Internal Link Dist (ft)	221		66		1479		929
Turn Bay Length (ft)				165		230	
Base Capacity (vph)	478	547	317	178	2013	130	1772
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.27	1.19	1.19	0.44	0.14	1.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

16: Genesee Ave & Centurion Square



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	106	28	1012	52	44	2411
v/c Ratio	0.67	0.15	0.37	0.04	0.30	0.82
Control Delay	85.8	3.2	6.2	1.5	52.3	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.8	3.2	6.2	1.5	52.3	16.8
Queue Length 50th (ft)	102	0	148	0	21	680
Queue Length 95th (ft)	143	0	218	12	m20	m508
Internal Link Dist (ft)			2842			1479
Turn Bay Length (ft)				200	105	
Base Capacity (vph)	349	358	2761	1246	299	2956
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.08	0.37	0.04	0.15	0.82

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

17: Genesee Ave & Governor Drive



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	205	294	124	361	384	131	205	555	272	452	1546	521
v/c Ratio	0.73	0.52	0.37	0.82	0.47	0.31	0.79	0.81	0.63	0.32	0.94	0.66
Control Delay	100.0	75.4	18.2	96.1	67.1	9.3	98.2	82.3	35.3	42.1	59.9	38.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.0	75.4	18.2	96.1	67.1	9.3	98.2	82.3	35.3	42.1	59.9	38.1
Queue Length 50th (ft)	131	170	21	230	211	0	253	353	136	213	~1081	452
Queue Length 95th (ft)	177	222	87	272	253	52	#464	406	235	292	#1192	596
Internal Link Dist (ft)		519			916			2239			2842	
Turn Bay Length (ft)	110		90	250			190		125	265		85
Base Capacity (vph)	354	726	406	563	1068	517	259	1128	610	1420	1645	785
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.40	0.31	0.64	0.36	0.25	0.79	0.49	0.45	0.32	0.94	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	409	262	616	330	826	1326
v/c Ratio	0.74	0.40	0.65	0.52	2.07	0.68
Control Delay	37.5	6.5	33.2	8.9	513.1	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.5	6.5	33.2	8.9	513.1	17.8
Queue Length 50th (ft)	209	10	161	19	~759	268
Queue Length 95th (ft)	322	58	247	96	#1180	424
Internal Link Dist (ft)	373		2826			1442
Turn Bay Length (ft)				125	450	
Base Capacity (vph)	799	844	2808	1314	399	3442
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.31	0.22	0.25	2.07	0.39

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	359	150	63	770	155	1535
v/c Ratio	1.22	0.37	0.46	0.39	0.82	0.73
Control Delay	167.5	34.7	65.8	16.0	86.3	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	167.5	34.7	65.8	16.0	86.3	21.0
Queue Length 50th (ft)	~357	79	50	177	125	455
Queue Length 95th (ft)	#517	132	86	195	#236	587
Internal Link Dist (ft)	239	376		439		2826
Turn Bay Length (ft)			75		175	
Base Capacity (vph)	294	406	184	1991	198	2093
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.22	0.37	0.34	0.39	0.78	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1624	302	1231	743	111	881
v/c Ratio	1.26	0.56	0.87	0.21	0.15	0.47
Control Delay	162.0	21.8	43.7	8.0	40.2	11.2
Queue Delay	0.0	0.0	47.7	0.0	0.0	0.0
Total Delay	162.0	21.8	91.5	8.0	40.2	11.2
Queue Length 50th (ft)	~677	88	508	86	38	175
Queue Length 95th (ft)	#774	189	#602	104	63	219
Internal Link Dist (ft)	378			362	248	
Turn Bay Length (ft)		230	260		200	
Base Capacity (vph)	1294	539	1423	3575	1114	1871
Starvation Cap Reductn	0	0	369	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.26	0.56	1.17	0.21	0.10	0.47

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBL	WBT	NBT	NBR
Lane Group Flow (vph)	2462	422	1846	71	323
v/c Ratio	0.82	0.81	0.46	0.38	0.36
Control Delay	25.0	65.9	5.9	55.3	31.5
Queue Delay	46.8	0.0	0.0	0.0	0.0
Total Delay	71.8	65.9	5.9	55.3	31.5
Queue Length 50th (ft)	567	177	149	57	110
Queue Length 95th (ft)	#799	#268	290	94	122
Internal Link Dist (ft)	362		200	542	
Turn Bay Length (ft)		200			
Base Capacity (vph)	3012	528	3983	334	893
Starvation Cap Reductn	854	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.14	0.80	0.46	0.21	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBT	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	208	223	216	916	32
v/c Ratio	0.60	0.59	0.09	0.67	0.05
Control Delay	29.6	36.3	4.6	22.9	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.6	36.3	4.6	22.9	2.9
Queue Length 50th (ft)	58	90	14	173	0
Queue Length 95th (ft)	143	193	31	326	11
Internal Link Dist (ft)	567		403	415	
Turn Bay Length (ft)		50			130
Base Capacity (vph)	752	750	3463	2869	1293
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.30	0.06	0.32	0.02

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	117	2528	76	536	1342	276	434	354	330	910	566
v/c Ratio	0.79	1.83	0.10	0.85	0.70	0.25	0.86	1.50	0.75	0.96	1.22
Control Delay	95.2	407.5	3.8	81.2	25.9	0.6	74.9	280.6	20.5	70.8	159.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.2	407.5	3.8	81.2	25.9	0.6	74.9	280.6	20.5	70.8	159.9
Queue Length 50th (ft)	104	~1260	0	256	227	0	196	~422	28	416	~636
Queue Length 95th (ft)	142	#1087	13	297	251	0	230	#553	95	#450	#753
Internal Link Dist (ft)		318			889			1496			335
Turn Bay Length (ft)	260			270		740	125			215	
Base Capacity (vph)	161	1379	795	723	1923	1124	537	236	442	945	464
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	1.83	0.10	0.74	0.70	0.25	0.81	1.50	0.75	0.96	1.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1	2230	882	1306	1165	790	725
v/c Ratio	0.00	0.50	0.64	0.57	0.89	1.02	0.55
Control Delay	53.0	4.5	9.5	28.5	17.2	90.8	26.6
Queue Delay	0.0	0.0	0.5	0.0	3.8	0.0	0.0
Total Delay	53.0	4.5	10.0	28.5	20.9	90.8	26.6
Queue Length 50th (ft)	1	122	166	336	416	~388	246
Queue Length 95th (ft)	m0	m80	m21	385	805	#457	282
Internal Link Dist (ft)		889		882			
Turn Bay Length (ft)			250		250	130	130
Base Capacity (vph)	371	4443	1368	2284	1310	771	1326
Starvation Cap Reductn	0	0	162	0	89	0	0
Spillback Cap Reductn	0	148	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.52	0.73	0.57	0.95	1.02	0.55

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



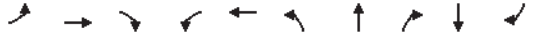
Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1520	1273	1	2211	591	314	280
v/c Ratio	0.41	0.88	0.02	0.55	0.43	0.74	0.48
Control Delay	9.7	22.6	65.0	6.0	1.6	69.2	43.0
Queue Delay	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	23.6	65.0	6.0	1.6	69.2	43.0
Queue Length 50th (ft)	198	886	1	221	9	142	106
Queue Length 95th (ft)	m269	m1024	7	297	39	187	150
Internal Link Dist (ft)	882			1362			
Turn Bay Length (ft)					180	175	175
Base Capacity (vph)	3673	1445	205	4042	1367	721	803
Starvation Cap Reductn	0	49	0	0	0	0	0
Spillback Cap Reductn	0	0	0	46	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.91	0.00	0.55	0.43	0.44	0.35

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

27: Lebon Drive & La Jolla Village Drive

Timing Plan: Evening Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	16	2210	284	347	2148	575	73	71	22	12
v/c Ratio	0.23	0.86	0.31	0.79	0.67	0.76	0.19	0.17	0.34	0.07
Control Delay	76.8	38.2	5.8	59.2	27.6	61.8	13.4	1.5	82.9	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.8	38.2	5.8	59.2	27.6	61.8	13.4	1.5	82.9	0.7
Queue Length 50th (ft)	16	735	23	176	542	271	5	0	21	0
Queue Length 95th (ft)	42	#898	84	m146	m498	307	43	0	29	0
Internal Link Dist (ft)		1362			1658		926		161	
Turn Bay Length (ft)	175		375	300		200		200		
Base Capacity (vph)	130	2569	919	519	3194	780	398	433	77	193
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.86	0.31	0.67	0.67	0.74	0.18	0.16	0.29	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

28: Regents Road & La Jolla Village Drive

Timing Plan: Evening Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	508	1680	359	1849	350	298	70	226	837	981
v/c Ratio	1.81	1.01	1.00	1.04	1.31	0.29	0.13	0.89	0.66	1.44
Control Delay	415.5	52.2	126.0	53.2	209.8	35.7	3.4	96.0	43.7	234.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.1	0.8
Total Delay	415.5	52.2	126.0	53.2	209.8	35.7	3.4	96.0	64.8	235.3
Queue Length 50th (ft)	~393	~448	190	~688	~226	122	2	218	362	~1183
Queue Length 95th (ft)	m#486	#702	m#273	#787	#290	109	0	#356	430	#1421
Internal Link Dist (ft)		1658		1271		599			368	
Turn Bay Length (ft)	270		175		290			160		
Base Capacity (vph)	281	1671	359	1785	267	1030	540	266	1264	683
Starvation Cap Reductn	0	0	0	0	0	0	0	0	442	77
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.81	1.01	1.00	1.04	1.31	0.29	0.13	0.85	1.02	1.62

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

29: Executive Way & La Jolla Village Drive

Timing Plan: Evening Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	80	1869	234	363	2214	98	103	265	379	352
v/c Ratio	0.67	0.98	0.33	0.90	1.03	0.44	0.43	0.31	1.49	0.52
Control Delay	69.5	51.5	15.3	94.5	79.1	53.4	52.8	5.4	283.3	18.6
Queue Delay	0.0	21.8	0.0	0.0	0.3	0.0	0.0	0.1	613.0	0.0
Total Delay	69.5	73.3	15.3	94.5	79.4	53.4	52.8	5.5	896.3	18.6
Queue Length 50th (ft)	76	~776	108	167	~911	82	86	0	~510	41
Queue Length 95th (ft)	m99	#753	170	m168	571	142	148	36	#654	76
Internal Link Dist (ft)		1313			654		235			643
Turn Bay Length (ft)	200		330	200					105	
Base Capacity (vph)	142	1911	704	405	2151	262	280	956	254	676
Starvation Cap Reductn	0	0	0	0	2	0	0	0	0	0
Spillback Cap Reductn	0	137	0	0	0	0	0	94	254	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	1.05	0.33	0.90	1.03	0.37	0.37	0.31	379.00	0.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

30: Towne Center Drive & La Jolla Village Drive

Timing Plan: Evening Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	51	2352	114	391	2180	255	165	77	577	933	508
v/c Ratio	0.56	1.30	0.17	1.36	1.01	0.20	0.62	0.09	0.59	1.48	0.42
Control Delay	72.0	171.2	8.5	230.7	63.2	12.2	77.7	43.9	22.7	265.0	35.8
Queue Delay	0.0	0.0	0.0	0.0	36.2	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	72.0	171.2	8.5	230.7	99.4	12.2	77.7	43.9	22.7	265.0	35.9
Queue Length 50th (ft)	23	~1077	34	~258	~835	37	81	31	147	~645	186
Queue Length 95th (ft)	m25	m#961	m35	#274	626	47	106	47	158	#742	231
Internal Link Dist (ft)		654			1193			1343			975
Turn Bay Length (ft)	145		160	200			145		320	230	
Base Capacity (vph)	91	1813	660	288	2168	1271	288	872	970	631	1219
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	382	0	0	0	0	0	181
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	1.30	0.17	1.36	1.22	0.20	0.57	0.09	0.59	1.48	0.49

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1	3528	1987	771	239	520
v/c Ratio	0.00	0.90	0.72	0.57	0.66	0.50
Control Delay	45.0	14.3	15.8	1.8	67.9	33.3
Queue Delay	0.0	0.8	0.0	0.0	0.0	0.0
Total Delay	45.0	15.1	15.8	1.8	67.9	33.3
Queue Length 50th (ft)	1	678	236	24	107	189
Queue Length 95th (ft)	6	894	222	10	139	232
Internal Link Dist (ft)		680	964			
Turn Bay Length (ft)					450	900
Base Capacity (vph)	390	3912	2770	1434	746	1044
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	148	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.94	0.72	0.54	0.32	0.50

Intersection Summary



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1166	1507	1	2630	588	228
v/c Ratio	0.45	0.99	0.02	0.72	0.53	0.20
Control Delay	17.6	25.4	65.0	21.8	39.9	16.8
Queue Delay	0.0	33.8	0.0	0.0	0.0	0.0
Total Delay	17.6	59.2	65.0	21.8	39.9	16.8
Queue Length 50th (ft)	209	1206	1	464	221	44
Queue Length 95th (ft)	m227	#1538	7	454	260	71
Internal Link Dist (ft)	964			310		
Turn Bay Length (ft)						
Base Capacity (vph)	2594	1525	64	3631	1119	1154
Starvation Cap Reductn	0	140	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	1.09	0.02	0.72	0.53	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1973	1169	2145	140	591
v/c Ratio	0.67	1.10	0.41	0.71	0.47
Control Delay	28.8	102.7	4.1	74.7	25.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.8	102.7	4.1	74.7	25.7
Queue Length 50th (ft)	366	~575	123	115	190
Queue Length 95th (ft)	328	#595	144	175	227
Internal Link Dist (ft)	1531		310	1323	
Turn Bay Length (ft)		650		225	
Base Capacity (vph)	2958	1059	5174	546	1268
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.67	1.10	0.41	0.26	0.47

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	SBL	SBT
Lane Group Flow (vph)	273	2129	9	2879	329	531	496
v/c Ratio	0.67	0.71	0.11	1.22	0.37	1.03	0.91
Control Delay	62.9	20.8	62.6	137.1	5.5	90.4	57.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.9	20.8	62.6	137.1	5.5	90.4	57.8
Queue Length 50th (ft)	114	416	7	~1089	22	~500	356
Queue Length 95th (ft)	128	415	27	#1146	72	#630	#609
Internal Link Dist (ft)		1003		1036			451
Turn Bay Length (ft)	290		250		500	225	
Base Capacity (vph)	794	3007	272	2352	882	518	544
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.71	0.03	1.22	0.37	1.03	0.91

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	WBR	SBL
Lane Group Flow (vph)	35	2475	3289	84	172
v/c Ratio	0.42	0.59	0.85	0.07	0.79
Control Delay	88.0	6.1	16.1	1.1	80.2
Queue Delay	0.0	0.2	1.0	0.0	0.0
Total Delay	88.0	6.3	17.2	1.1	80.2
Queue Length 50th (ft)	36	278	1291	9	146
Queue Length 95th (ft)	75	394	1307	m4	223
Internal Link Dist (ft)		1036	463		426
Turn Bay Length (ft)	160			330	
Base Capacity (vph)	104	4176	3863	1218	365
Starvation Cap Reductn	0	657	315	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.34	0.70	0.93	0.07	0.47

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	30	2527	9	3124	65	65	59
v/c Ratio	0.33	0.60	0.13	0.78	0.42	0.30	0.28
Control Delay	76.7	5.9	85.0	5.8	73.5	10.6	8.2
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Total Delay	76.7	5.9	85.0	5.9	73.5	10.6	8.2
Queue Length 50th (ft)	31	197	10	193	70	0	0
Queue Length 95th (ft)	m52	379	m10	m604	98	35	17
Internal Link Dist (ft)		704		1729		431	
Turn Bay Length (ft)	210		100		260		260
Base Capacity (vph)	167	4198	79	4001	349	392	374
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	84	0	0	29
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.60	0.11	0.80	0.19	0.17	0.17

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	860	1911	27	1636	111	56	94	94	1517
v/c Ratio	1.23	0.66	0.22	0.84	0.69	0.32	0.29	0.29	1.19
Control Delay	166.6	22.3	78.6	49.3	91.0	56.2	60.0	59.9	129.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	166.6	22.3	78.6	49.3	91.0	56.2	60.0	59.9	129.4
Queue Length 50th (ft)	~574	480	14	566	115	43	89	89	~1021
Queue Length 95th (ft)	#724	330	32	630	121	56	160	160	#1239
Internal Link Dist (ft)		1729		449		198		606	
Turn Bay Length (ft)	545		290		75		275		
Base Capacity (vph)	697	2909	203	1950	234	245	322	323	1275
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.23	0.66	0.13	0.84	0.47	0.23	0.29	0.29	1.19

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	42	224	346	2	654	471	416
v/c Ratio	0.14	0.36	0.62	0.02	0.63	0.68	0.23
Control Delay	42.9	43.8	11.7	64.0	32.0	48.8	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	43.8	11.7	64.0	32.0	48.8	18.5
Queue Length 50th (ft)	26	77	10	2	202	187	107
Queue Length 95th (ft)	47	132	108	11	268	267	163
Internal Link Dist (ft)	98		571		1608		1496
Turn Bay Length (ft)		285		50		125	
Base Capacity (vph)	612	1566	907	605	2095	1174	2220
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.14	0.38	0.00	0.31	0.40	0.19

Intersection Summary



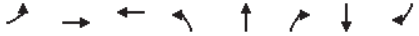
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	21	566	124	360	402	397	72	75	308	214	221
v/c Ratio	0.28	0.40	0.18	0.78	0.22	0.39	0.40	0.40	0.60	0.56	0.57
Control Delay	78.4	33.6	7.1	74.3	21.0	3.1	69.5	69.2	34.3	57.8	57.9
Queue Delay	0.0	0.2	0.0	0.1	0.5	0.5	0.0	0.0	0.0	1.2	1.3
Total Delay	78.4	33.8	7.1	74.4	21.5	3.6	69.5	69.2	34.4	59.0	59.2
Queue Length 50th (ft)	20	207	6	178	116	0	70	72	168	196	204
Queue Length 95th (ft)	44	238	37	226	157	57	124	129	251	275	283
Internal Link Dist (ft)		571			243			120			1
Turn Bay Length (ft)	160		175	145		145					
Base Capacity (vph)	130	1426	705	826	1831	1010	184	192	660	387	395
Starvation Cap Reductn	0	0	0	53	987	270	0	0	0	0	0
Spillback Cap Reductn	0	240	0	0	0	0	0	0	12	57	58
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.48	0.18	0.47	0.48	0.54	0.39	0.39	0.48	0.65	0.66

Intersection Summary



Lane Group	EBT	WBL	WBT
Lane Group Flow (vph)	1160	826	1114
v/c Ratio	0.85	0.50	0.31
Control Delay	23.5	14.7	0.2
Queue Delay	5.3	0.4	0.0
Total Delay	28.8	15.1	0.2
Queue Length 50th (ft)	285	128	0
Queue Length 95th (ft)	268	176	0
Internal Link Dist (ft)	243		306
Turn Bay Length (ft)		350	
Base Capacity (vph)	1369	1647	3539
Starvation Cap Reductn	159	363	0
Spillback Cap Reductn	0	0	64
Storage Cap Reductn	0	0	0
Reduced v/c Ratio	0.96	0.64	0.32

Intersection Summary



Lane Group	EBL	EBT	WBT	NBL	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	1	777	1352	204	205	310	151	150
v/c Ratio	0.01	0.41	0.61	0.69	0.66	0.49	0.36	0.43
Control Delay	44.0	16.5	25.7	43.1	41.0	5.1	2.3	4.7
Queue Delay	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.0	17.0	25.7	43.1	41.0	5.1	2.3	4.7
Queue Length 50th (ft)	1	134	219	124	124	0	0	0
Queue Length 95th (ft)	6	276	#457	142	140	40	0	5
Internal Link Dist (ft)		306	488		1113		223	
Turn Bay Length (ft)				380		240		
Base Capacity (vph)	181	1904	2207	437	459	790	572	412
Starvation Cap Reductn	0	648	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.62	0.61	0.47	0.45	0.39	0.26	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	67	1017	21	1216	160	67
v/c Ratio	0.52	0.27	0.24	0.35	0.71	0.24
Control Delay	80.0	8.6	74.8	11.4	67.4	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.0	8.6	74.8	11.4	67.4	17.5
Queue Length 50th (ft)	64	113	20	158	133	10
Queue Length 95th (ft)	115	191	50	264	175	34
Internal Link Dist (ft)		488		624	238	240
Turn Bay Length (ft)	100		100			
Base Capacity (vph)	178	3702	154	3517	334	410
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.27	0.14	0.35	0.48	0.16

Intersection Summary

43: Lebon Drive & Nobel Drive

Timing Plan: Evening Peak

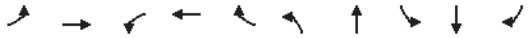


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	83	857	140	880	120	166	68	173	405	270
v/c Ratio	0.33	0.54	0.59	0.46	0.41	0.20	0.16	0.44	0.43	0.38
Control Delay	54.9	30.8	56.4	25.4	53.9	32.7	9.1	51.1	33.5	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	30.8	56.4	25.4	53.9	32.7	9.1	51.1	33.5	12.1
Queue Length 50th (ft)	30	183	98	174	43	45	0	62	117	52
Queue Length 95th (ft)	59	246	176	230	80	86	37	74	128	60
Internal Link Dist (ft)		624		1738		1255			926	
Turn Bay Length (ft)	170		190		130		115	130		
Base Capacity (vph)	1051	3046	542	3078	1051	2168	996	1051	2168	1043
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.28	0.26	0.29	0.11	0.08	0.07	0.16	0.19	0.26

Intersection Summary

44: Regents Road & Nobel Drive

Timing Plan: Evening Peak



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	177	741	223	837	90	80	233	341	583	289
v/c Ratio	0.51	0.54	0.65	0.87	0.18	0.56	0.18	0.80	0.39	0.38
Control Delay	69.4	47.2	53.5	61.1	19.0	80.8	25.8	55.0	33.4	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.4	47.2	53.5	61.1	19.0	80.8	25.8	55.0	33.4	20.9
Queue Length 50th (ft)	86	224	117	437	39	77	34	221	215	46
Queue Length 95th (ft)	126	259	161	502	81	131	67	415	347	245
Internal Link Dist (ft)		1738		819			1658		685	
Turn Bay Length (ft)	250		280			230		210		100
Base Capacity (vph)	345	1403	510	1292	649	187	1421	430	1497	770
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.53	0.44	0.65	0.14	0.43	0.16	0.79	0.39	0.38

Intersection Summary

45: Cargill Ave/Costa Verde Boulevard & Nobel Drive

Timing Plan: Evening Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	188	709	117	882	71	120	123	182
v/c Ratio	0.94	0.31	0.70	0.41	0.62	0.27	0.82	0.37
Control Delay	96.9	40.0	50.8	47.7	91.0	32.6	104.1	32.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.9	40.0	50.8	47.7	91.0	32.6	104.1	32.1
Queue Length 50th (ft)	177	247	108	306	69	63	120	95
Queue Length 95th (ft)	m#328	235	m140	340	113	110	#208	163
Internal Link Dist (ft)		819		822		654		342
Turn Bay Length (ft)	270		225		100			
Base Capacity (vph)	201	2261	296	2169	139	443	162	486
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.31	0.40	0.41	0.51	0.27	0.76	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

46: Lombard Place & Nobel Drive

Timing Plan: Evening Peak



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT
Lane Group Flow (vph)	227	586	23	1355	47	90	264
v/c Ratio	0.70	0.24	0.21	0.75	0.45	0.40	0.47
Control Delay	53.9	7.5	58.7	24.7	49.5	46.6	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.9	7.5	58.7	24.7	49.5	46.6	2.9
Queue Length 50th (ft)	135	38	14	296	23	54	0
Queue Length 95th (ft)	259	143	49	616	48	90	0
Internal Link Dist (ft)		539		615	103		186
Turn Bay Length (ft)	150		100			100	
Base Capacity (vph)	563	2586	563	2236	276	633	887
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.23	0.04	0.61	0.17	0.14	0.30

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	328	364	172	809	63	86	79	248	633
v/c Ratio	0.61	0.35	0.63	0.54	0.06	0.34	0.17	0.51	0.72
Control Delay	44.3	29.4	50.6	31.5	2.4	40.3	29.0	34.5	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.3	29.4	50.6	31.5	2.4	40.3	29.0	34.5	7.7
Queue Length 50th (ft)	93	87	96	146	0	19	36	124	0
Queue Length 95th (ft)	167	168	187	236	16	44	78	214	60
Internal Link Dist (ft)		397		2462		198		466	
Turn Bay Length (ft)	200		250		105		200		
Base Capacity (vph)	2227	2276	574	1658	1406	1102	957	1007	1146
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.16	0.30	0.49	0.04	0.08	0.08	0.25	0.55

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	62	339	42	1155	32	99	10	55
v/c Ratio	0.32	0.14	0.25	0.53	0.28	0.30	0.03	0.10
Control Delay	49.9	16.6	51.1	21.6	40.8	37.4	35.6	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.9	16.6	51.1	21.6	40.8	37.4	35.6	6.4
Queue Length 50th (ft)	29	35	20	150	10	45	4	0
Queue Length 95th (ft)	96	86	71	309	49	90	17	4
Internal Link Dist (ft)		2462		1497	92		418	
Turn Bay Length (ft)	300		250			245		150
Base Capacity (vph)	789	3773	789	3719	541	1016	1069	1630
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.09	0.05	0.31	0.06	0.10	0.01	0.03

Intersection Summary



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	50	329	1138	561	265
v/c Ratio	0.19	0.12	0.50	0.56	0.41
Control Delay	42.6	8.5	16.0	27.9	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.6	8.5	16.0	27.9	5.6
Queue Length 50th (ft)	12	24	134	122	0
Queue Length 95th (ft)	36	48	220	199	44
Internal Link Dist (ft)		1497	677	1108	
Turn Bay Length (ft)	260				
Base Capacity (vph)	1393	4964	3775	1858	978
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.04	0.07	0.30	0.30	0.27

Intersection Summary



Lane Group	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	380	397	308	1047
v/c Ratio	0.27	0.29	0.35	0.21
Control Delay	7.2	1.7	10.7	0.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	7.2	1.7	10.7	0.1
Queue Length 50th (ft)	20	0	20	0
Queue Length 95th (ft)	40	15	42	0
Internal Link Dist (ft)	677			645
Turn Bay Length (ft)		525	435	
Base Capacity (vph)	3539	2787	3282	5085
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.11	0.14	0.09	0.21

Intersection Summary



Lane Group	WBL	WBR	NBT	SBT
Lane Group Flow (vph)	642	507	388	778
v/c Ratio	0.72	0.28	0.45	0.28
Control Delay	27.0	1.1	24.1	9.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	27.0	1.1	24.1	9.1
Queue Length 50th (ft)	121	0	70	56
Queue Length 95th (ft)	161	14	120	94
Internal Link Dist (ft)			645	645
Turn Bay Length (ft)				
Base Capacity (vph)	1558	1782	2409	3078
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.41	0.28	0.16	0.25

Intersection Summary



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	12	993	7	788
v/c Ratio	0.06	0.30	0.03	0.23
Control Delay	22.0	2.2	25.1	0.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	22.0	2.2	25.1	0.8
Queue Length 50th (ft)	1	0	1	0
Queue Length 95th (ft)	16	146	15	54
Internal Link Dist (ft)	278	251		1323
Turn Bay Length (ft)			250	
Base Capacity (vph)	1523	3368	1228	3539
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.01	0.29	0.01	0.22

Intersection Summary

53: Regents Road & Health Science Drive



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	78	457	16	241	150	7	835
v/c Ratio	0.56	0.84	0.08	0.73	0.13	0.08	0.76
Control Delay	61.1	41.8	0.8	53.7	5.6	53.3	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	61.1	41.8	0.8	53.7	5.6	53.3	24.3
Queue Length 50th (ft)	50	237	0	153	16	5	395
Queue Length 95th (ft)	77	226	0	216	49	19	633
Internal Link Dist (ft)	485		69		571		729
Turn Bay Length (ft)				175		215	
Base Capacity (vph)	533	859	605	701	1451	526	1103
Starvation Cap Reductn	0	0	0	0	0	0	32
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.53	0.03	0.34	0.10	0.01	0.78

Intersection Summary

54: Regents Road & Eastgate Mall



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	302	61	325	109	150	991
v/c Ratio	0.71	0.14	0.29	0.11	0.24	0.87
Control Delay	32.3	6.2	8.2	2.3	8.8	23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.3	6.2	8.2	2.3	8.8	23.9
Queue Length 50th (ft)	111	0	52	0	23	281
Queue Length 95th (ft)	175	22	117	17	72	#709
Internal Link Dist (ft)	1246		552			571
Turn Bay Length (ft)	120				120	
Base Capacity (vph)	793	743	1137	1009	630	1137
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.08	0.29	0.11	0.24	0.87

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	53	300	67	8	465	48	1147
v/c Ratio	0.10	0.65	0.11	0.06	0.33	0.27	0.68
Control Delay	15.6	29.8	6.3	44.2	17.2	42.3	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.6	29.8	6.3	44.2	17.2	42.3	18.4
Queue Length 50th (ft)	10	104	0	3	75	20	182
Queue Length 95th (ft)	34	245	24	19	125	72	416
Internal Link Dist (ft)	47	1226			820		552
Turn Bay Length (ft)				100		150	
Base Capacity (vph)	866	768	961	783	2846	783	2909
Starvation Cap Reductn	0	0	0	0	0	0	52
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.39	0.07	0.01	0.16	0.06	0.40

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	17	203	181	60	149	548	34	1486
v/c Ratio	0.05	0.38	0.83	0.14	0.68	0.26	0.33	0.82
Control Delay	34.5	7.1	72.9	11.1	67.4	12.5	66.3	31.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	34.5	7.1	72.9	11.1	67.4	12.8	66.3	31.3
Queue Length 50th (ft)	10	2	131	3	111	101	26	493
Queue Length 95th (ft)	29	54	179	24	181	156	64	#802
Internal Link Dist (ft)		181		196		368		820
Turn Bay Length (ft)	50		50		135		60	
Base Capacity (vph)	457	674	307	585	605	2138	453	1810
Starvation Cap Reductn	0	0	0	0	0	915	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.30	0.59	0.10	0.25	0.45	0.08	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	60	60	80	38	358	84	1245
v/c Ratio	0.18	0.19	0.14	0.26	0.12	0.48	0.56
Control Delay	16.4	19.8	2.1	38.1	17.0	39.2	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	19.8	2.1	38.1	17.0	39.2	19.4
Queue Length 50th (ft)	22	27	0	33	24	56	229
Queue Length 95th (ft)	30	30	9	63	97	m80	m#923
Internal Link Dist (ft)	231	274			685		599
Turn Bay Length (ft)				285		200	
Base Capacity (vph)	666	638	613	214	2925	214	2218
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.09	0.13	0.18	0.12	0.39	0.56

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	56	252	160	592
v/c Ratio	0.09	0.20	0.38	0.29
Control Delay	10.1	20.5	27.3	10.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	10.1	20.5	27.3	10.8
Queue Length 50th (ft)	8	44	58	84
Queue Length 95th (ft)	27	73	124	120
Internal Link Dist (ft)	163	826		1658
Turn Bay Length (ft)			250	
Base Capacity (vph)	1201	2913	1227	3539
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.05	0.09	0.13	0.17

Intersection Summary

59: Regents Road & Ariba Street



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	69	176	14	189	16	39	266	43	333
v/c Ratio	0.41	0.12	0.13	0.19	0.14	0.08	0.52	0.04	0.37
Control Delay	52.9	18.8	51.8	24.3	51.7	20.6	37.3	20.2	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.9	18.8	51.8	24.3	51.7	20.6	37.3	20.2	2.7
Queue Length 50th (ft)	39	26	8	35	9	4	133	7	0
Queue Length 95th (ft)	95	73	30	74	35	20	266	22	41
Internal Link Dist (ft)		689		193		981		826	
Turn Bay Length (ft)	180		60		300		200		350
Base Capacity (vph)	633	2367	633	2332	633	2217	633	2403	1226
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.07	0.02	0.08	0.03	0.02	0.42	0.02	0.27

Intersection Summary

60: Regents Road & Governor Drive



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	16	239	433	260	57	85	367	24	52
v/c Ratio	0.12	0.37	0.58	0.11	0.23	0.25	0.62	0.10	0.08
Control Delay	39.4	25.4	24.1	7.1	28.0	27.5	8.2	25.7	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.4	25.4	24.1	7.1	28.0	27.5	8.2	25.7	23.6
Queue Length 50th (ft)	6	42	124	15	21	31	0	9	8
Queue Length 95th (ft)	27	75	#431	69	60	81	67	26	21
Internal Link Dist (ft)		404		647		535			286
Turn Bay Length (ft)	100		130		150			110	
Base Capacity (vph)	751	2923	751	2989	759	1054	1055	745	2000
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.08	0.58	0.09	0.08	0.08	0.35	0.03	0.03

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

61: Regents Road & SR-52 WB On/SR-52 WB OFF



Lane Group	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	539	275	327	505	440	366
v/c Ratio	0.94	0.43	0.76	0.24	0.28	0.40
Control Delay	74.0	14.4	73.8	14.4	27.7	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.0	14.4	73.8	14.4	27.7	4.1
Queue Length 50th (ft)	487	61	158	118	143	0
Queue Length 95th (ft)	#698	143	199	147	187	51
Internal Link Dist (ft)	764			396	551	
Turn Bay Length (ft)		215	160			215
Base Capacity (vph)	605	660	703	2125	1569	905
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.42	0.47	0.24	0.28	0.40

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

62: Regents Road & SR-52 EB Off/SR-52 EB On



Lane Group	EBL	EBT	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	189	188	761	497	249	142	870
v/c Ratio	0.35	0.35	1.24	0.65	0.60	0.23	0.41
Control Delay	39.4	39.4	153.6	55.3	37.9	33.4	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	1.5
Total Delay	39.4	39.4	153.6	55.3	37.9	33.4	17.0
Queue Length 50th (ft)	141	140	~762	222	131	92	212
Queue Length 95th (ft)	212	211	#994	277	219	147	257
Internal Link Dist (ft)		631		767			396
Turn Bay Length (ft)	330		50		50	110	
Base Capacity (vph)	534	536	614	762	413	625	2130
Starvation Cap Reductn	0	0	0	0	0	0	1007
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.35	1.24	0.65	0.60	0.23	0.77

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

63: Clairemont Mesa Blvd/Regents Road & Luna Ave



Lane Group	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	423	166	47	166	328	49	1446
v/c Ratio	0.91	0.20	0.08	0.75	0.19	0.45	1.05
Control Delay	63.4	12.6	15.2	74.0	21.1	68.5	72.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.4	12.6	15.2	74.0	21.1	68.5	72.7
Queue Length 50th (ft)	312	53	12	132	85	39	~693
Queue Length 95th (ft)	#495	84	33	196	120	80	#886
Internal Link Dist (ft)	101		138		567		366
Turn Bay Length (ft)				175		125	
Base Capacity (vph)	504	890	648	282	1692	212	1382
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.19	0.07	0.59	0.19	0.23	1.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

64: N. Torrey Pines Rd. & UCSD Northpoint Driveway



Lane Group	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	163	114	136	14	220	18	669	158	1517
v/c Ratio	0.53	0.30	0.70	0.07	0.59	0.23	0.39	0.58	0.76
Control Delay	53.9	5.6	73.6	49.9	13.3	65.7	24.2	71.5	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.9	5.6	73.6	49.9	13.3	65.7	24.2	71.5	18.7
Queue Length 50th (ft)	118	0	112	11	0	15	200	70	262
Queue Length 95th (ft)	95	0	145	26	33	36	246	m78	m#794
Internal Link Dist (ft)	26			377			433		1197
Turn Bay Length (ft)			130					350	
Base Capacity (vph)	402	462	328	345	472	137	1707	398	1988
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.25	0.41	0.04	0.47	0.13	0.39	0.40	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

65: N. Torrey Pines Rd. & Pangea Drive

Timing Plan: Evening Peak



Lane Group	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	45	98	38	34	527	48	1681
v/c Ratio	0.15	0.40	0.13	0.36	0.23	0.47	0.69
Control Delay	20.5	49.7	13.2	69.0	10.3	73.1	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.5	49.7	13.2	69.0	10.3	73.1	17.5
Queue Length 50th (ft)	10	68	1	28	102	40	544
Queue Length 95th (ft)	26	112	26	62	137	81	684
Internal Link Dist (ft)	204		301		296		313
Turn Bay Length (ft)				260		215	
Base Capacity (vph)	404	353	415	125	2338	126	2446
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.28	0.09	0.27	0.23	0.38	0.69

Intersection Summary

66: N. Torrey Pines Road/N. Torrey Pines Road. & La Jolla Shores Drive

Timing Plan: Evening Peak



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	164	213	101	110	194	649	85	162	1555	286
v/c Ratio	0.72	0.80	0.17	0.33	0.82	0.41	0.11	0.81	1.04	0.43
Control Delay	80.3	67.4	52.0	42.1	89.7	33.5	8.1	93.8	75.9	37.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.3	67.4	52.0	42.1	89.7	33.5	8.1	93.8	75.9	37.9
Queue Length 50th (ft)	170	164	42	70	189	247	4	160	~971	218
Queue Length 95th (ft)	194	189	65	117	#226	261	24	#265	#1195	334
Internal Link Dist (ft)		706		53		1596			272	
Turn Bay Length (ft)	75				130		80	190		165
Base Capacity (vph)	350	377	723	385	245	1577	749	225	1502	672
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.56	0.14	0.29	0.79	0.41	0.11	0.72	1.04	0.43

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

67: La Jolla Village Drive/N. Torrey Pines Road & Expedition Way/Revelle College Drive



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	21	263	117	24	146	885	100	21	1641
v/c Ratio	0.18	0.79	0.28	0.11	0.77	0.39	0.08	0.27	0.84
Control Delay	58.4	26.5	50.9	26.7	81.2	15.1	0.8	68.0	31.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0
Total Delay	58.4	26.5	50.9	26.7	81.2	15.8	0.8	68.0	31.5
Queue Length 50th (ft)	17	16	50	8	120	150	0	17	489
Queue Length 95th (ft)	38	65	69	31	150	253	5	46	#1029
Internal Link Dist (ft)		424		198		378			1596
Turn Bay Length (ft)	50				150			165	
Base Capacity (vph)	219	412	755	384	226	2283	1303	87	1964
Starvation Cap Reductn	0	0	0	0	0	980	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.64	0.15	0.06	0.65	0.68	0.08	0.24	0.84

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

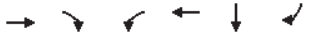
68: Gilman Drive & Villa La Jolla Drive



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	231	151	363	145	263	1461
v/c Ratio	0.43	0.40	0.23	0.18	0.70	0.58
Control Delay	33.9	8.1	15.8	3.9	44.3	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.9	8.1	15.8	3.9	44.3	8.2
Queue Length 50th (ft)	61	0	60	0	128	145
Queue Length 95th (ft)	72	37	105	36	#283	347
Internal Link Dist (ft)	1608		632			686
Turn Bay Length (ft)	75			150	200	
Base Capacity (vph)	1041	585	1609	799	375	2536
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.26	0.23	0.18	0.70	0.58

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBT	SBR
Lane Group Flow (vph)	265	1239	557	440	29	15
v/c Ratio	0.48	1.51	1.07	0.20	0.35	0.08
Control Delay	39.4	268.7	100.8	10.4	67.0	0.8
Queue Delay	0.0	0.0	13.2	0.4	0.0	0.0
Total Delay	39.4	268.7	114.0	10.9	67.0	0.8
Queue Length 50th (ft)	177	~794	~507	78	23	0
Queue Length 95th (ft)	267	#956	#751	111	49	0
Internal Link Dist (ft)	1058			288	1336	
Turn Bay Length (ft)		275	115			
Base Capacity (vph)	547	819	520	2221	241	354
Starvation Cap Reductn	0	0	117	1284	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	1.51	1.38	0.47	0.12	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	NBL	NBT
Lane Group Flow (vph)	128	109	494	377	343
v/c Ratio	0.45	0.13	0.53	0.69	0.49
Control Delay	31.5	10.9	23.8	24.8	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	10.9	23.8	24.8	6.3
Queue Length 50th (ft)	39	19	77	112	12
Queue Length 95th (ft)	114	61	171	251	75
Internal Link Dist (ft)		288	356		1012
Turn Bay Length (ft)	150				
Base Capacity (vph)	684	1455	1365	990	1023
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.19	0.07	0.36	0.38	0.34

Intersection Summary



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	198	90	252	118	30
v/c Ratio	0.19	0.18	0.21	0.31	0.02
Control Delay	8.8	4.4	2.6	10.4	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	8.8	4.4	2.6	10.4	7.3
Queue Length 50th (ft)	7	0	1	10	1
Queue Length 95th (ft)	40	25	17	44	7
Internal Link Dist (ft)	1255		1107		404
Turn Bay Length (ft)	225			110	
Base Capacity (vph)	3134	1340	2880	1027	3273
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.07	0.09	0.11	0.01

Intersection Summary



Lane Group	WBL	NBT	SBL	SBT
Lane Group Flow (vph)	506	271	65	115
v/c Ratio	0.47	0.22	0.17	0.09
Control Delay	10.1	4.7	9.1	7.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	10.1	4.7	9.1	7.6
Queue Length 50th (ft)	22	6	6	5
Queue Length 95th (ft)	84	31	30	22
Internal Link Dist (ft)	689	379		1107
Turn Bay Length (ft)			95	
Base Capacity (vph)	3109	3264	1084	3518
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.08	0.06	0.03

Intersection Summary

73: Towne Center Drive & Eastgate Mall



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	29	790	168	260	117	144	217	739
v/c Ratio	0.18	0.71	0.68	0.17	0.45	0.15	0.59	0.69
Control Delay	64.6	35.5	65.7	21.9	63.0	19.4	60.8	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.6	35.5	65.7	21.9	63.0	19.4	60.8	41.9
Queue Length 50th (ft)	11	253	128	69	46	20	85	254
Queue Length 95th (ft)	31	349	234	104	88	56	125	347
Internal Link Dist (ft)		974		604		803		628
Turn Bay Length (ft)	250		150		260		155	
Base Capacity (vph)	885	1785	456	1868	885	1171	885	1191
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.44	0.37	0.14	0.13	0.12	0.25	0.62

Intersection Summary

74: Towne Center Drive & Executive Drive



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	30	191	278	193	183	149	77	12	1103
v/c Ratio	0.32	0.45	0.75	0.19	0.55	0.08	0.08	0.02	0.79
Control Delay	75.6	22.5	64.2	37.8	25.9	15.5	4.2	14.9	40.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.6	22.5	64.2	37.8	25.9	15.5	4.2	14.9	40.2
Queue Length 50th (ft)	25	23	217	66	66	26	0	4	412
Queue Length 95th (ft)	66	59	#450	115	177	64	29	16	654
Internal Link Dist (ft)		849		461		975			803
Turn Bay Length (ft)	110		115		240		180	230	
Base Capacity (vph)	425	1105	425	1152	488	2016	934	844	1691
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.17	0.65	0.17	0.38	0.07	0.08	0.01	0.65

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	149	362	328	189	660
v/c Ratio	0.33	0.35	0.35	0.52	0.34
Control Delay	19.6	2.0	17.6	30.0	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	19.6	2.0	17.6	30.0	9.1
Queue Length 50th (ft)	33	0	30	42	38
Queue Length 95th (ft)	107	35	90	161	131
Internal Link Dist (ft)	768		313		1343
Turn Bay Length (ft)				190	
Base Capacity (vph)	1415	1480	3079	1098	3663
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.11	0.24	0.11	0.17	0.18

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	19	710	238	223	63	39	39	15	157
v/c Ratio	0.03	0.57	0.45	0.12	0.27	0.11	0.11	0.06	0.44
Control Delay	4.9	6.0	7.3	6.1	22.0	19.2	7.3	19.4	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.9	6.0	7.3	6.1	22.0	19.2	7.3	19.4	20.7
Queue Length 50th (ft)	2	19	22	10	13	8	0	3	28
Queue Length 95th (ft)	7	38	54	39	45	31	13	16	77
Internal Link Dist (ft)		1185		849		643			61
Turn Bay Length (ft)	135		115		105				
Base Capacity (vph)	1275	3085	1242	3432	1068	1626	1387	1190	1529
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.23	0.19	0.06	0.06	0.02	0.03	0.01	0.10

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	18	697	70	191	129	6	173	69	207
v/c Ratio	0.14	0.67	0.37	0.13	0.50	0.03	0.41	0.14	0.60
Control Delay	46.1	29.0	44.6	17.4	42.7	33.8	7.2	28.8	33.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.1	29.0	44.6	17.4	42.7	33.8	7.2	28.8	33.3
Queue Length 50th (ft)	8	148	32	25	57	3	0	20	72
Queue Length 95th (ft)	37	286	94	75	140	13	33	91	171
Internal Link Dist (ft)		604		728		483			179
Turn Bay Length (ft)	240		250		150			125	
Base Capacity (vph)	703	2675	703	2752	703	987	825	729	916
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.26	0.10	0.07	0.18	0.01	0.21	0.09	0.23

Intersection Summary

Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay
Queue Delay
Total Delay
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary

Arterial Level of Service: NB Genesee Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lehrer Drive	II	45	10.7	51.1	61.8	0.10	5.7	F
SR-52 EB Ramps	II	45	44.0	46.5	90.5	0.55	21.9	D
Governor Drive	II	45	62.0	63.9	125.9	0.78	22.2	C
Centurion Square	II	45	44.6	46.3	90.9	0.56	22.1	C
Decoro Street	II	45	29.2	11.3	40.5	0.30	26.2	C
Nobel Drive	II	45	20.8	21.9	42.7	0.19	16.1	E
Esplanade Court	II	45	22.3	13.6	35.9	0.20	20.5	D
La Jolla Village Dri	II	45	20.3	32.6	52.9	0.19	12.7	F
Executive Square	II	45	11.2	6.0	17.2	0.10	21.5	D
Executive Drive	II	45	8.4	11.2	19.6	0.08	14.1	E
Eastgate Mall	II	45	17.9	25.2	43.1	0.16	13.7	E
Regents Road	II	45	33.5	14.2	47.7	0.35	26.3	C
Campus Point Drive	II	45	16.8	14.5	31.3	0.15	17.7	D
Scripps Hospital	II	45	23.2	1.8	25.0	0.21	30.7	B
I-5 NB Ramps	II	45	31.5	37.1	68.6	0.33	17.2	D
I-5 SB Ramps	II	45	11.8	88.9	100.7	0.11	3.9	F
Science Center Drive	II	45	31.1	12.8	43.9	0.31	25.8	C
John Hopkins Drive	II	45	34.5	0.7	35.2	0.36	36.8	A
N. Torrey Pines Rd.	II	45	9.8	8.6	18.4	0.09	17.6	D
Total	II		483.6	508.2	991.8	5.12	18.6	D

Arterial Level of Service: SB Genesee Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N. Torrey Pines Rd.	II	45	17.1	21.5	38.6	0.16	14.6	E
John Hopkins Drive	II	45	9.8	1.6	11.4	0.09	28.3	B
Science Center Drive	II	45	34.5	1.3	35.8	0.36	36.2	A
I-5 SB Ramps	II	45	31.1	28.6	59.7	0.31	18.9	D
I-5 NB Ramps	II	45	11.8	18.9	30.7	0.11	12.7	F
Scripps Hospital	II	45	31.5	18.9	50.4	0.33	23.4	C
Campus Point Drive	II	45	23.2	9.8	33.0	0.21	23.3	C
Regents Road	II	45	16.8	30.4	47.2	0.15	11.7	F
Eastgate Mall	II	45	33.5	22.7	56.2	0.35	22.4	C
Executive Drive	II	45	17.9	5.8	23.7	0.16	25.0	C
Executive Square	II	45	8.4	3.0	11.4	0.08	24.3	C
La Jolla Village Dri	II	45	11.2	31.4	42.6	0.10	8.7	F
Esplanade Court	II	45	20.3	6.0	26.3	0.19	25.5	C
Nobel Drive	II	45	22.3	18.7	41.0	0.20	17.9	D
Decoro Street	II	45	20.8	14.7	35.5	0.19	19.4	D
Centurion Square	II	45	29.2	9.6	38.8	0.30	27.4	C
Governor Drive	II	45	44.6	32.7	77.3	0.56	26.0	C
SR-52 EB Ramps	II	45	62.0	5.4	67.4	0.78	41.4	A
Appleton Street	II	45	44.0	18.7	62.7	0.55	31.6	B
Total	II		490.0	299.7	789.7	5.18	23.6	C

Arterial Level of Service: NB Genesee Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lehrer Drive	II	45	10.7	20.6	31.3	0.10	11.3	F
SR-52 EB Ramps	II	45	44.0	32.1	76.1	0.55	26.0	C
Governor Drive	II	45	62.0	30.8	92.8	0.78	30.1	B
Centurion Square	II	45	44.6	7.9	52.5	0.56	38.2	A
Decoro Street	II	45	29.2	16.2	45.4	0.30	23.4	C
Nobel Drive	II	45	20.8	9.4	30.2	0.19	22.8	C
Bus Access Road	II	45	22.3	19.5	41.8	0.20	17.6	D
La Jolla Village Dri	II	45	20.3	72.1	92.4	0.19	7.3	F
Executive Square	II	45	11.2	8.8	20.0	0.10	18.5	D
Executive Drive	II	45	8.4	7.3	15.7	0.08	17.6	D
Eastgate Mall	II	45	17.9	7.8	25.7	0.16	23.1	C
Regents Road	II	45	33.5	12.3	45.8	0.35	27.4	C
Campus Point Drive	II	45	16.8	11.7	28.5	0.15	19.4	D
Scripps Hospital	II	45	23.2	11.3	34.5	0.21	22.3	C
I-5 Ramps	II	45	32.2	59.8	92.0	0.32	12.7	F
I-5 Ramps	II	45	11.8	16.8	28.6	0.11	13.6	E
Science Center Drive	II	45	31.1	6.9	38.0	0.31	29.7	B
John Hopkins Drive	II	45	34.5	17.3	51.8	0.36	25.0	C
N. Torrey Pines Rd.	II	45	9.8	1.3	11.1	0.09	29.2	B
Total	II		484.3	369.9	854.2	5.12	21.6	D

Arterial Level of Service: SB Genesee Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N. Torrey Pines Rd.	II	45	17.1	12.2	29.3	0.16	19.3	D
John Hopkins Drive	II	45	9.8	4.4	14.2	0.09	22.8	C
Science Center Drive	II	45	34.5	8.7	43.2	0.36	30.0	B
	II	45	31.1	27.6	58.7	0.31	19.3	D
I-5 Ramps	II	45	11.8	1.9	13.7	0.11	28.5	B
Scripps Hospital	II	45	32.2	13.5	45.7	0.32	25.6	C
Campus Point Drive	II	45	23.2	15.8	39.0	0.21	19.7	D
Regents Road	II	45	16.8	5.3	22.1	0.15	25.1	C
Eastgate Mall	II	45	33.5	10.4	43.9	0.35	28.6	B
Executive Drive	II	45	17.9	2.9	20.8	0.16	28.5	B
Executive Square	II	45	8.4	8.2	16.6	0.08	16.7	E
La Jolla Village Dri	II	45	11.2	40.9	52.1	0.10	7.1	F
Esplanade Court	II	45	20.3	17.6	37.9	0.19	17.7	D
Nobel Drive	II	45	22.3	23.5	45.8	0.20	16.0	E
Decoro Street	II	45	20.8	5.4	26.2	0.19	26.3	C
Centurion Square	II	45	29.2	2.2	31.4	0.30	33.9	B
Governor Drive	II	45	44.6	28.9	73.5	0.56	27.3	C
SR-52 EB Ramps	II	45	62.0	5.4	67.4	0.78	41.4	A
Appleton Street	II	45	44.0	16.9	60.9	0.55	32.5	B
Total	II		490.7	251.7	742.4	5.18	25.1	C

Arterial Level of Service: NB Genesee Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Lehrer Drive	II	45	10.7	16.0	26.7	0.10	13.3	E
SR-52 EB Ramps	II	45	44.0	33.2	77.2	0.55	25.7	C
Governor Drive	II	45	62.0	82.3	144.3	0.78	19.3	D
Centurion Square	II	45	44.3	6.2	50.5	0.55	39.5	A
Decoro Street	II	45	29.2	14.7	43.9	0.30	24.2	C
Nobel Drive	II	45	20.8	26.4	47.2	0.19	14.6	E
Esplanade Court	II	45	22.3	39.8	62.1	0.20	11.8	F
La Jolla Village Dri	II	45	20.3	65.9	86.2	0.19	7.8	F
Executive Square	II	45	11.2	8.7	19.9	0.10	18.6	D
Executive Drive	II	45	8.4	12.8	21.2	0.08	13.1	E
Eastgate Mall	II	45	17.9	31.6	49.5	0.16	12.0	F
Regents Road	II	45	33.5	18.6	52.1	0.35	24.1	C
Campus Point Drive	II	45	16.8	11.9	28.7	0.15	19.3	D
Scripps Hospital	II	45	23.2	4.7	27.9	0.21	27.5	C
I-5 NB Ramps	II	45	32.2	33.5	65.7	0.32	17.8	D
I-5 SB Ramps	II	45	11.8	1.3	13.1	0.11	29.8	B
Science Center Drive	II	45	31.1	15.6	46.7	0.31	24.2	C
John Hopkins Drive	II	46	34.5	16.5	51.0	0.36	25.4	C
N. Torrey Pines Rd.	II	45	9.8	2.2	12.0	0.09	27.0	C
Total	II		484.0	441.9	925.9	5.11	19.9	D

Arterial Level of Service: SB Genesee Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N. Torrey Pines Rd.	II	45	17.1	24.0	41.1	0.16	13.7	E
John Hopkins Drive	II	45	9.8	9.5	19.3	0.09	16.8	E
Science Center Drive	II	45	34.5	12.4	46.9	0.36	27.6	C
I-5 SB Ramps	II	45	31.1	65.2	96.3	0.31	11.7	F
I-5 NB Ramps	II	45	11.8	0.5	12.3	0.11	31.7	B
Scripps Hospital	II	45	32.2	16.7	48.9	0.32	23.9	C
Campus Point Drive	II	45	23.2	36.2	59.4	0.21	12.9	F
Regents Road	II	45	16.8	8.0	24.8	0.15	22.4	C
Eastgate Mall	II	45	33.5	7.4	40.9	0.35	30.7	B
Executive Drive	II	45	17.9	18.3	36.2	0.16	16.4	E
Executive Square	II	45	8.4	17.1	25.5	0.08	10.9	F
La Jolla Village Dri	II	45	11.2	39.9	51.1	0.10	7.2	F
Esplanade Court	II	45	20.3	17.2	37.5	0.19	17.9	D
Nobel Drive	II	45	22.3	15.8	38.1	0.20	19.3	D
Decoro Street	II	45	20.8	121.7	142.5	0.19	4.8	F
Centurion Square	II	45	29.2	16.8	46.0	0.30	23.1	C
Governor Drive	II	45	44.3	59.9	104.2	0.55	19.1	D
SR-52 EB Ramps	II	45	62.0	17.8	79.8	0.78	35.0	B
Appleton Street	II	45	44.0	21.0	65.0	0.55	30.5	B
Total	II		490.4	525.4	1015.8	5.17	18.3	D

Arterial Level of Service: EB La Jolla Village Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
La Jolla Shores Driv	I	45	6.9	35.9	42.8	0.07	5.6	F
Expedition Way	I	45	31.4	18.2	49.6	0.32	23.0	D
Torrey Pines Road	I	45	9.0	26.1	35.1	0.09	8.9	F
La Jolla Scenic Driv	I	45	8.7	36.8	45.5	0.08	6.6	F
Villa La Jolla Drive	I	45	39.7	23.4	63.1	0.44	24.9	D
I-5 SB Off-Ramps	I	45	19.1	5.7	24.8	0.18	26.6	D
I-5 NB Ramps	I	45	18.9	27.0	45.9	0.18	14.3	F
Lebon Drive	I	45	28.4	29.1	57.5	0.27	17.1	E
Regents Road	I	45	31.9	46.1	78.0	0.33	15.2	F
Genesee Ave	I	45	26.6	74.5	101.1	0.26	9.1	F
Executive Way	I	45	27.4	8.5	35.9	0.26	26.5	D
Towne Center Drive	I	45	14.5	6.6	21.1	0.14	23.7	D
I-805 SB Ramps	I	45	36.2	18.5	54.7	0.39	25.3	D
I-805 NB Ramps	I	45	20.6	30.4	51.0	0.20	14.0	F
Nobel Drive	I	50	32.6	18.7	51.3	0.38	26.6	D
Eastgate Mall	I	50	26.5	9.9	36.4	0.28	27.6	C
Miramar Mall	I	50	21.1	6.9	28.0	0.21	27.2	C
Miramar Place	I	50	25.1	9.5	34.6	0.25	26.1	D
Camino Sante Fe	I	50	31.2	9.5	40.7	0.34	30.3	C
Total	I		455.8	441.3	897.1	4.66	18.7	E

Arterial Level of Service: WB La Jolla Village Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Camino Sante Fe	I	50	10.0	38.8	48.8	0.10	7.4	F
Miramar Place	I	50	31.2	22.2	53.4	0.34	23.1	D
Miramar Mall	I	50	25.1	25.1	50.2	0.25	18.0	E
Eastgate Mall	I	50	21.1	21.2	42.3	0.21	18.0	E
Nobel Drive	I	50	26.5	2.6	29.1	0.28	34.5	B
I-805 NB Ramps	I	50	32.6	17.1	49.7	0.38	27.5	C
I-805 SB Ramps	I	45	20.6	163.2	183.8	0.20	3.9	F
Towne Center Drive	I	45	36.2	41.7	77.9	0.39	17.8	E
Executive Way	I	45	14.5	28.4	42.9	0.14	11.7	F
Genesee Ave	I	45	27.4	183.8	211.2	0.26	4.5	F
Regents Road	I	45	26.6	19.0	45.6	0.26	20.2	E
Lebon Drive	I	45	31.9	17.9	49.8	0.33	23.8	D
I-5 NB Ramps	I	45	28.4	13.4	41.8	0.27	23.5	D
I-5 SB Off-Ramps	I	45	18.9	45.5	64.4	0.18	10.2	F
Villa La Jolla Drive	I	45	19.1	64.2	83.3	0.18	7.9	F
La Jolla Scenic Driv	I	45	39.7	24.4	64.1	0.44	24.5	D
Torrey Pines Road	I	45	8.7	3.2	11.9	0.08	25.3	D
Revelle College Driv	I	45	9.0	10.1	19.1	0.09	16.3	E
La Jolla Shores Driv	I	45	31.4	43.0	74.4	0.32	15.4	F
Total	I		458.9	784.8	1243.7	4.70	13.6	F

Arterial Level of Service: EB La Jolla Village Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Torrey Pines Road	I	45	9.0	15.2	24.2	0.09	12.9	F
La Jolla Scenic Driv	I	45	8.7	7.2	15.9	0.08	19.0	E
Villa La Jolla Drive	I	45	36.0	54.3	90.3	0.38	15.3	F
I-5 SB Off-Ramps	I	45	19.1	9.4	28.5	0.18	23.2	D
I-5 NB Ramps	I	45	18.9	10.5	29.4	0.18	22.3	D
Lebon Drive	I	45	28.4	14.7	43.1	0.27	22.8	D
Regents Road	I	45	31.9	38.0	69.9	0.33	17.0	E
Genesee Ave	I	45	26.6	49.4	76.0	0.26	12.1	F
Executive Way	I	45	27.4	18.0	45.4	0.26	20.9	E
Towne Center Drive	I	45	14.5	12.7	27.2	0.14	18.4	E
I-805 SB Ramps	I	45	15.0	20.0	35.0	0.14	14.8	F
Nobel Drive	I	50	32.6	16.7	49.3	0.38	27.7	C
Miramar Mall	I	50	21.1	0.0	21.1	0.21	36.1	B
Miramar Place	I	50	25.1	0.0	25.1	0.25	36.0	B
Camino Sante Fe	I	50	31.2	0.0	31.2	0.34	39.5	B
Total	I		345.5	266.1	611.6	3.51	20.7	E

Arterial Level of Service: WB La Jolla Village Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Camino Sante Fe	I	50	10.0	0.0	10.0	0.10	36.1	B
Miramar Place	I	50	31.2	0.0	31.2	0.34	39.5	B
Miramar Mall	I	50	25.1	0.1	25.2	0.25	35.9	B
Nobel Drive	I	50	26.5	2.6	29.1	0.28	34.5	B
Towne Center Drive	I	45	25.1	16.8	41.9	0.24	20.7	E
Executive Way	I	45	14.5	8.9	23.4	0.14	21.4	D
Genesee Ave	I	45	27.4	28.0	55.4	0.26	17.1	E
Regents Road	I	45	26.6	25.4	52.0	0.26	17.7	E
	I	45	31.9	8.8	40.7	0.33	29.1	C
I-5 NB Ramps	I	45	28.4	6.5	34.9	0.27	28.2	C
I-5 SB Off-Ramps	I	45	18.9	121.6	140.5	0.18	4.7	F
	I	45	19.1	31.3	50.4	0.18	13.1	F
La Jolla Scenic Driv	I	45	5.5	2.3	7.8	0.05	24.5	D
Torrey Pines Road	I	45	8.7	1.0	9.7	0.08	31.1	C
Total	I		298.9	253.3	552.2	2.98	19.4	E

Arterial Level of Service: EB La Jolla Village Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
La Jolla Shores Driv	I	45	6.9	75.9	82.8	0.07	2.9	F
Expedition Way	I	45	31.4	31.5	62.9	0.32	18.2	E
Torrey Pines Road	I	45	9.0	162.0	171.0	0.09	1.8	F
La Jolla Scenic Driv	I	45	8.7	25.0	33.7	0.08	8.9	F
Villa La Jolla Drive	I	45	39.7	407.5	447.2	0.44	3.5	F
I-5 SB Off-Ramps	I	45	19.1	4.5	23.6	0.18	28.0	C
I-5 NB Ramps	I	45	18.9	9.7	28.6	0.18	22.9	D
Lebon Drive	I	45	28.4	38.2	66.6	0.27	14.8	F
Regents Road	I	45	31.9	52.2	84.1	0.33	14.1	F
Genesee Ave	I	45	26.6	26.7	53.3	0.26	17.3	E
Executive Way	I	45	27.4	51.5	78.9	0.26	12.0	F
Towne Center Drive	I	45	14.5	171.2	185.7	0.14	2.7	F
I-805 SB Ramps	I	45	36.2	14.3	50.5	0.39	27.4	C
I-805 NB Ramps	I	45	20.6	17.6	38.2	0.20	18.6	E
Nobel Drive	I	50	32.6	28.8	61.4	0.38	22.2	D
Eastgate Mall	I	50	26.5	20.8	47.3	0.28	21.2	D
Miramar Mall	I	50	21.1	6.1	27.2	0.21	28.0	C
Miramar Place	I	50	25.1	5.9	31.0	0.25	29.2	C
Camino Sante Fe	I	50	31.2	22.3	53.5	0.34	23.1	D
Total	I		455.8	1171.7	1627.5	4.66	10.3	F

Arterial Level of Service: WB La Jolla Village Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Camino Sante Fe	I	50	10.0	49.3	59.3	0.10	6.1	F
Miramar Place	I	50	31.2	5.8	37.0	0.34	33.3	C
Miramar Mall	I	50	25.1	16.1	41.2	0.25	22.0	D
Eastgate Mall	I	50	21.1	137.1	158.2	0.21	4.8	F
Nobel Drive	I	50	26.5	4.1	30.6	0.28	32.8	C
I-805 NB Ramps	I	50	32.6	21.8	54.4	0.38	25.1	D
I-805 SB Ramps	I	45	20.6	15.8	36.4	0.20	19.6	E
Towne Center Drive	I	45	36.2	63.2	99.4	0.39	13.9	F
Executive Way	I	45	14.5	79.1	93.6	0.14	5.3	F
Genesee Ave	I	45	27.4	19.1	46.5	0.26	20.4	E
Regents Road	I	45	26.6	53.2	79.8	0.26	11.5	F
Lebon Drive	I	45	31.9	27.6	59.5	0.33	19.9	E
I-5 NB Ramps	I	45	28.4	6.0	34.4	0.27	28.6	C
I-5 SB Off-Ramps	I	45	18.9	28.5	47.4	0.18	13.8	F
Villa La Jolla Drive	I	45	19.1	25.9	45.0	0.18	14.7	F
	I	45	39.7	5.9	45.6	0.44	34.4	B
Torrey Pines Road	I	45	8.7	8.0	16.7	0.08	18.0	E
Revelle College Driv	I	45	9.0	15.1	24.1	0.09	13.0	F
La Jolla Shores Driv	I	45	31.4	33.5	64.9	0.32	17.6	E
Total	I		458.9	615.1	1074.0	4.70	15.7	F

Arterial Level of Service: EB Nobel Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Villa La Jolla Drive	II	30	5.2	25.1	30.3	0.03	4.0	F
La Jolla Village Squ	II	40	14.2	26.5	40.7	0.12	10.9	F
I-5 SB Ramps	II	40	7.0	4.1	11.1	0.06	19.8	D
I-5 NB Ramps	II	40	8.4	14.0	22.4	0.07	11.7	F
Caminito Plaza Centr	II	40	12.4	13.7	26.1	0.11	14.9	E
Lebon Drive	II	40	15.3	27.0	42.3	0.13	11.3	F
Regents Road	II	40	34.1	20.7	54.8	0.34	22.6	C
Cargill Ave	II	40	19.6	21.6	41.2	0.17	14.9	E
Genesee Ave	II	40	19.6	53.4	73.0	0.17	8.4	F
Lombard Place	II	35	14.3	8.5	22.8	0.11	18.1	D
Towne Center Drive	II	35	26.8	16.7	43.5	0.23	18.7	D
Shoreline Drive	II	45	42.4	35.4	77.8	0.48	22.3	C
Judicial Drive	II	45	29.6	6.8	36.4	0.30	29.5	B
I-805 SB On-ramp	II	45	15.6	6.2	21.8	0.14	23.7	C
I-805 N Off-ramps	II	45	15.0	26.0	41.0	0.14	12.1	F
Avenue of Flags	II	45	22.0	2.0	24.0	0.20	30.3	B
Miramar Road	II	45	27.4	61.4	88.8	0.26	10.7	F
Total	II		328.9	369.1	698.0	3.08	15.9	E

Arterial Level of Service: WB Nobel Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Avenue of Flags	II	45	27.4	0.7	28.1	0.26	33.8	B
I-805 N Off-ramps	II	45	22.0	9.9	31.9	0.20	22.8	C
I-805 SB On-ramp	II	45	15.0	0.1	15.1	0.14	32.7	B
Judicial Drive	II	45	15.6	6.2	21.8	0.14	23.7	C
Shoreline Drive	II	45	29.6	28.4	58.0	0.30	18.5	D
Towne Center Drive	II	45	42.4	27.0	69.4	0.48	25.0	C
Lombard Place	II	35	26.8	13.1	39.9	0.23	20.3	D
Genesee Ave	II	35	14.3	46.8	61.1	0.11	6.8	F
Costa Verde Boulevar	II	40	19.6	24.6	44.2	0.17	13.9	E
Regents Road	II	40	19.6	35.3	54.9	0.17	11.2	F
Lebon Drive	II	40	34.1	23.5	57.6	0.34	21.5	D
Caminito Plaza Centr	II	40	15.3	9.9	25.2	0.13	19.0	D
I-5 NB Ramps	II	40	12.4	28.7	41.1	0.11	9.4	F
I-5 SB Ramps	II	40	8.4	0.2	8.6	0.07	30.6	B
La Jolla Village Squ	II	40	7.0	18.7	25.7	0.06	8.6	F
Villa La Jolla Drive	II	40	14.2	9.8	24.0	0.12	18.5	D
Total	II		323.7	282.9	606.6	3.05	18.1	D

Arterial Level of Service: EB Nobel Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Villa La Jolla Drive	II	40	3.9	25.9	29.8	0.03	4.1	F
La Jolla Village Squ	II	40	14.2	29.0	43.2	0.12	10.3	F
I-5 SB Ramps	II	40	7.0	34.0	41.0	0.06	5.4	F
I-5 NB Ramps	II	40	8.4	5.9	14.3	0.07	18.4	D
Caminito Plaza Centr	II	40	12.1	7.6	19.7	0.11	19.2	D
Lebon Drive	II	40	15.6	16.4	32.0	0.14	15.3	E
Regents Road	II	40	34.1	15.6	49.7	0.34	24.9	C
Cargill Ave	II	40	19.6	29.4	49.0	0.17	12.5	F
Genesee Ave	II	40	19.6	44.9	64.5	0.17	9.5	F
Lombard Place	II	35	15.1	7.9	23.0	0.12	18.9	D
Towne Center Drive	II	35	27.5	13.6	41.1	0.22	19.2	D
Shoreline Drive	II	45	42.4	12.9	55.3	0.48	31.3	B
Judicial Drive	II	45	29.6	5.8	35.4	0.30	30.4	B
I-805 SB On-ramp	II	45	15.6	6.5	22.1	0.14	23.4	C
I-805 N Off-ramps	II	45	15.0	20.9	35.9	0.14	13.8	E
Avenue of Flags	II	45	22.1	6.2	28.3	0.20	25.8	C
Miramar Road	II	45	27.3	43.7	71.0	0.26	13.3	E
Total	II		329.1	326.2	655.3	3.08	16.9	E

Arterial Level of Service: WB Nobel Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Avenue of Flags	II	45	27.3	2.4	29.7	0.26	31.8	B
I-805 N Off-ramps	II	45	22.1	9.7	31.8	0.20	23.0	C
I-805 SB On-ramp	II	45	15.0	0.1	15.1	0.14	32.7	B
Judicial Drive	II	45	15.6	10.7	26.3	0.14	19.6	D
Shoreline Drive	II	45	29.6	14.9	44.5	0.30	24.2	C
Towne Center Drive	II	45	42.4	24.2	66.6	0.48	26.0	C
Lombard Place	II	35	27.5	20.1	47.6	0.22	16.6	E
Genesee Ave	II	35	15.1	58.1	73.2	0.12	5.9	F
Costa Verde Boulevar	II	40	19.6	27.7	47.3	0.17	13.0	E
Regents Road	II	40	19.6	15.6	35.2	0.17	17.4	D
Lebon Drive	II	40	34.1	20.6	54.7	0.34	22.7	C
Caminito Plaza Centr	II	40	15.6	9.0	24.6	0.14	19.8	D
I-5 NB Ramps	II	40	12.1	11.9	24.0	0.11	15.8	E
I-5 SB Ramps	II	40	8.4	0.2	8.6	0.07	30.6	B
La Jolla Village Squ	II	40	7.0	23.6	30.6	0.06	7.2	F
Villa La Jolla Drive	II	40	14.2	10.5	24.7	0.12	18.0	D
Total	II		325.2	259.3	584.5	3.05	18.8	D

Arterial Level of Service: EB Nobel Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Villa La Jolla Drive	II	40	3.9	42.9	46.8	0.03	2.6	F
La Jolla Village Squ	II	40	14.2	33.6	47.8	0.12	9.3	F
I-5 SB Ramps	II	40	7.0	23.6	30.6	0.06	7.2	F
I-5 NB Ramps	II	40	8.4	16.5	24.9	0.07	10.6	F
Caminito Plaza Centr	II	40	12.4	8.6	21.0	0.11	18.4	D
Lebon Drive	II	40	15.3	30.9	46.2	0.13	10.4	F
Regents Road	II	40	34.1	47.2	81.3	0.34	15.2	E
Cargill Ave	II	40	19.6	41.3	60.9	0.17	10.1	F
Genesee Ave	II	40	19.6	50.0	69.6	0.17	8.8	F
Lombard Place	II	35	14.7	7.5	22.2	0.12	19.0	D
Towne Center Drive	II	35	27.7	29.4	57.1	0.22	14.0	E
Shoreline Drive	II	45	42.4	16.6	59.0	0.48	29.4	B
Judicial Drive	II	45	29.6	8.5	38.1	0.30	28.2	B
I-805 SB On-ramp	II	45	15.6	7.2	22.8	0.14	22.6	C
I-805 N Off-ramps	II	45	15.0	24.1	39.1	0.14	12.6	F
Avenue of Flags	II	45	21.8	2.2	24.0	0.20	30.0	B
Miramar Road	II	45	27.6	74.7	102.3	0.27	9.4	F
Total	II		328.9	464.8	793.7	3.08	14.0	E

Arterial Level of Service: WB Nobel Drive

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Avenue of Flags	II	45	27.6	0.8	28.4	0.27	33.7	B
I-805 N Off-ramps	II	45	21.8	9.1	30.9	0.20	23.3	C
I-805 SB On-ramp	II	45	15.0	0.1	15.1	0.14	32.7	B
Judicial Drive	II	45	15.6	16.0	31.6	0.14	16.3	E
Shoreline Drive	II	45	29.6	21.6	51.2	0.30	21.0	D
Towne Center Drive	II	45	42.4	31.5	73.9	0.48	23.5	C
Lombard Place	II	35	27.7	24.6	52.3	0.22	15.3	E
Genesee Ave	II	35	14.7	64.9	79.6	0.12	5.3	F
Costa Verde Boulevar	II	40	19.6	49.6	69.2	0.17	8.9	F
Regents Road	II	40	19.6	61.4	81.0	0.17	7.6	F
Lebon Drive	II	40	34.1	25.5	59.6	0.34	20.8	D
Caminito Plaza Centr	II	40	15.3	11.4	26.7	0.13	18.0	D
I-5 NB Ramps	II	40	12.4	25.7	38.1	0.11	10.2	F
I-5 SB Ramps	II	40	8.4	0.2	8.6	0.07	30.6	B
La Jolla Village Squ	II	40	7.0	21.0	28.0	0.06	7.9	F
Villa La Jolla Drive	II	40	14.2	11.7	25.9	0.12	17.1	D
Total	II		325.0	375.1	700.1	3.05	15.7	E

Arterial Level of Service: NB Regents Road (N)

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Ariba Street	II	40	23.1	25.3	48.4	0.20	14.9	E
Berino Court	II	40	19.7	27.9	47.6	0.17	13.0	F
Nobel Drive	II	40	32.6	21.3	53.9	0.33	22.0	D
Plaza De Palmas	II	40	16.7	13.8	30.5	0.14	17.1	D
La Jolla Village Dri	II	40	14.8	57.1	71.9	0.13	6.4	F
Regents Park Row	II	40	9.8	21.9	31.7	0.08	9.6	F
Executive Drive	II	40	19.6	9.8	29.4	0.17	20.9	D
Eastgate Mall	II	40	13.8	17.1	30.9	0.12	13.9	E
Health Science Drive	II	40	14.2	11.4	25.6	0.12	17.3	D
Genesee Ave	II	40	17.6	0.0	17.6	0.15	31.3	B
Total	II		181.9	205.6	387.5	1.63	15.1	E

Arterial Level of Service: SB Regents Road (N)

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Health Science Drive	II	40	17.6	29.8	47.4	0.15	11.6	F
Eastgate Mall	II	40	14.2	7.4	21.6	0.12	20.5	D
Executive Drive	II	40	13.8	5.9	19.7	0.12	21.9	D
Miramar Street	II	40	19.6	15.5	35.1	0.17	17.5	D
La Jolla Village Dri	II	40	9.8	42.5	52.3	0.08	5.8	F
Plaza De Palmas	II	40	14.8	10.8	25.6	0.13	18.1	D
Nobel Drive	II	40	16.7	32.6	49.3	0.14	10.6	F
Berino Court	II	40	32.6	10.1	42.7	0.33	27.8	C
Ariba Street	II	40	19.7	21.7	41.4	0.17	14.9	E
Total	II		158.8	176.3	335.1	1.43	15.3	E

Arterial Level of Service: NB Regents Road (N)

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Ariba Street	II	40	23.1	14.9	38.0	0.20	19.0	D
Berino Court	II	40	19.7	6.5	26.2	0.17	23.6	C
Nobel Drive	II	40	32.6	20.1	52.7	0.33	22.5	C
Plaza De Palmas	II	40	16.7	8.1	24.8	0.14	21.0	D
La Jolla Village Dri	II	40	14.8	49.4	64.2	0.13	7.2	F
Regents Park Row	II	40	9.8	14.7	24.5	0.08	12.5	F
Executive Drive	II	40	19.6	10.0	29.6	0.17	20.7	D
Eastgate Mall	II	40	13.8	5.9	19.7	0.12	21.9	D
Health Science Drive	II	40	14.2	5.1	19.3	0.12	23.0	C
Genesee Ave	II	40	17.6	0.0	17.6	0.15	31.3	B
Total	II		181.9	134.7	316.6	1.63	18.5	D

Arterial Level of Service: SB Regents Road (N)

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Health Science Drive	II	40	17.6	16.8	34.4	0.15	16.0	E
Eastgate Mall	II	40	14.2	6.3	20.5	0.12	21.7	D
Executive Drive	II	40	13.8	8.0	21.8	0.12	19.8	D
Miramar Street	II	40	19.6	14.4	34.0	0.17	18.0	D
La Jolla Village Dri	II	40	9.8	44.2	54.0	0.08	5.7	F
Plaza De Palmas	II	40	14.8	4.6	19.4	0.13	23.9	C
Nobel Drive	II	40	16.7	42.3	59.0	0.14	8.8	F
Berino Court	II	40	32.6	2.1	34.7	0.33	34.1	B
Ariba Street	II	40	19.7	16.5	36.2	0.17	17.1	D
Total	II		158.8	155.2	314.0	1.43	16.3	E

Arterial Level of Service: NB Regents Road (N)

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Ariba Street	II	40	23.1	20.6	43.7	0.20	16.6	E
Berino Court	II	40	19.7	20.5	40.2	0.17	15.4	E
Nobel Drive	II	40	32.6	25.8	58.4	0.33	20.3	D
Plaza De Palmas	II	40	16.7	17.0	33.7	0.14	15.5	E
La Jolla Village Dri	II	40	14.8	35.7	50.5	0.13	9.2	F
Regents Park Row	II	40	9.8	12.5	22.3	0.08	13.7	E
Executive Drive	II	40	19.6	17.3	36.9	0.17	16.6	E
Eastgate Mall	II	40	13.8	8.2	22.0	0.12	19.6	D
Health Science Drive	II	40	14.2	5.6	19.8	0.12	22.4	C
Genesee Ave	II	40	17.6	0.0	17.6	0.15	31.3	B
Total	II		181.9	163.2	345.1	1.63	17.0	E

Arterial Level of Service: SB Regents Road (N)

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Health Science Drive	II	40	17.6	24.0	41.6	0.15	13.3	E
Eastgate Mall	II	40	14.2	23.9	38.1	0.12	11.6	F
Executive Drive	II	40	13.8	18.5	32.3	0.12	13.3	E
Miramar Street	II	40	19.6	31.3	50.9	0.17	12.1	F
La Jolla Village Dri	II	40	9.8	43.7	53.5	0.08	5.7	F
Plaza De Palmas	II	40	14.8	19.4	34.2	0.13	13.5	E
Nobel Drive	II	40	16.7	33.4	50.1	0.14	10.4	F
Berino Court	II	40	32.6	10.8	43.4	0.33	27.3	C
Ariba Street	II	40	19.7	20.2	39.9	0.17	15.5	E
Total	II		158.8	225.2	384.0	1.43	13.4	E

Arterial Level of Service: NB Regents Road (S)

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Luna Ave	I	50	12.3	36.7	49.0	0.12	9.0	F
SR-52 EB On	I	50	53.6	202.2	255.8	0.74	10.5	F
SR-52 WB OFF	I	50	9.0	18.7	27.7	0.09	11.7	F
Governor Drive	I	50	48.6	28.4	77.0	0.68	31.6	C
Total	I		123.5	286.0	409.5	1.63	14.3	F

Arterial Level of Service: SB Regents Road (S)

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Governor Drive	I	50	6.9	20.0	26.9	0.07	9.3	F
SR-52 WB On	I	50	48.6	30.7	79.3	0.68	30.7	C
SR-52 EB Off	I	50	9.0	18.1	27.1	0.09	12.0	F
Luna Ave	I	50	53.6	28.8	82.4	0.74	32.5	C
Total	I		118.1	97.6	215.7	1.58	26.3	D

Arterial Level of Service: NB Regents Road (S)

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Luna Ave	I	50	12.3	0.0	12.3	0.12	35.9	B
SR-52 EB On	I	50	53.6	14.0	67.6	0.74	39.6	B
SR-52 WB OFF	I	50	9.0	10.4	19.4	0.09	16.7	E
Governor Drive	I	50	48.8	18.4	67.2	0.68	36.3	B
Total	I		123.7	42.8	166.5	1.63	35.3	B

Arterial Level of Service: SB Regents Road (S)

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Governor Drive	I	50	6.9	13.8	20.7	0.07	12.1	F
SR-52 WB On	I	50	48.8	18.8	67.6	0.68	36.1	B
SR-52 EB Off	I	50	9.0	4.3	13.3	0.09	24.4	D
Luna Ave	I	50	53.6	0.0	53.6	0.74	49.9	A
Total	I		118.3	36.9	155.2	1.58	36.6	B

Arterial Level of Service: NB Regents Road (S)

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Luna Ave	I	50	12.3	21.1	33.4	0.12	13.2	F
SR-52 EB On	I	50	53.6	55.3	108.9	0.74	24.6	D
SR-52 WB OFF	I	50	9.0	14.4	23.4	0.09	13.9	F
Governor Drive	I	50	48.8	27.5	76.3	0.68	32.0	C
Total	I		123.7	118.3	242.0	1.63	24.3	D

Arterial Level of Service: SB Regents Road (S)

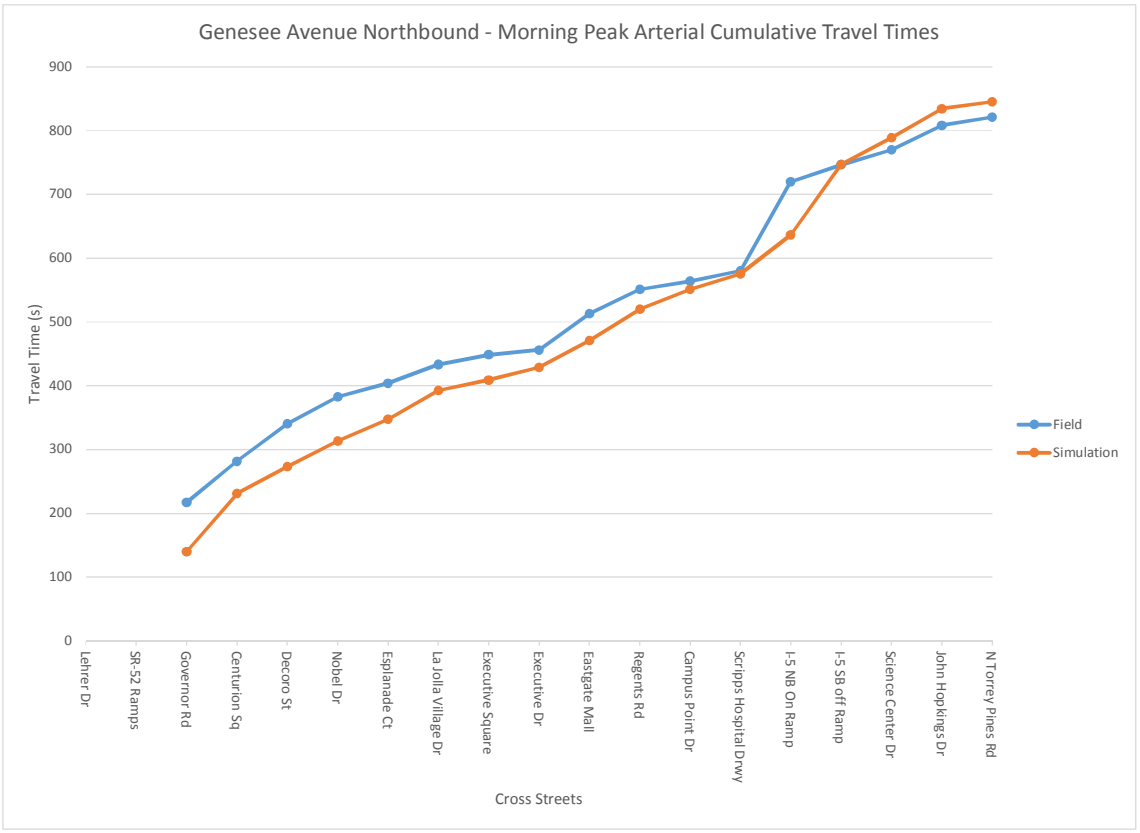
Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Governor Drive	I	50	6.9	23.6	30.5	0.07	8.2	F
SR-52 WB On	I	50	48.8	27.7	76.5	0.68	31.9	C
SR-52 EB Off	I	50	9.0	15.6	24.6	0.09	13.2	F
Luna Ave	I	50	53.6	72.7	126.3	0.74	21.2	D
Total	I		118.3	139.6	257.9	1.58	22.1	D

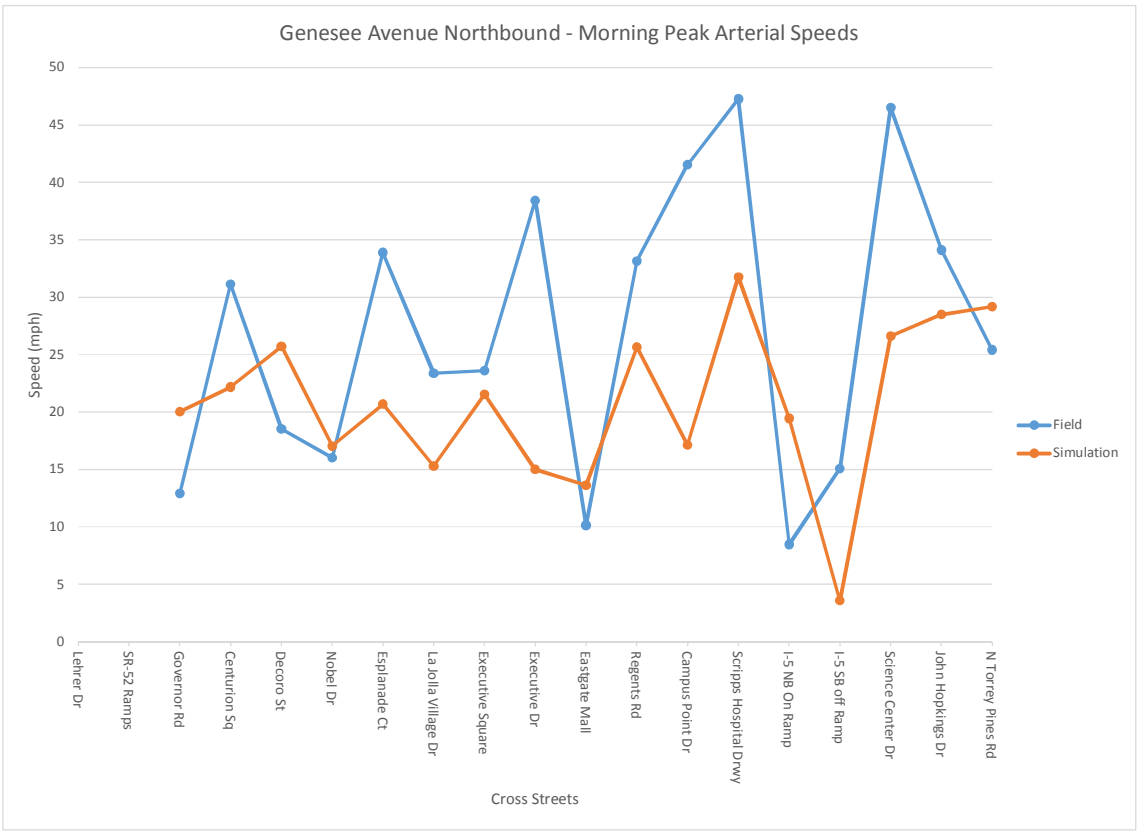
APPENDIX G

TRAVEL TIME DATA

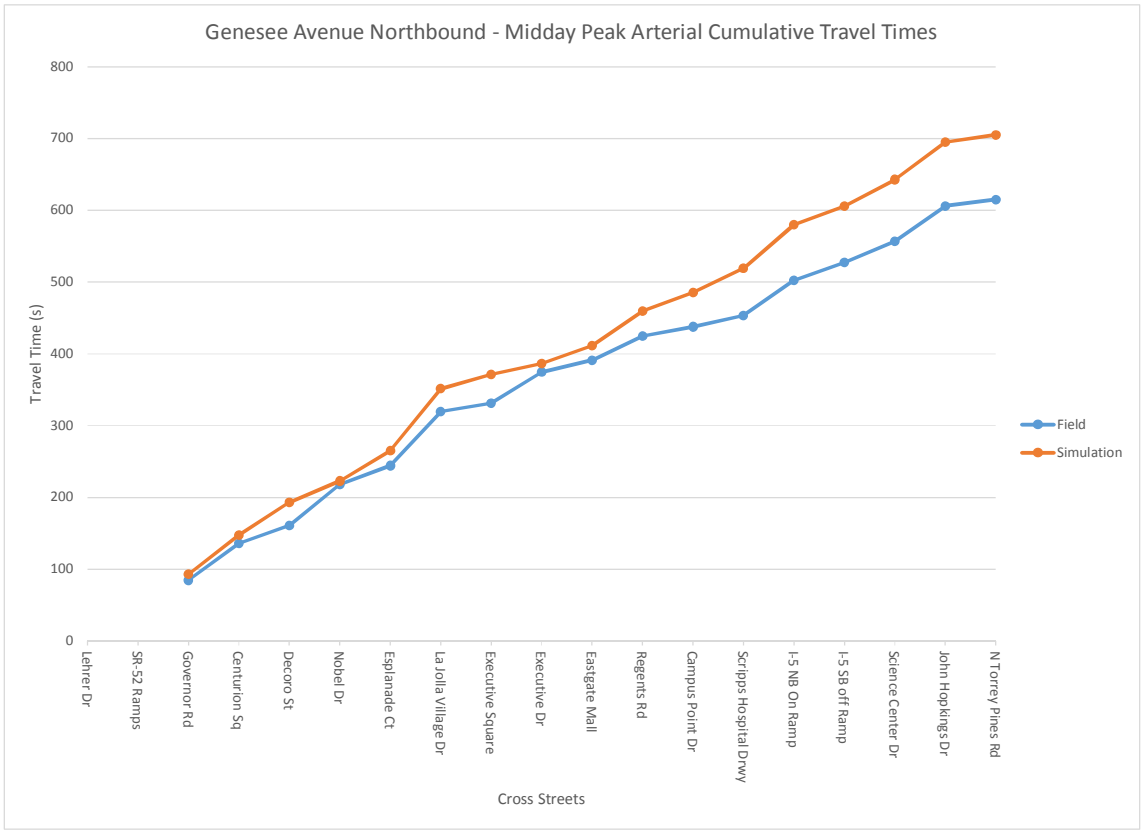
Genesee Avenue

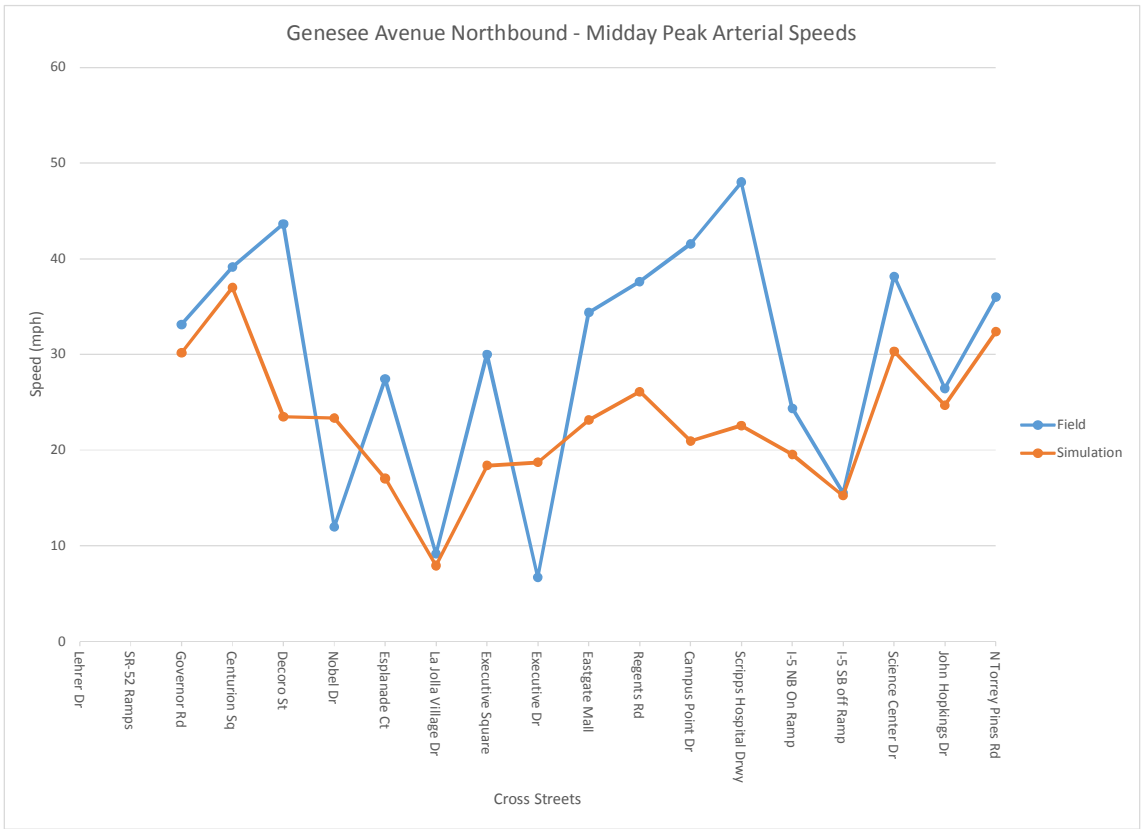
Genesee Avenue Travel Time: Northbound, AM Peak



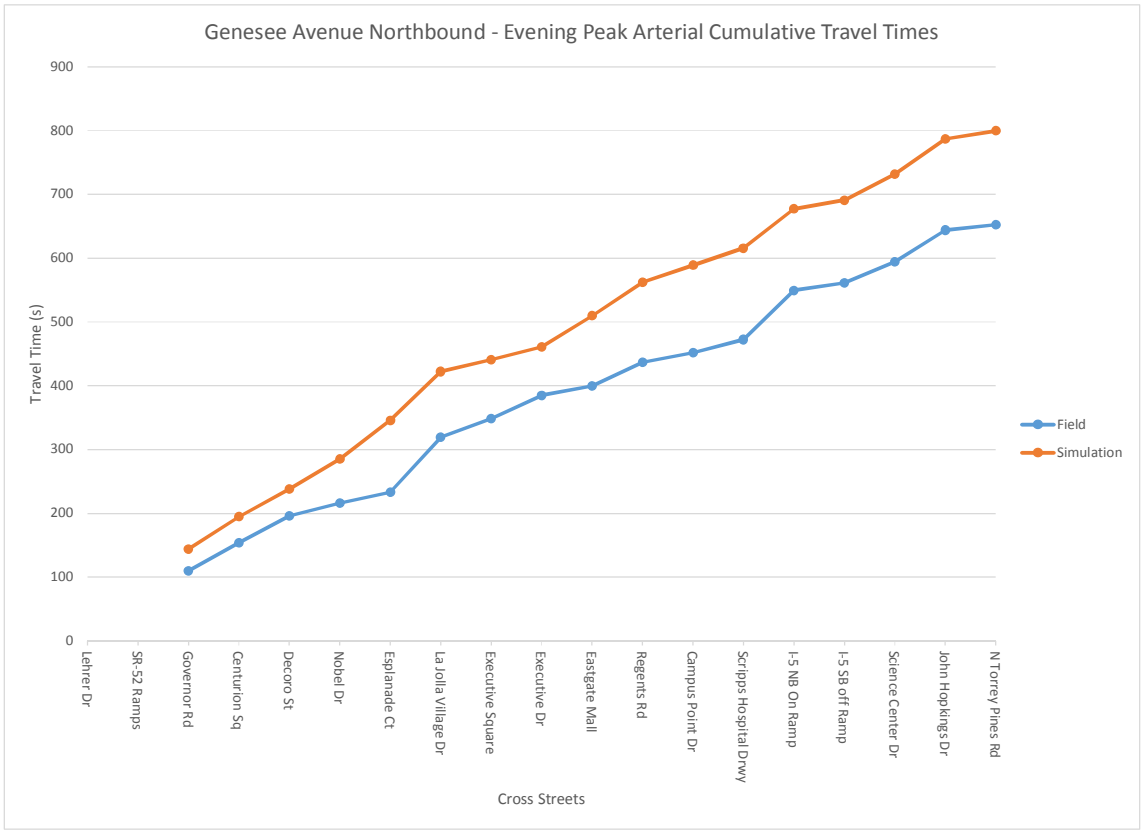


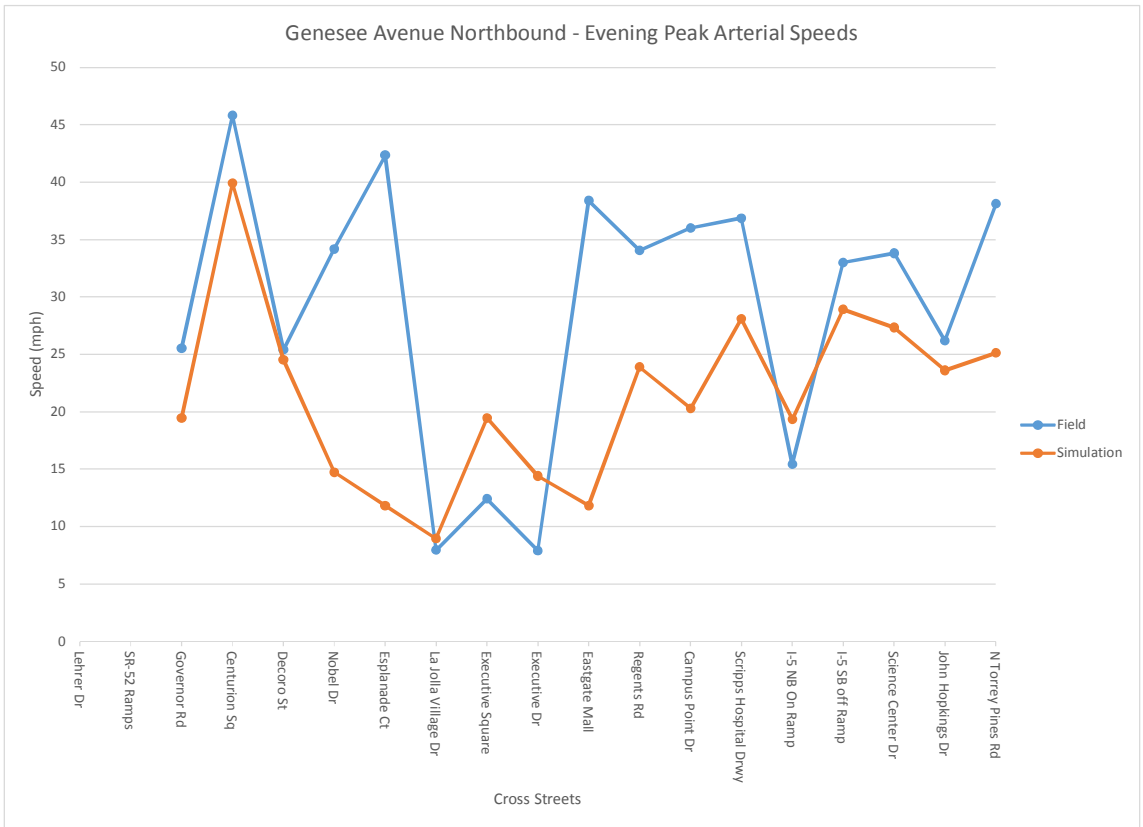
Genesee Avenue Travel Time: Northbound, Mid-day Peak



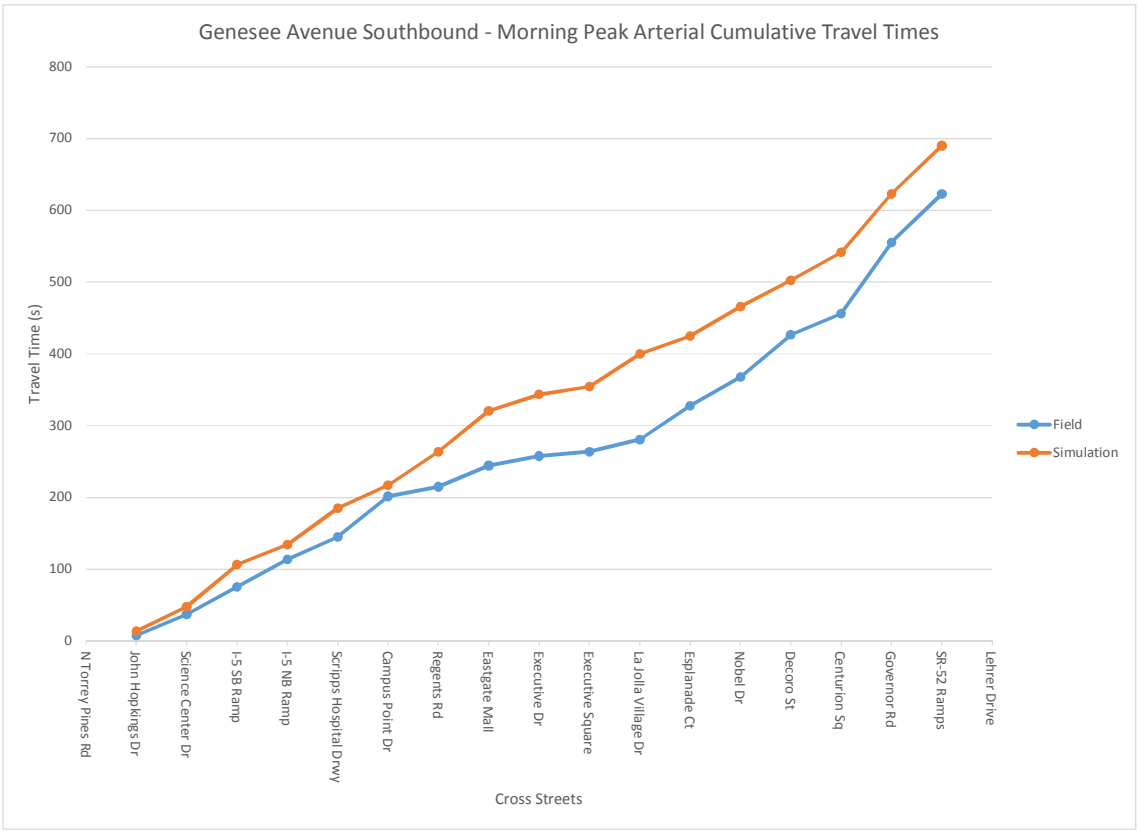


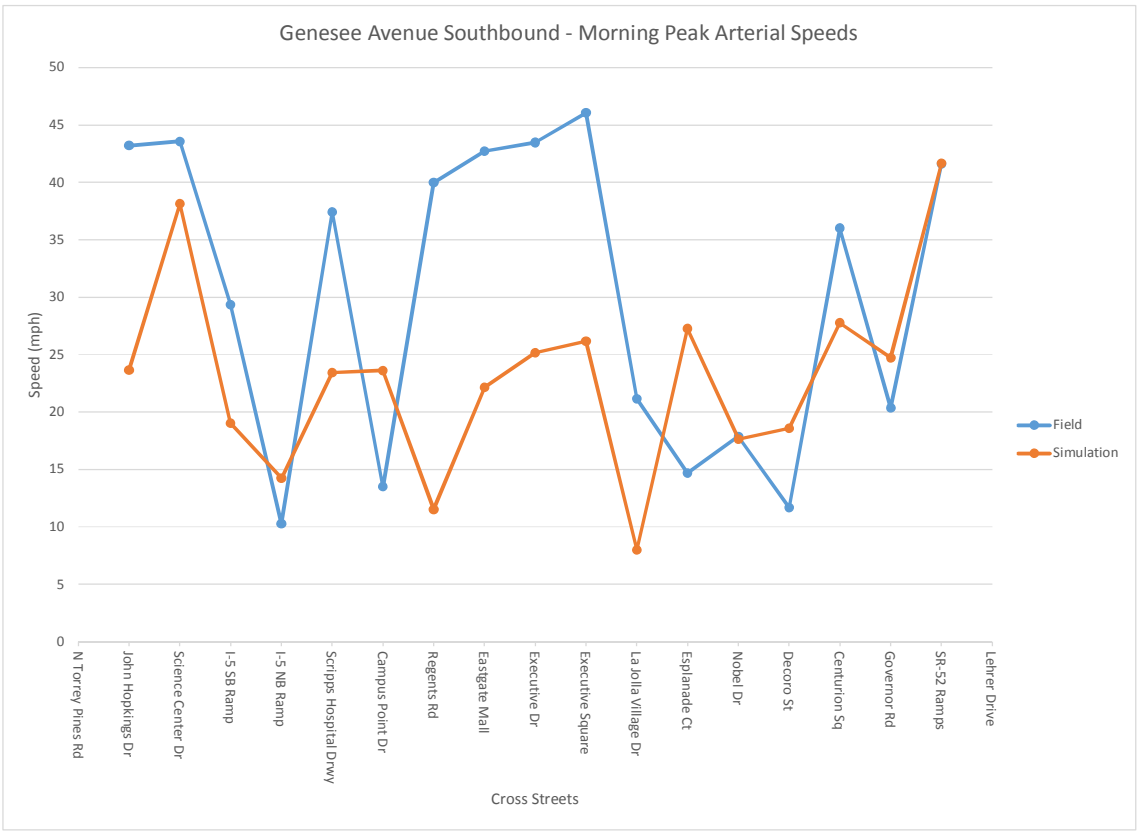
Genesee Avenue Travel Time: Northbound, PM Peak



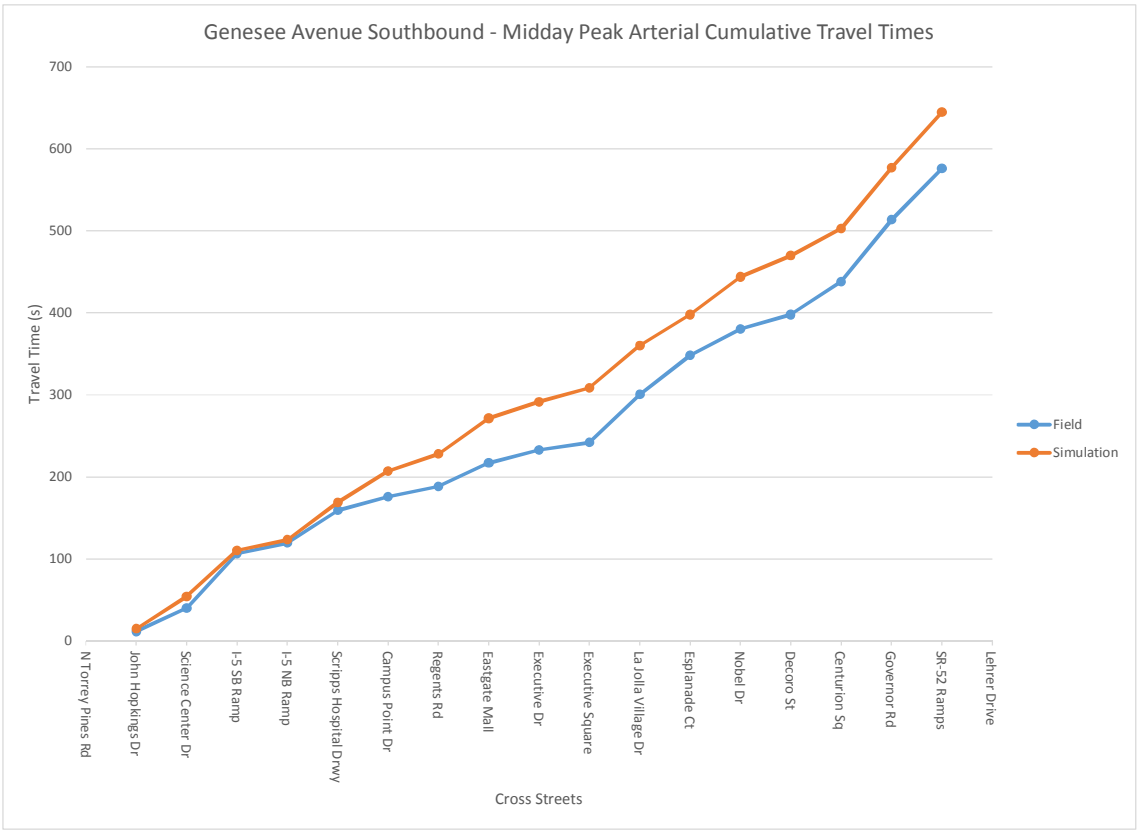


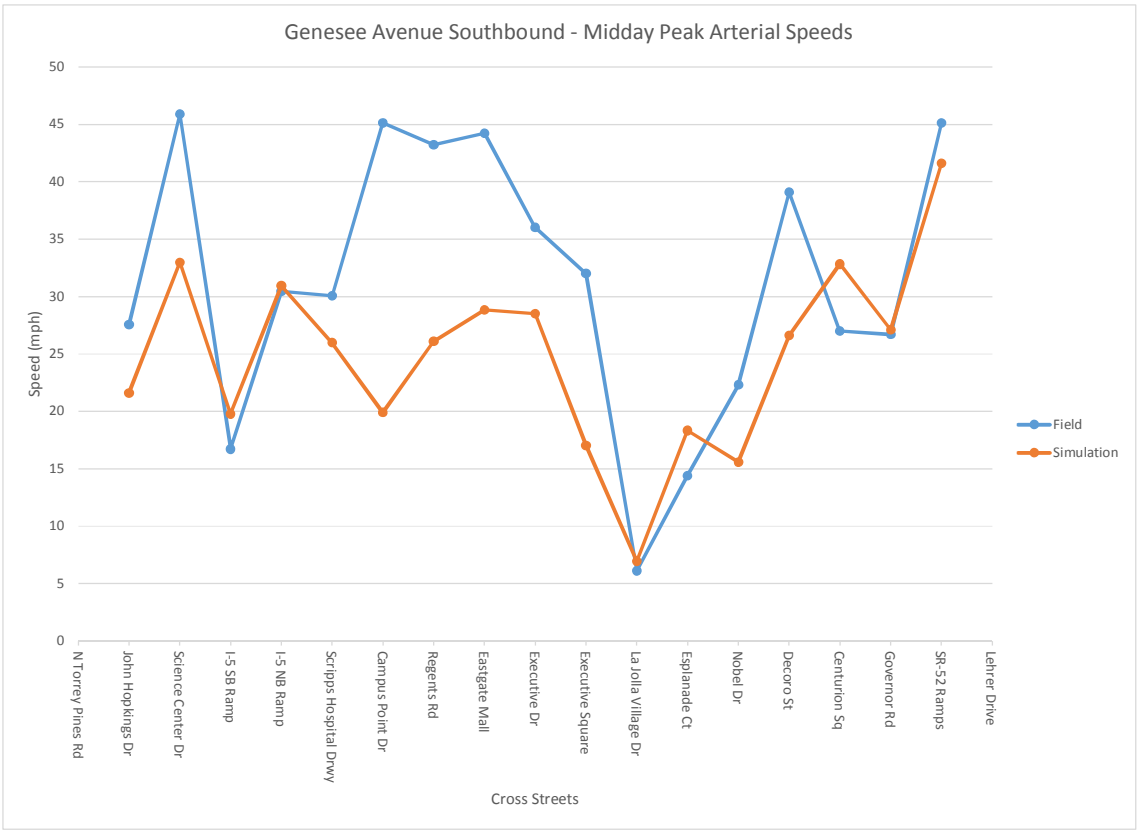
Genesee Avenue Travel Time: Southbound, AM Peak



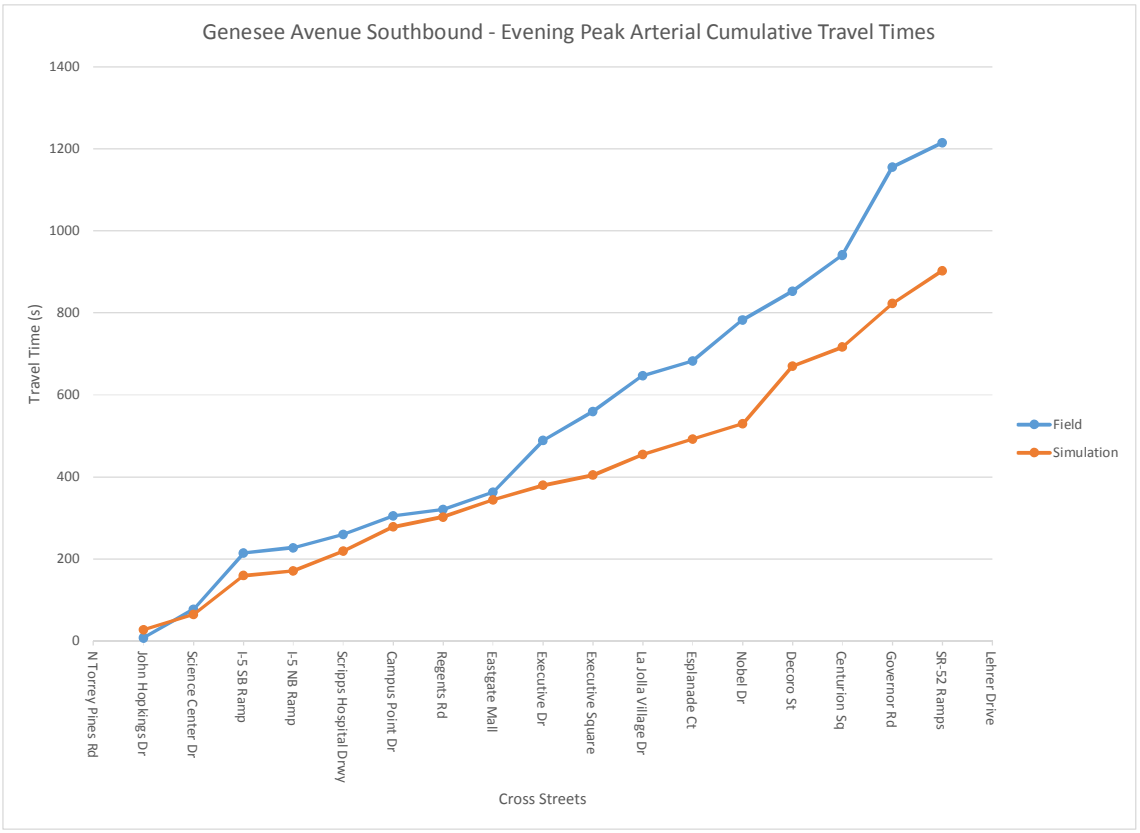


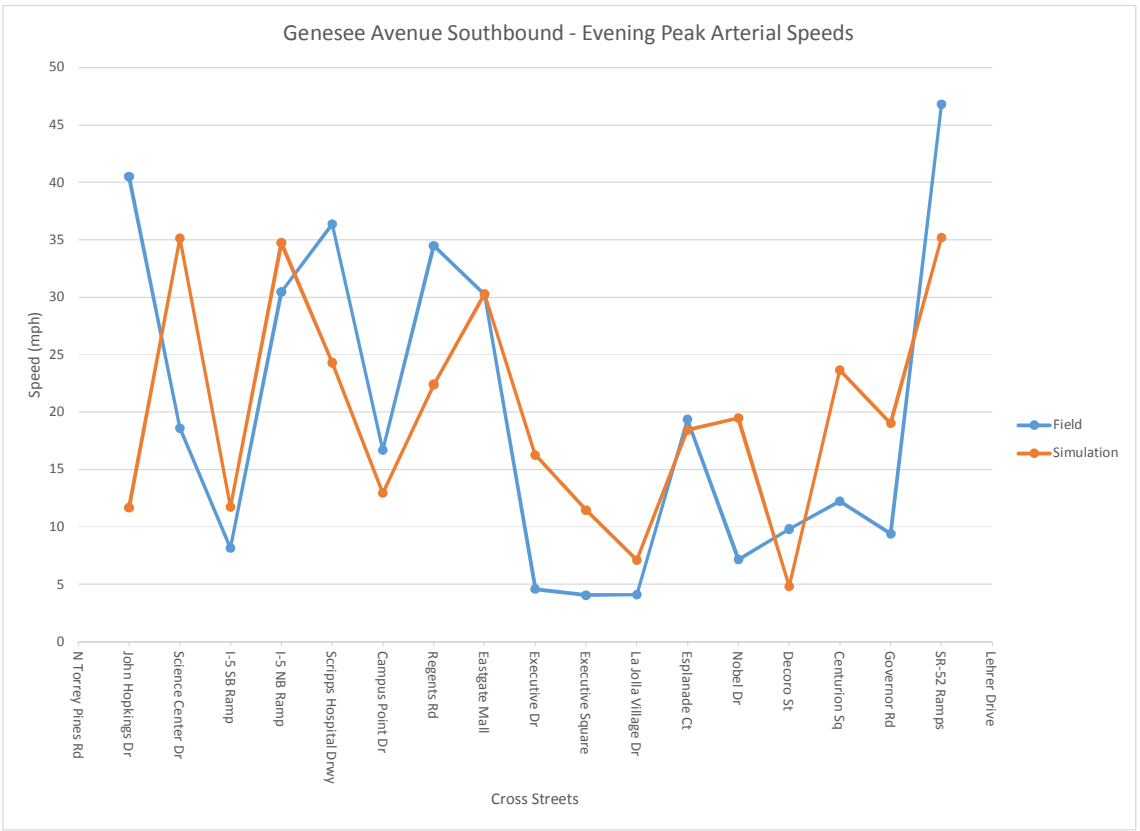
Genesee Avenue Travel Time: Southbound, Mid-day Peak





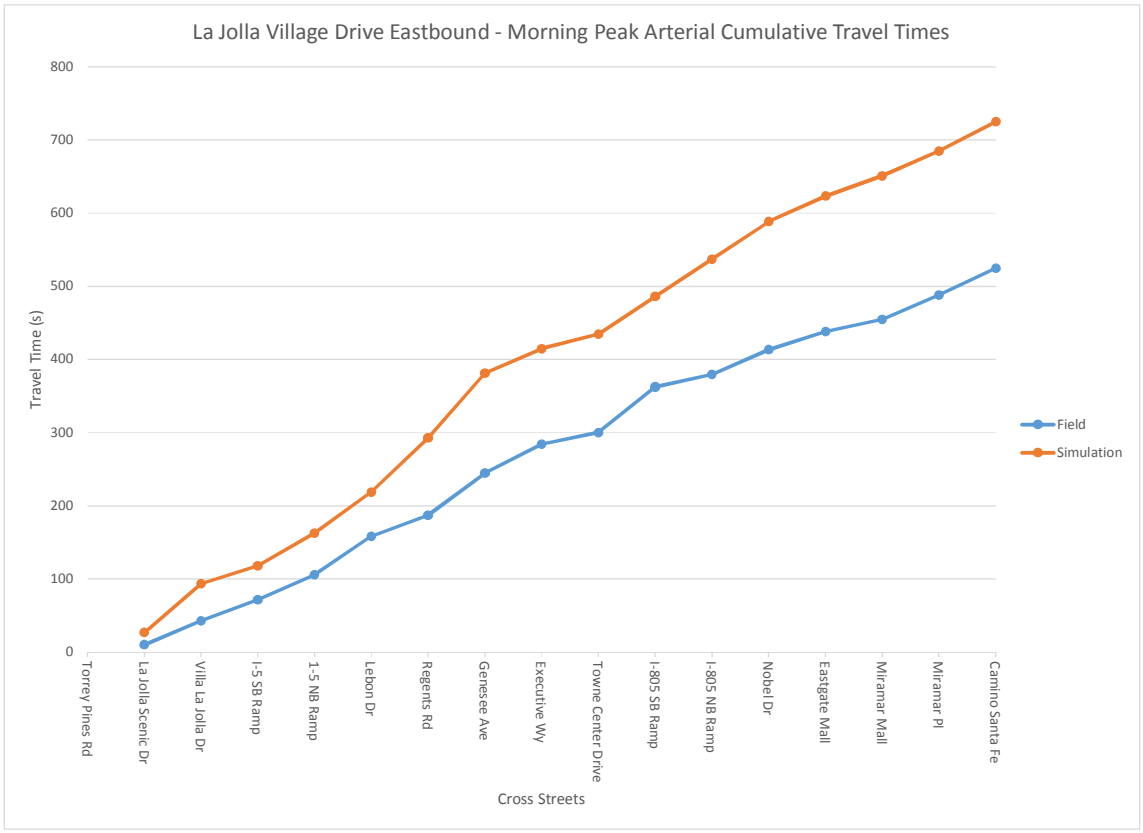
Genesee Avenue Travel Time: Southbound, PM Peak

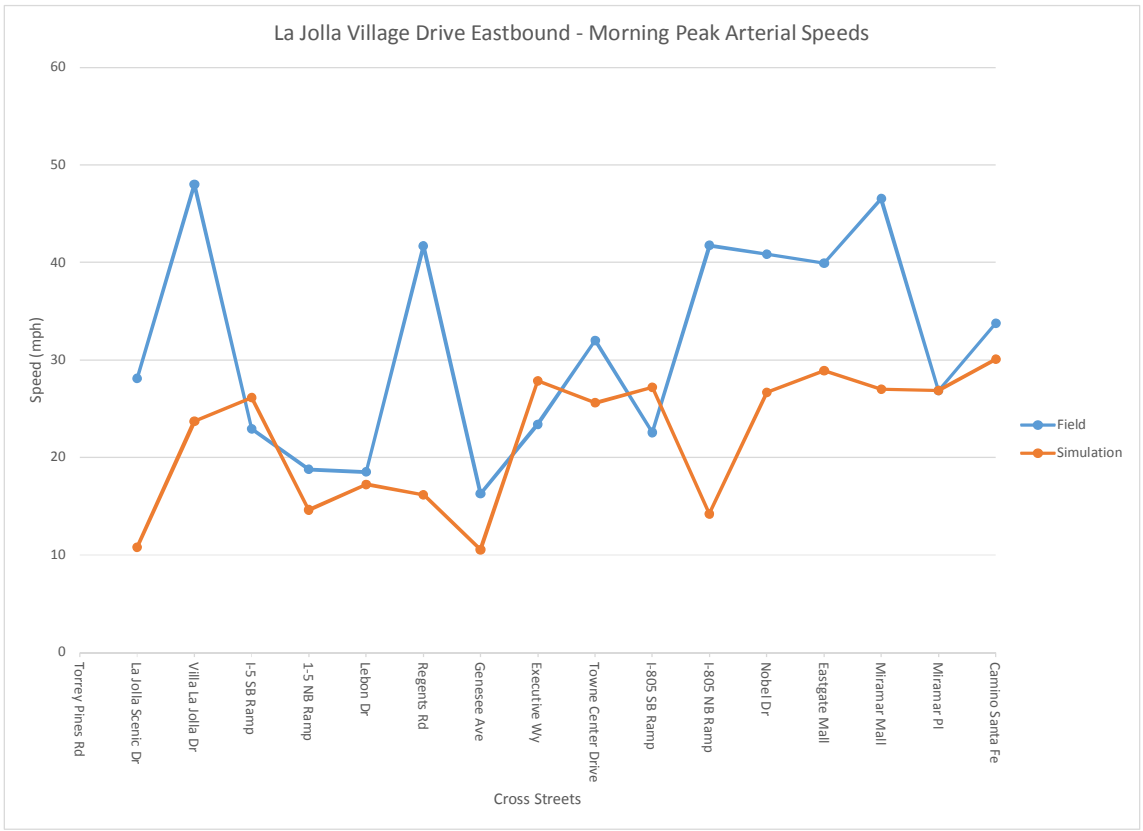




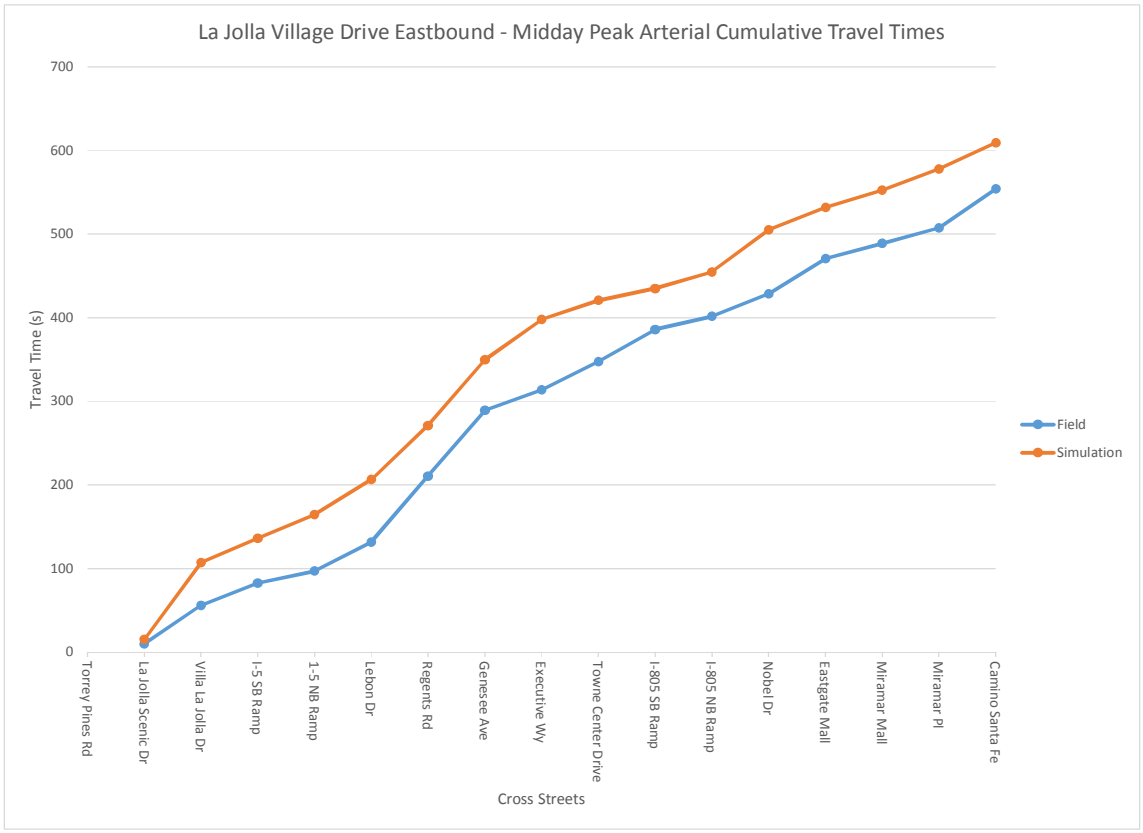
La Jolla Village Drive

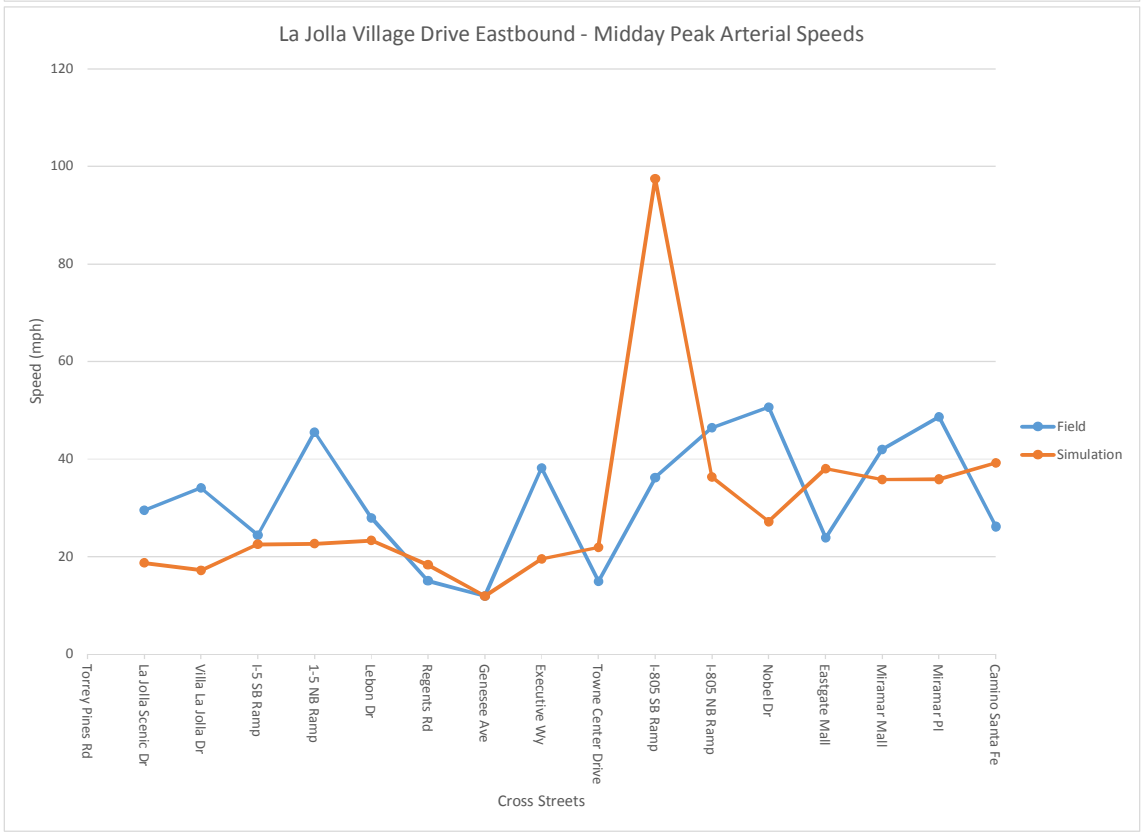
La Jolla Village Drive Travel Time: Eastbound, AM Peak



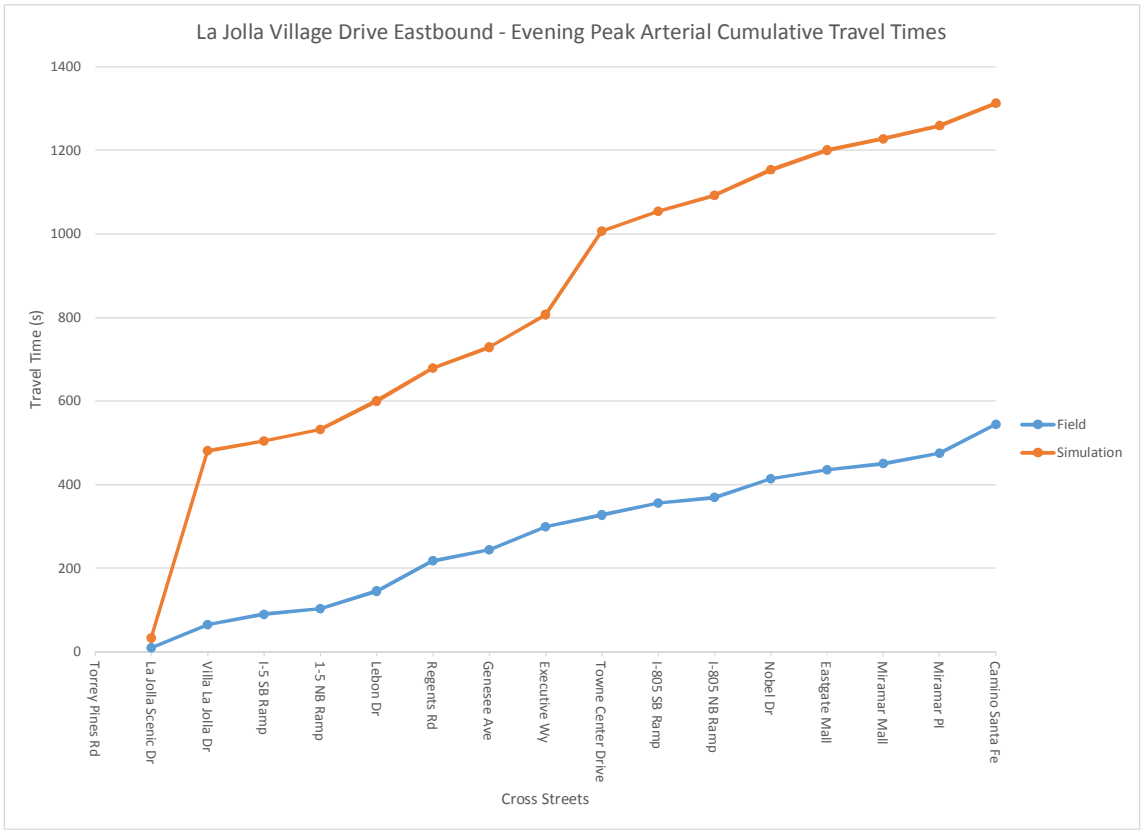


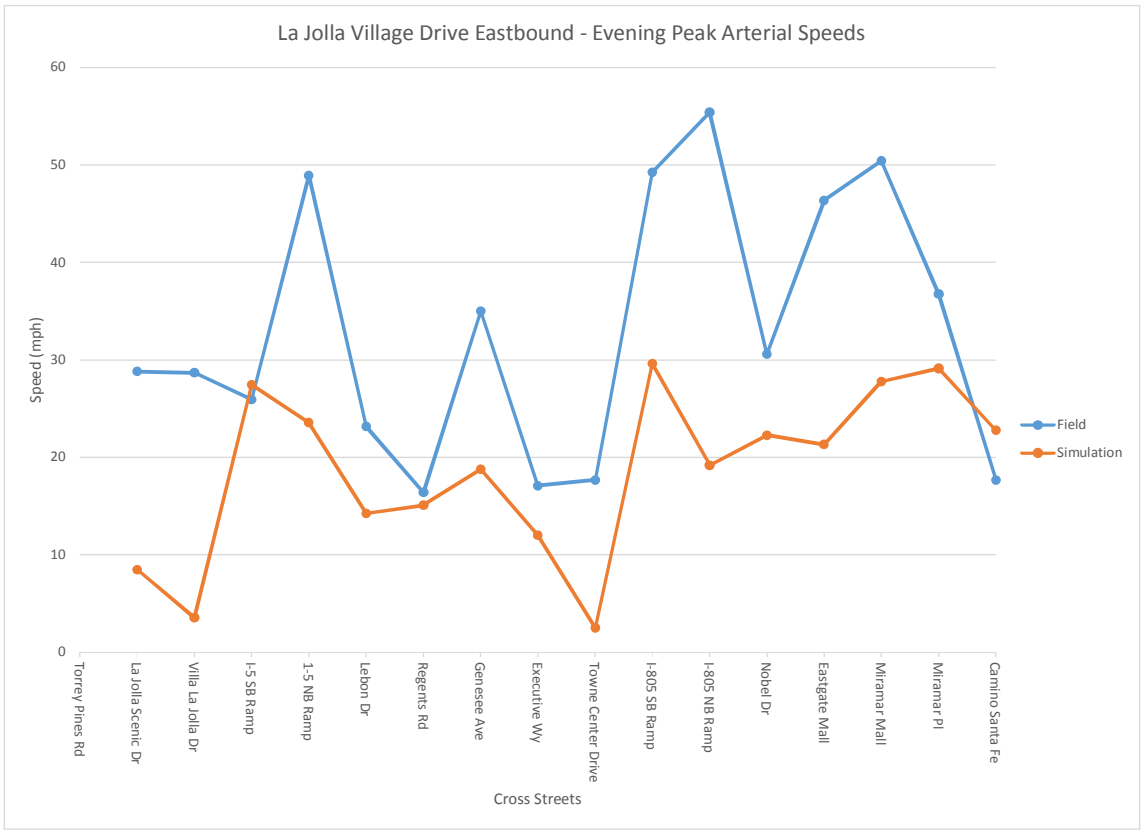
La Jolla Village Drive Travel Time: Eastbound, Mid-day Peak



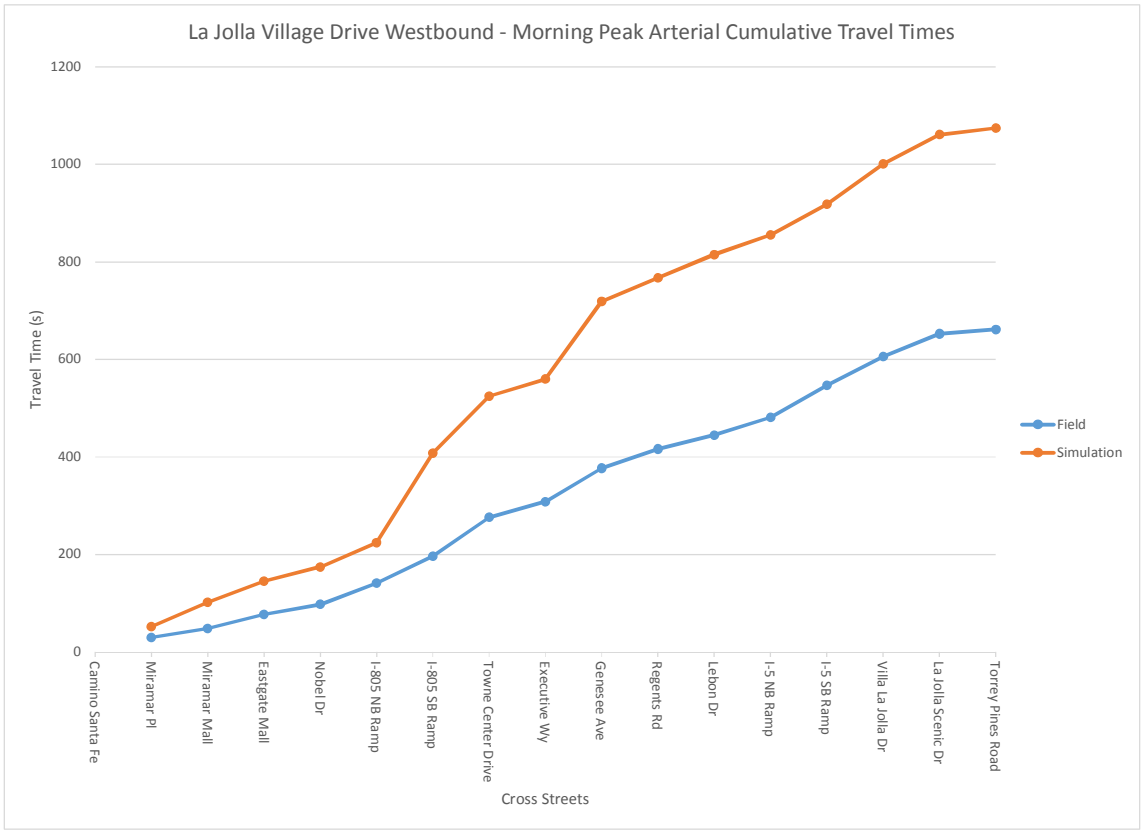


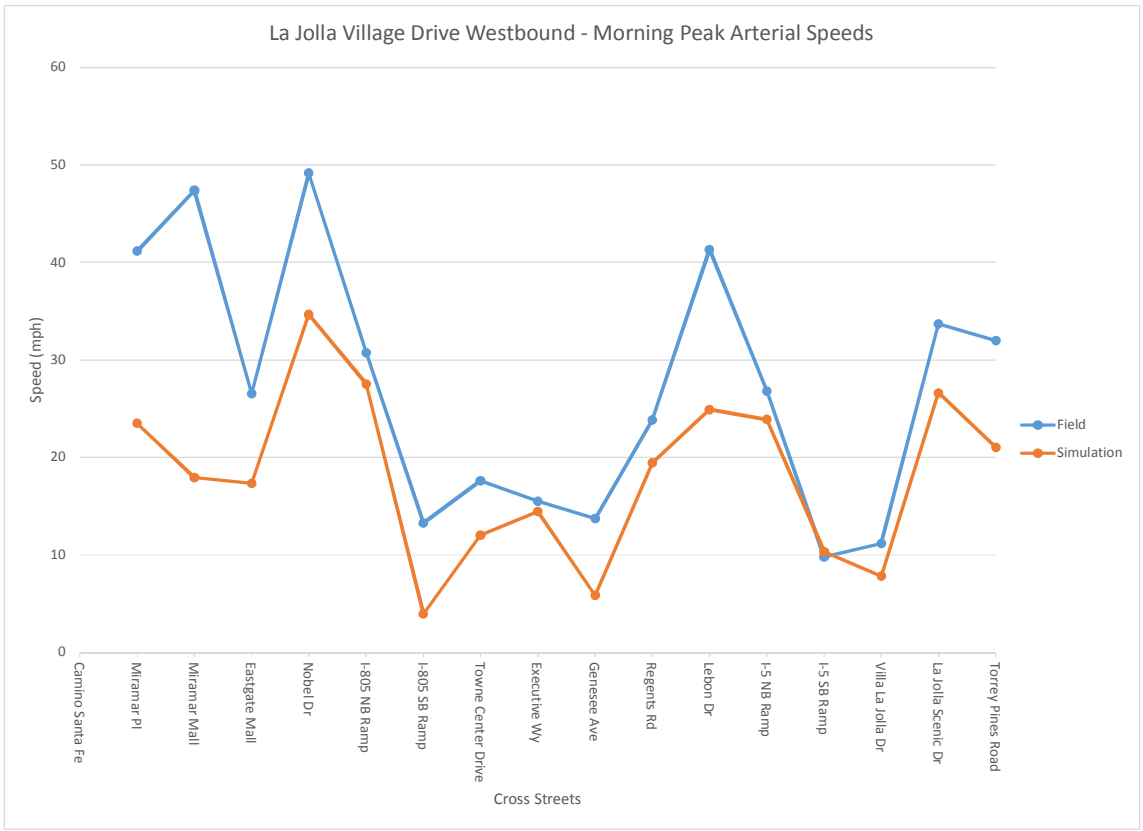
La Jolla Village Drive Travel Time: Eastbound, PM Peak



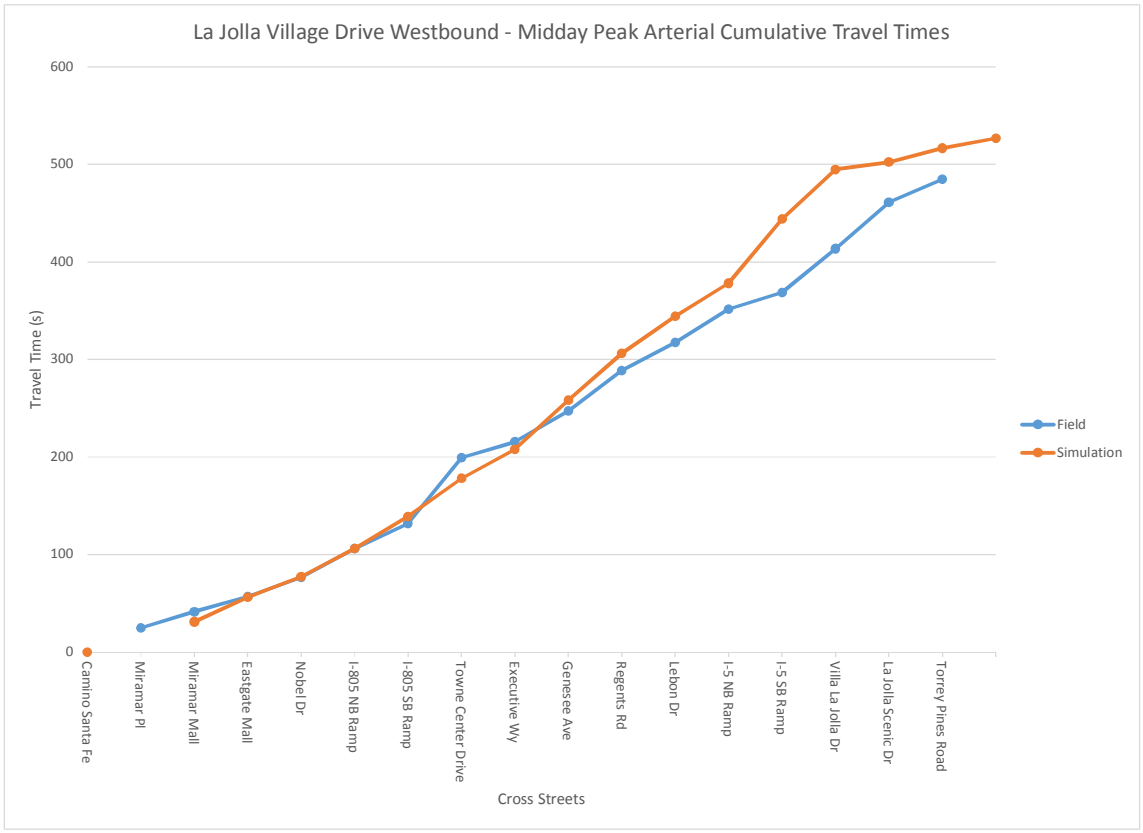


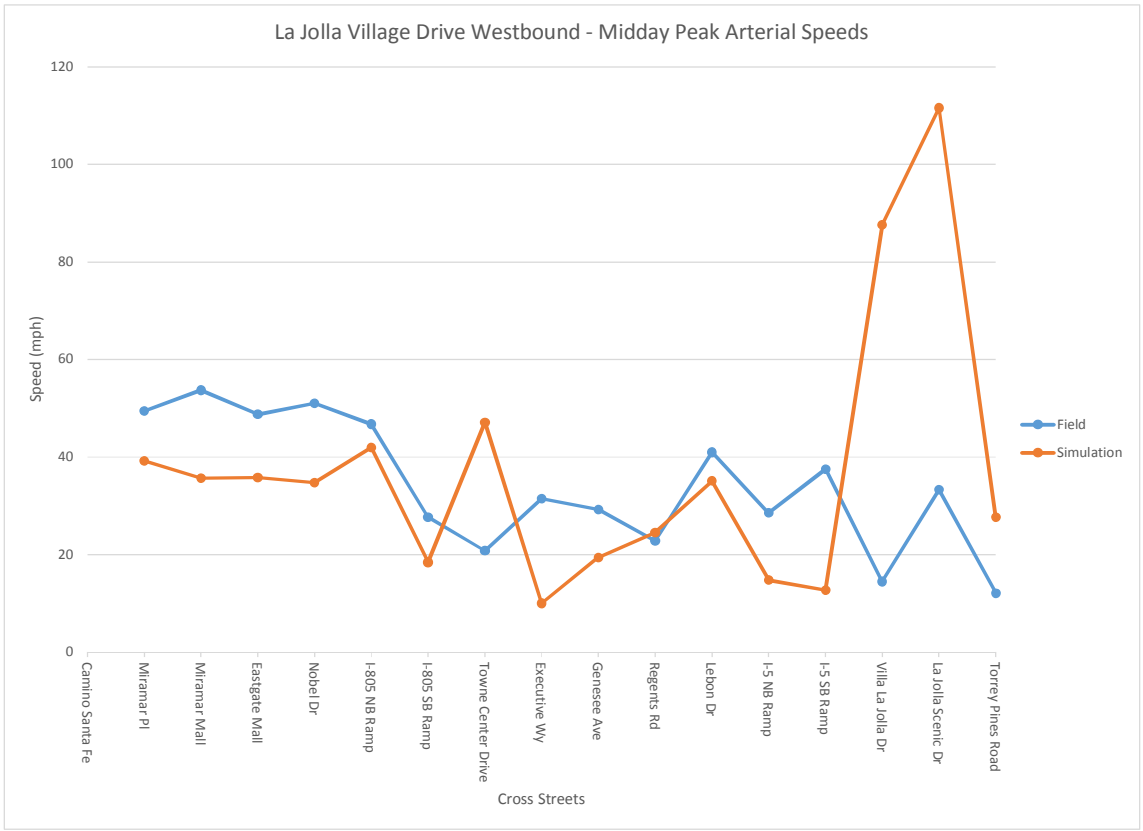
La Jolla Village Drive Travel Time: Westbound, AM Peak



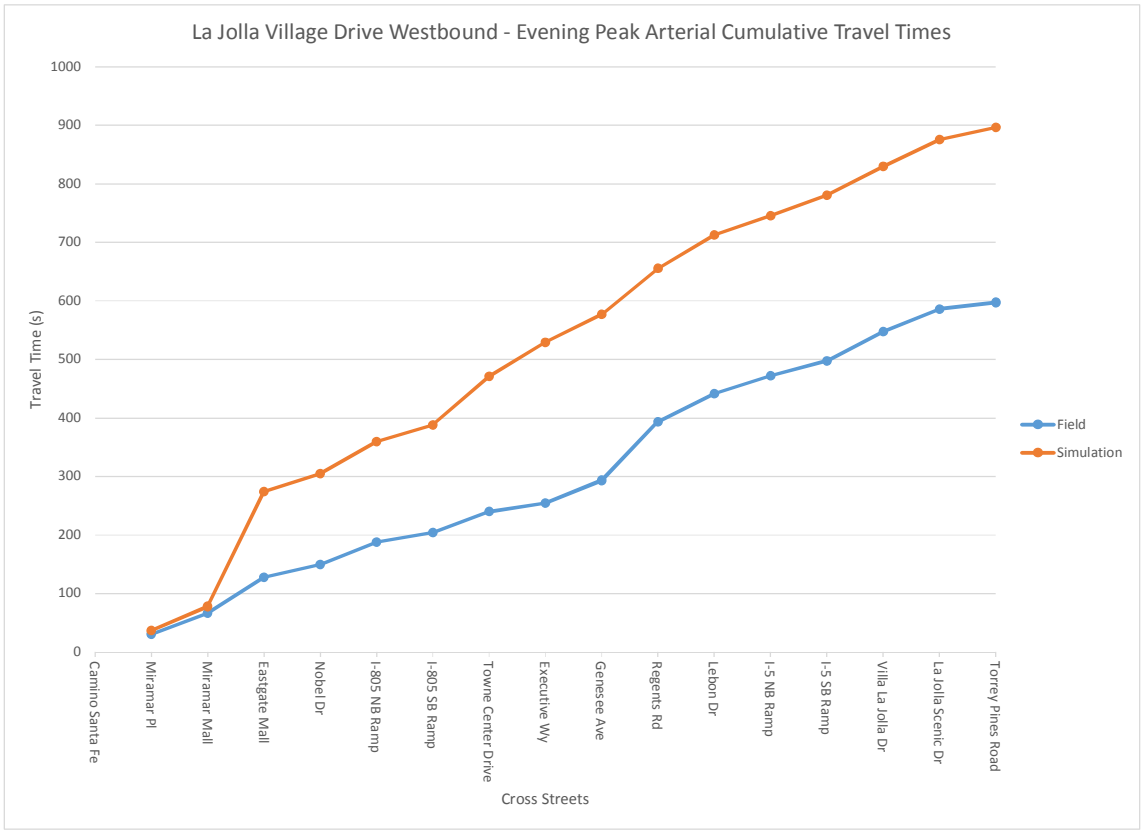


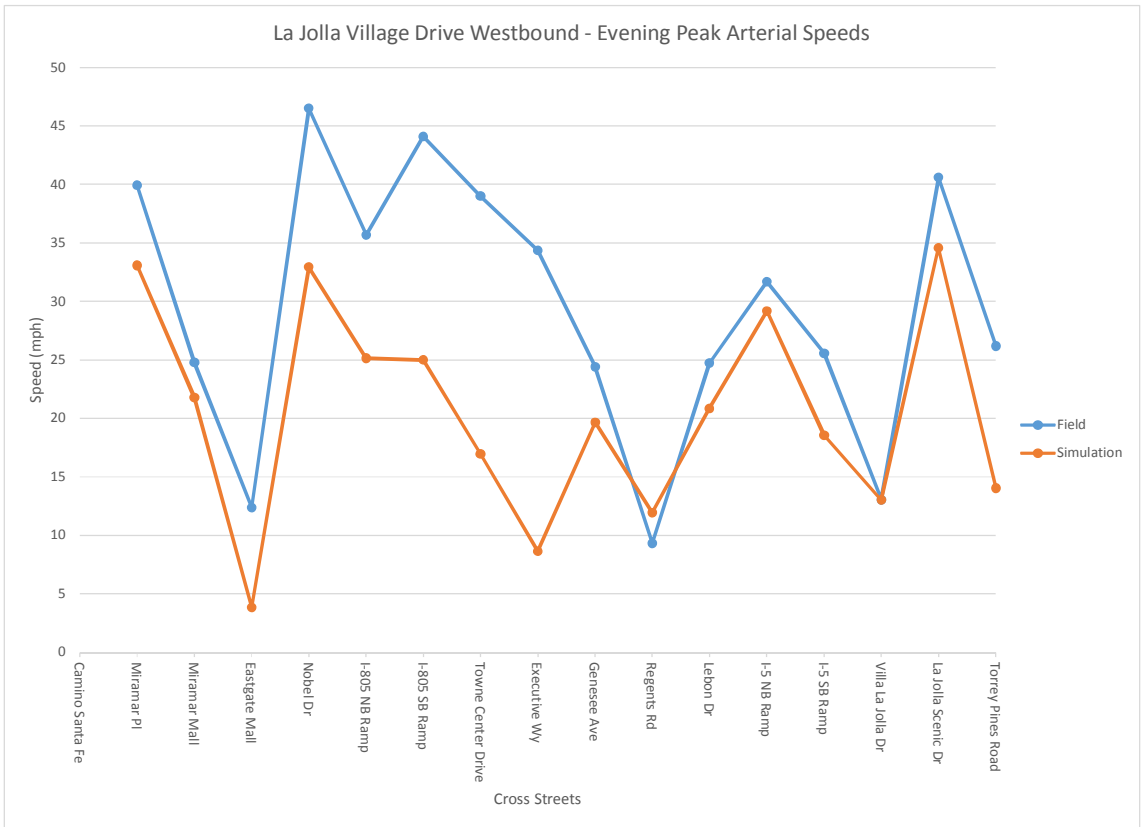
La Jolla Village Drive Travel Time: Westbound, Mid-day Peak





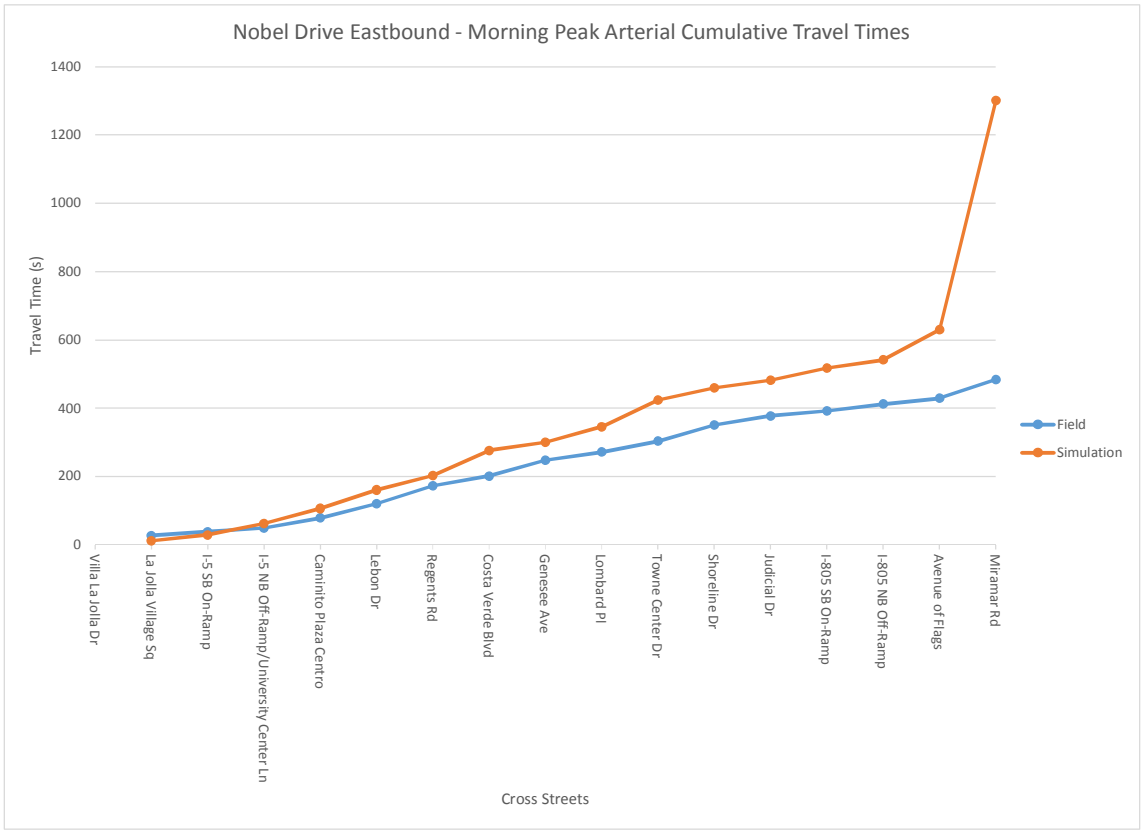
La Jolla Village Drive Travel Time: Westbound, PM Peak

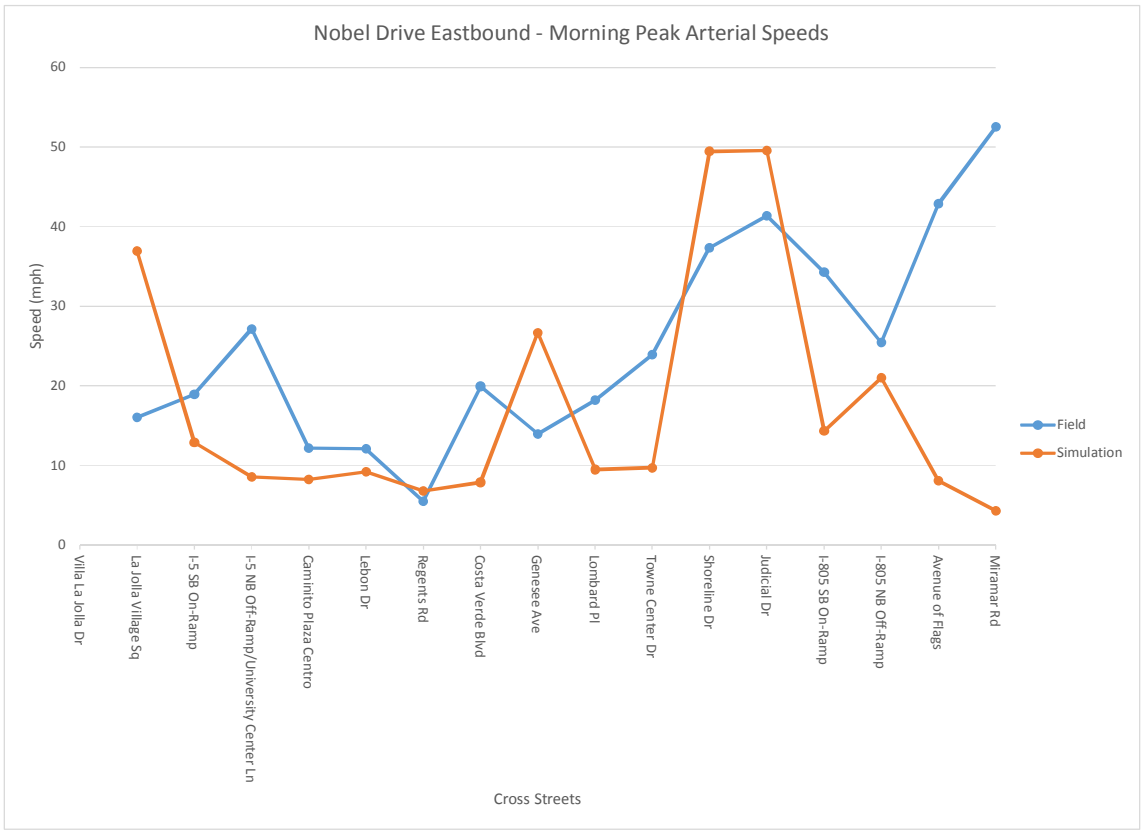




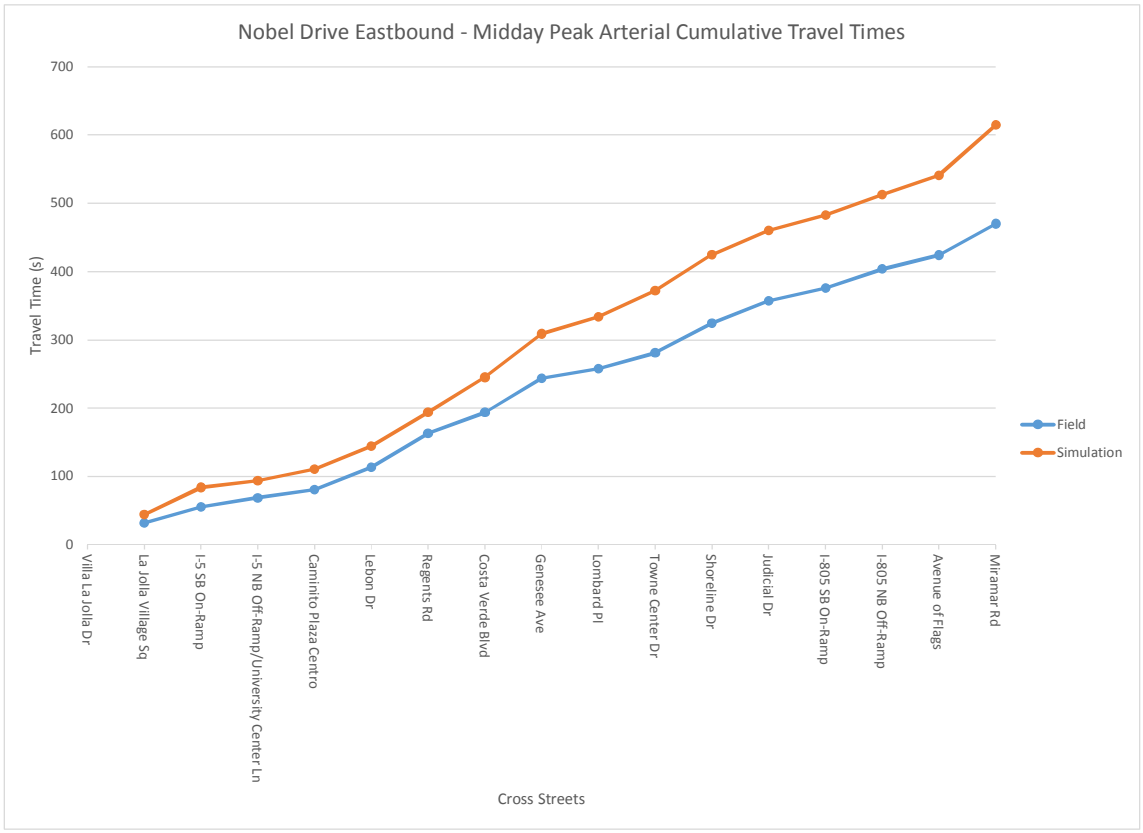
Nobel Drive

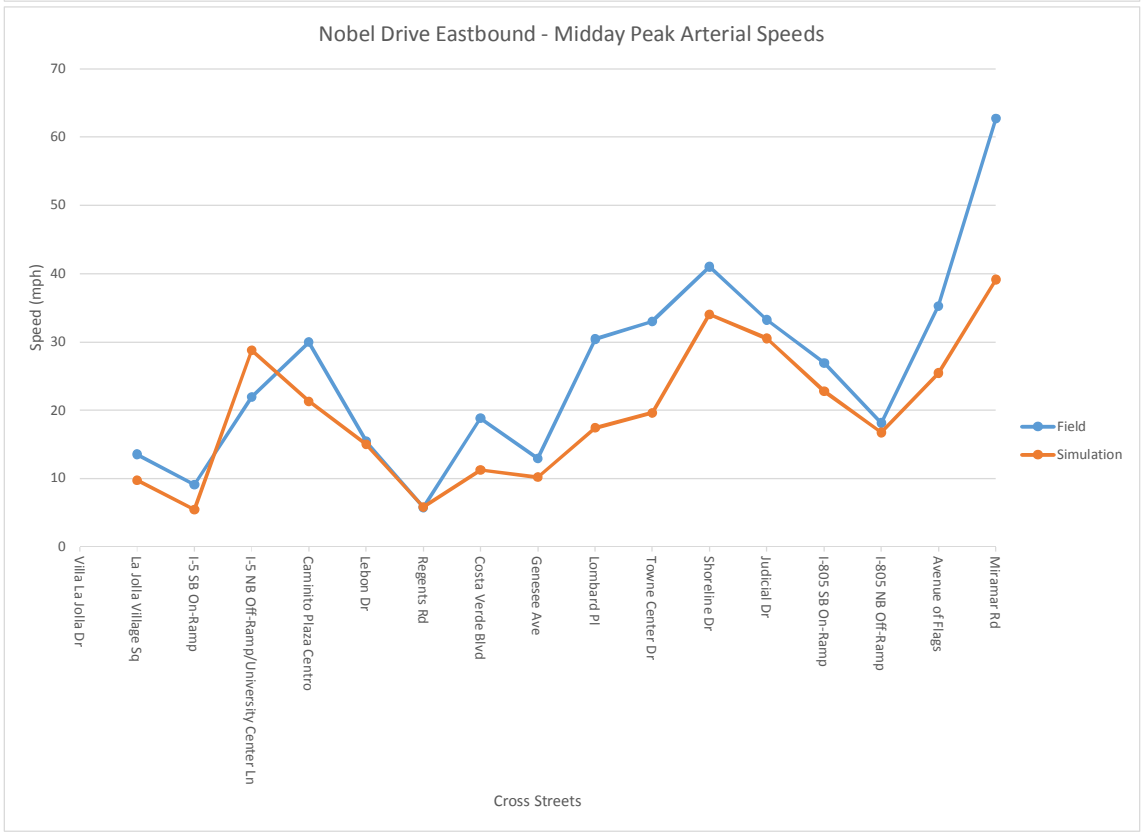
Nobel Drive Travel Time: Eastbound, AM Peak



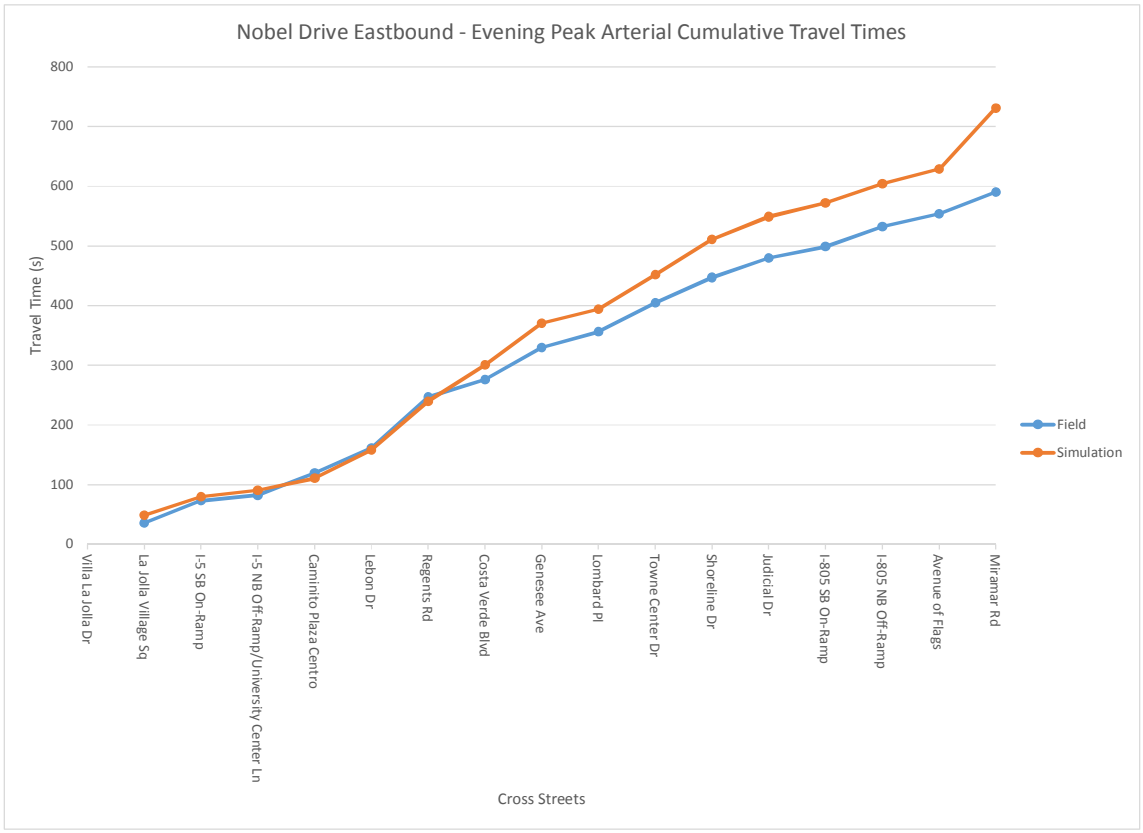


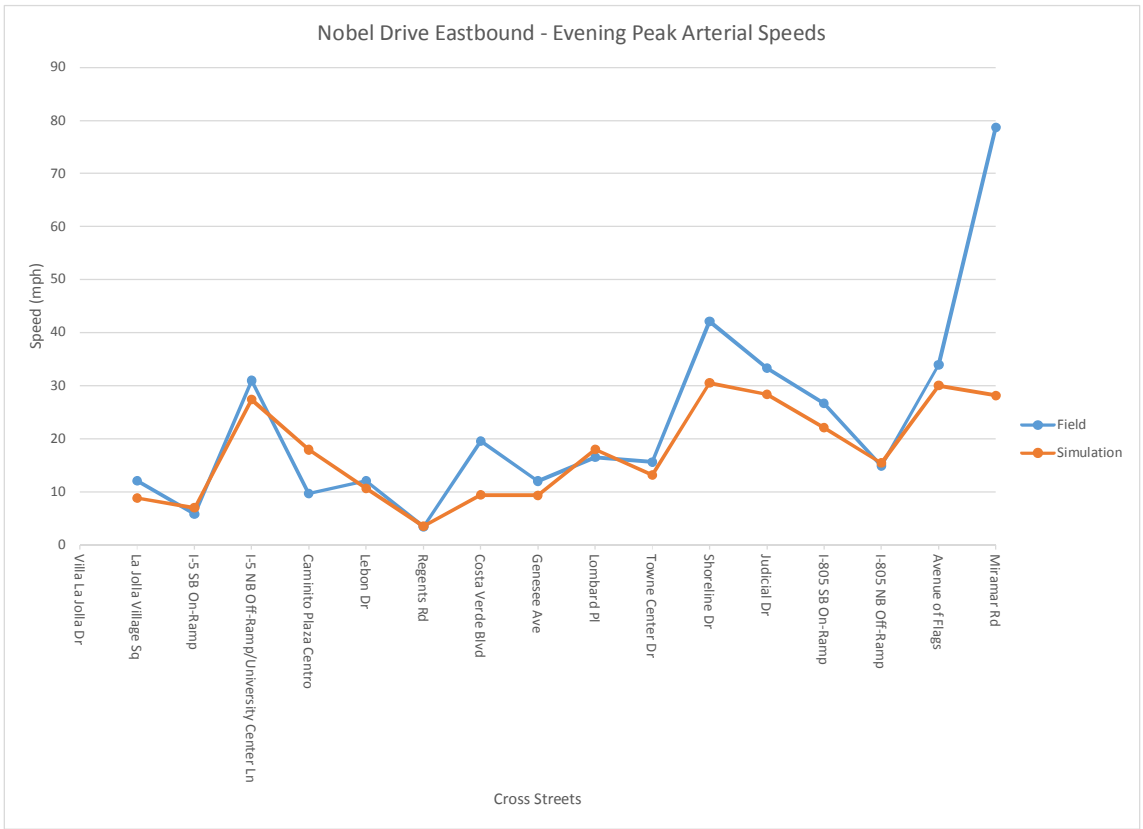
Nobel Drive Travel Time: Eastbound, Mid-day Peak



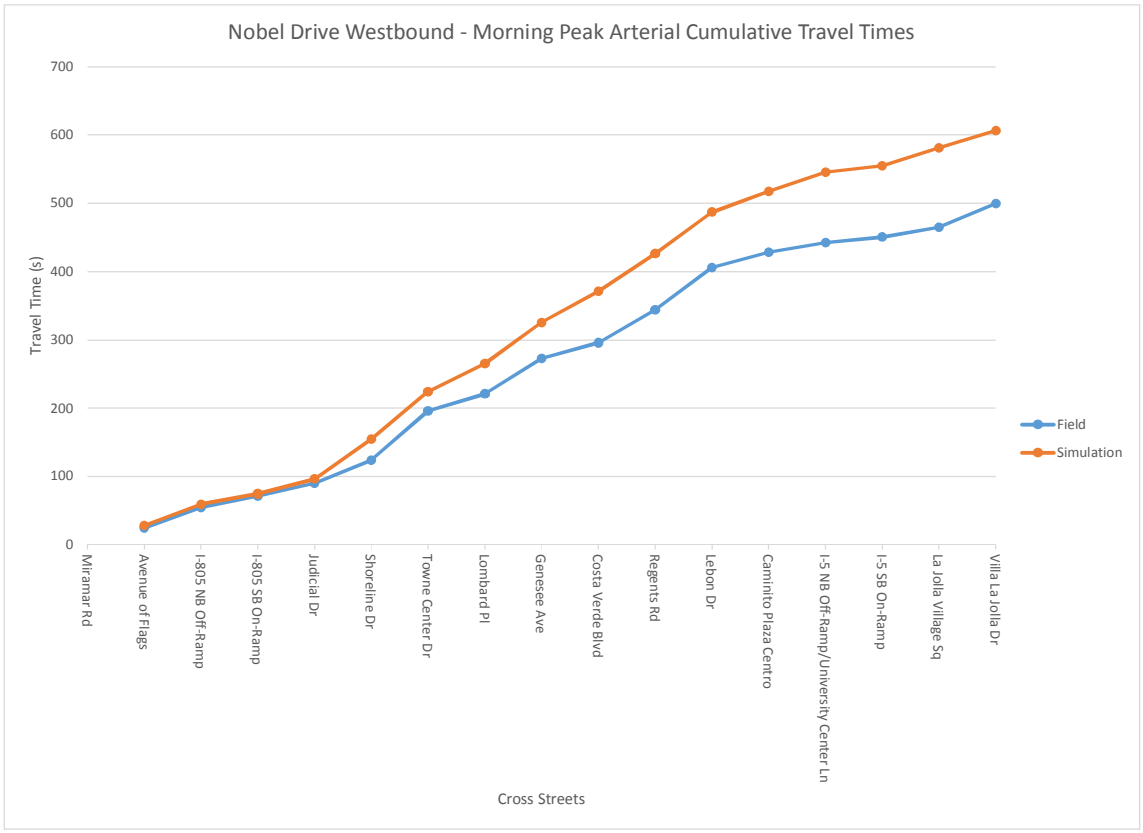


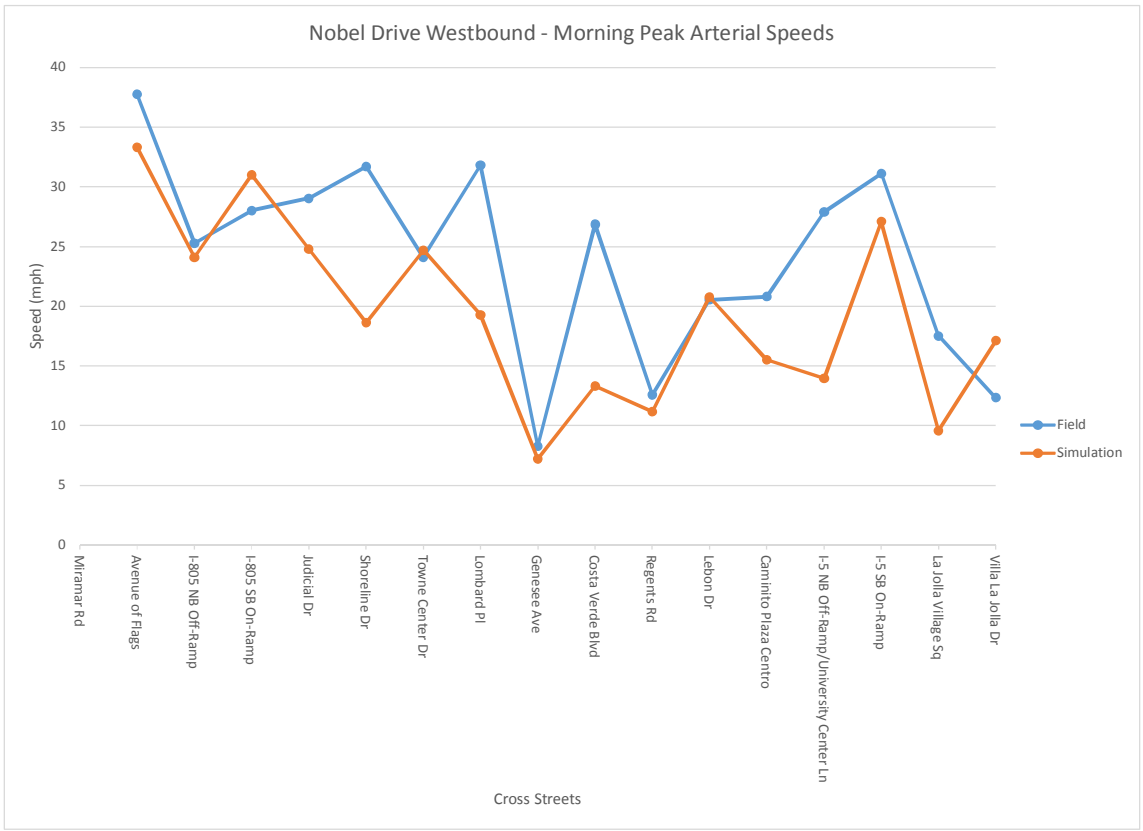
Nobel Drive Travel Time: Eastbound, PM Peak



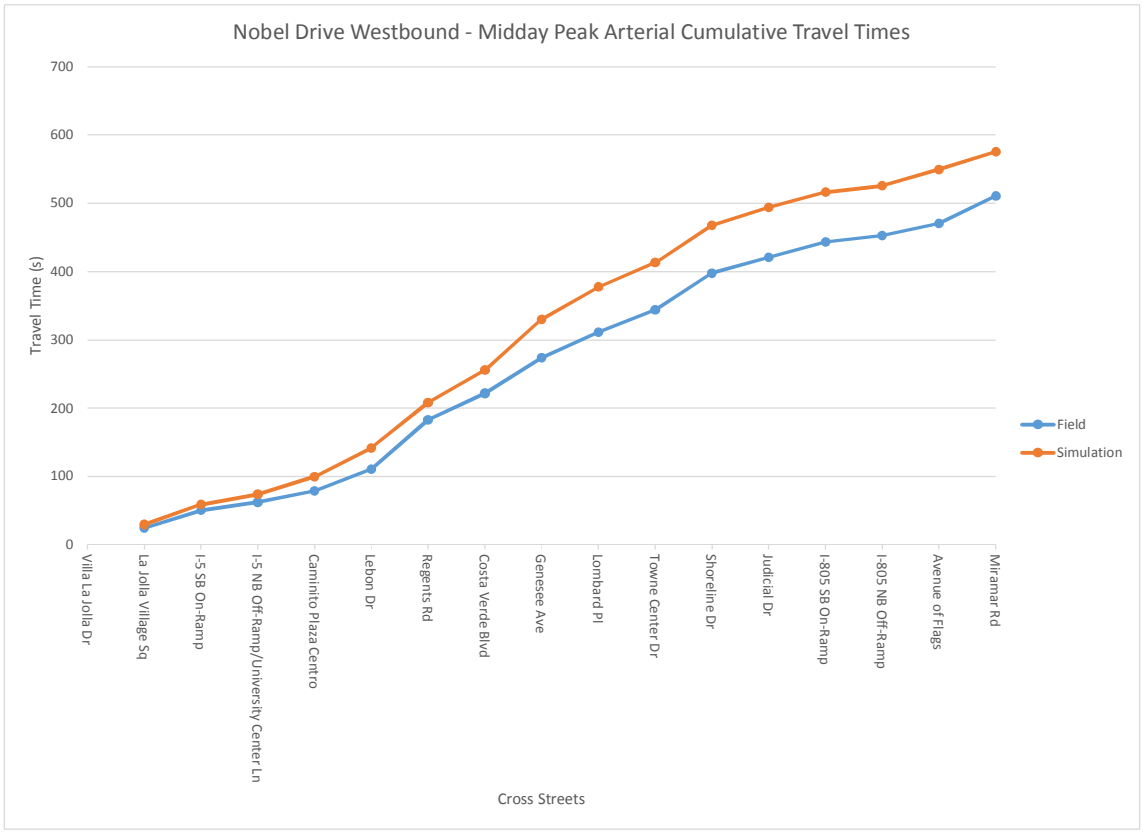


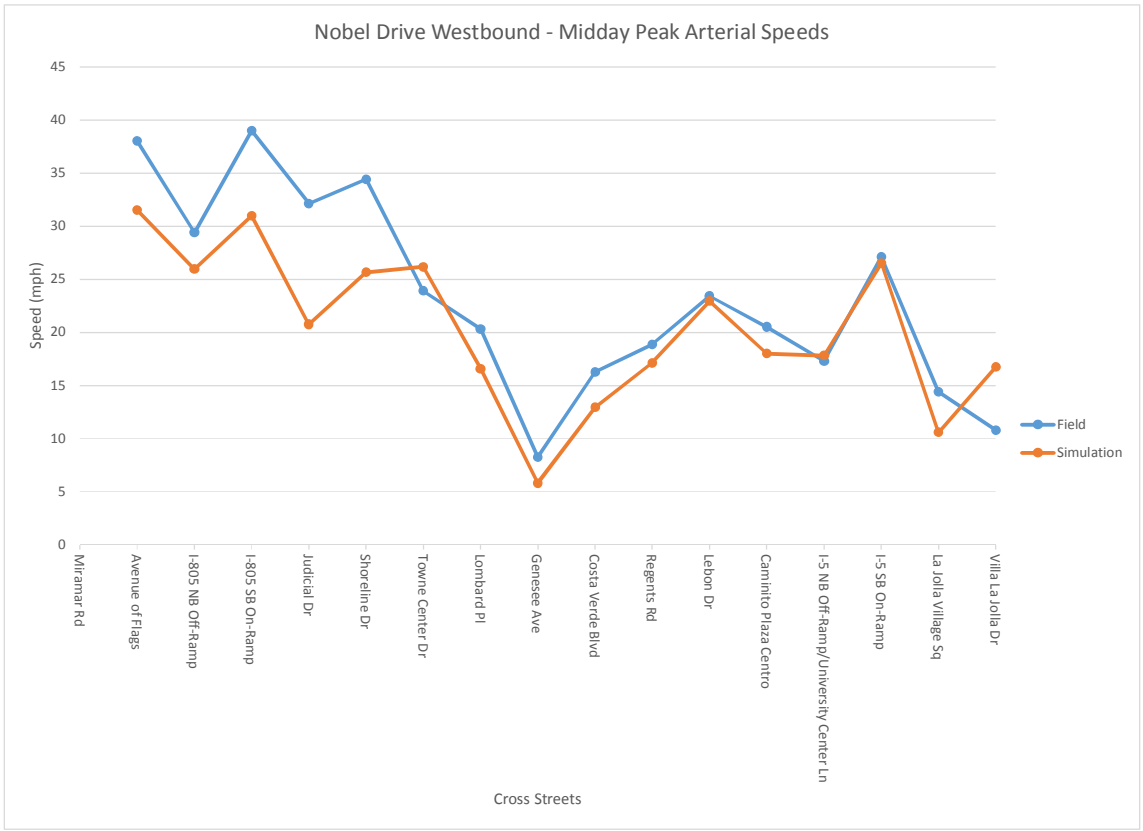
Nobel Drive Travel Time: Westbound, AM Peak



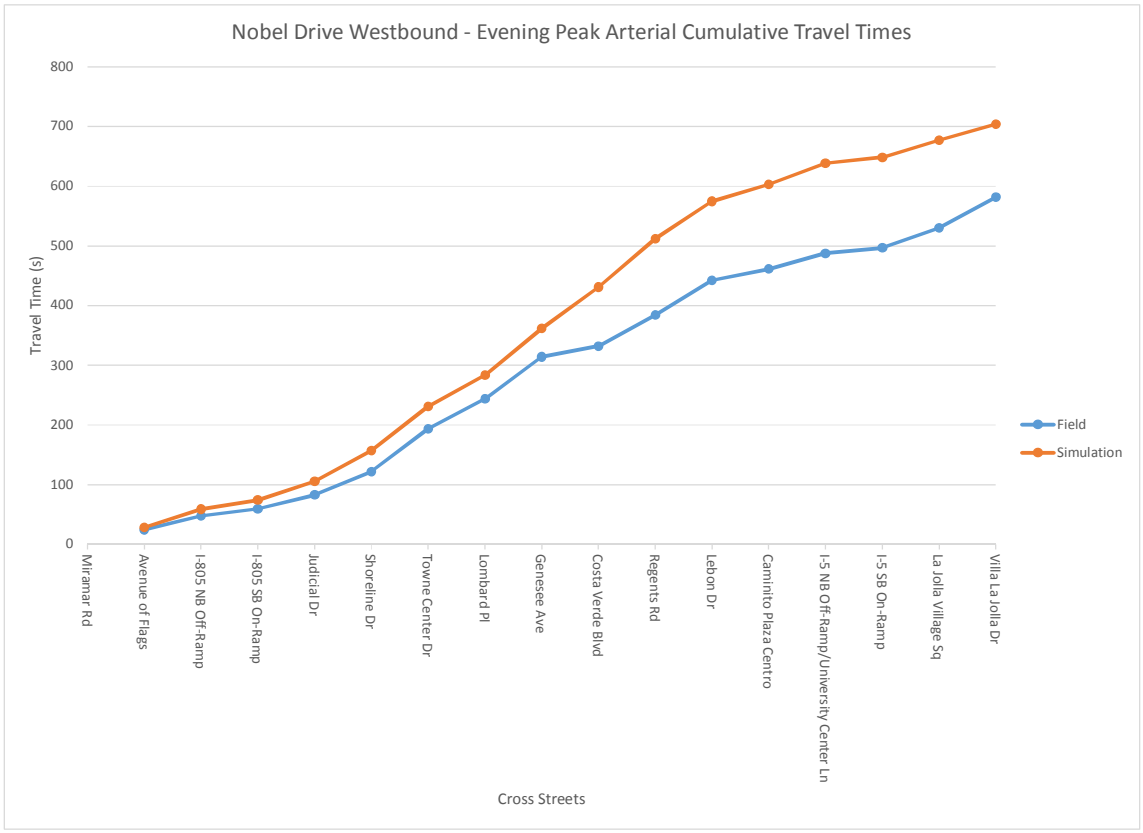


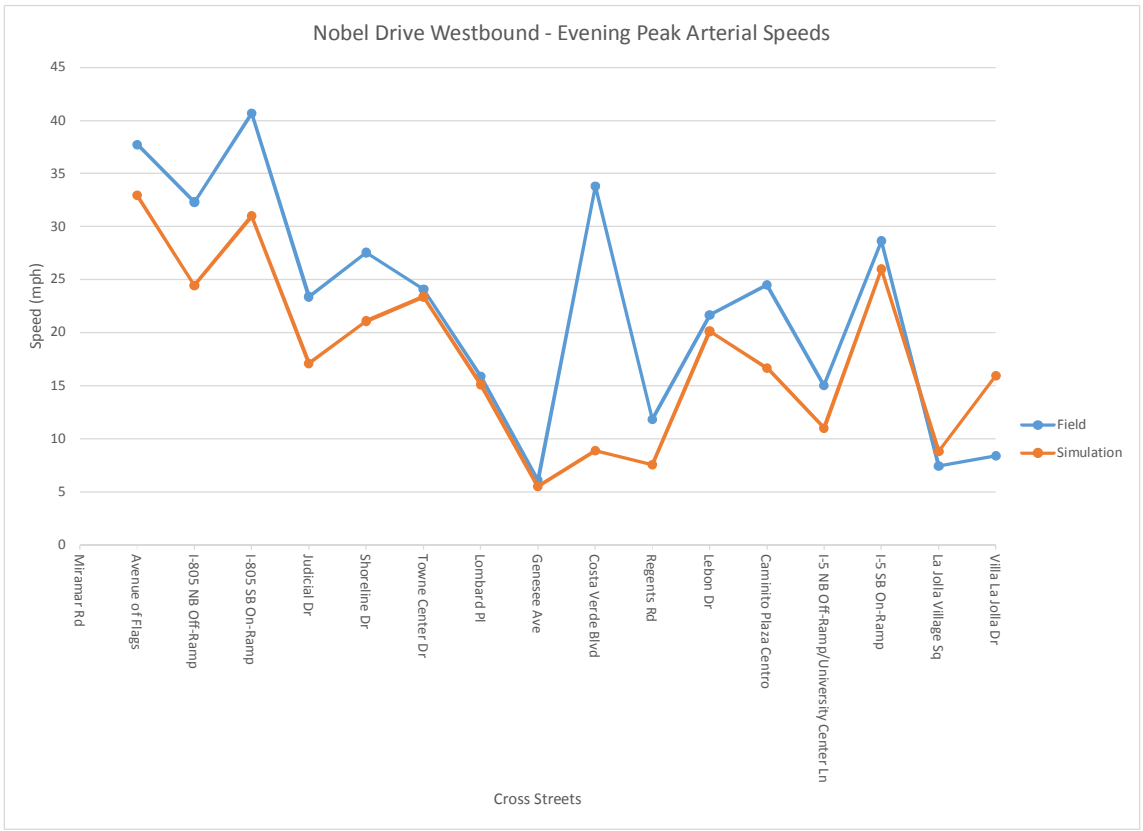
Nobel Drive Travel Time: Westbound, Mid-day Peak





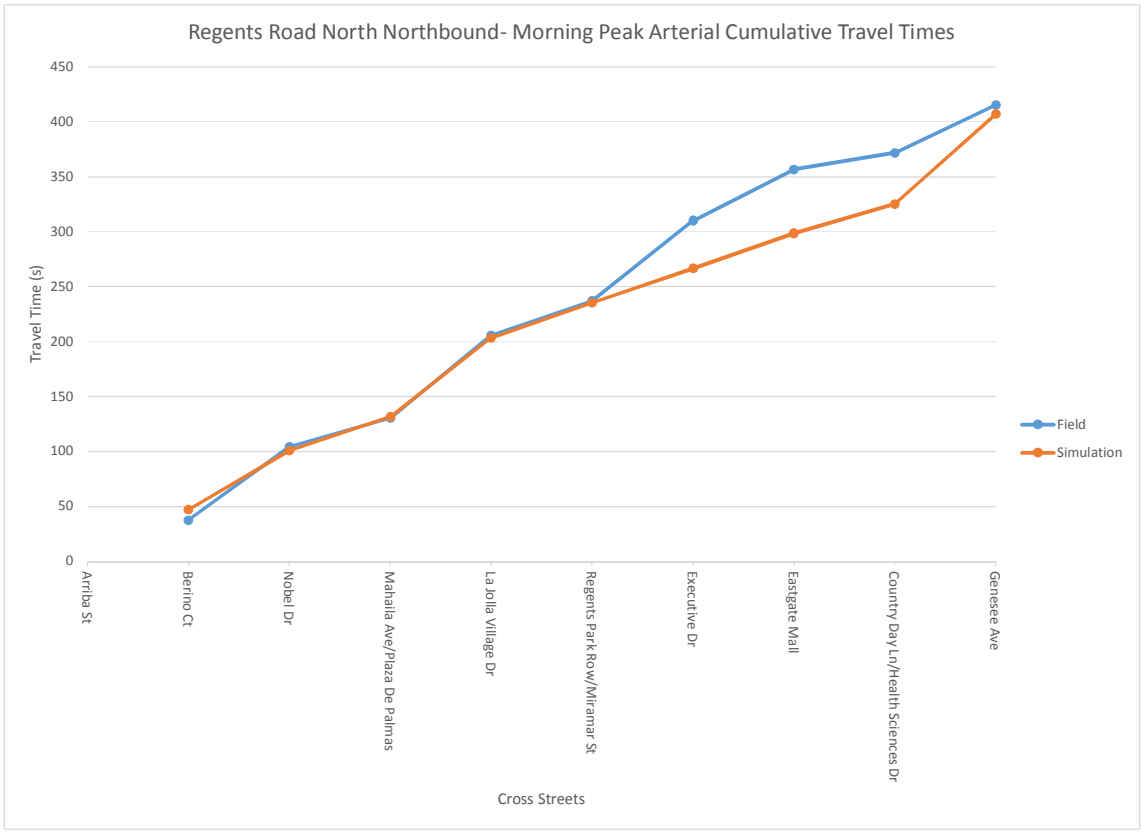
Nobel Drive Travel Time: Westbound, PM Peak

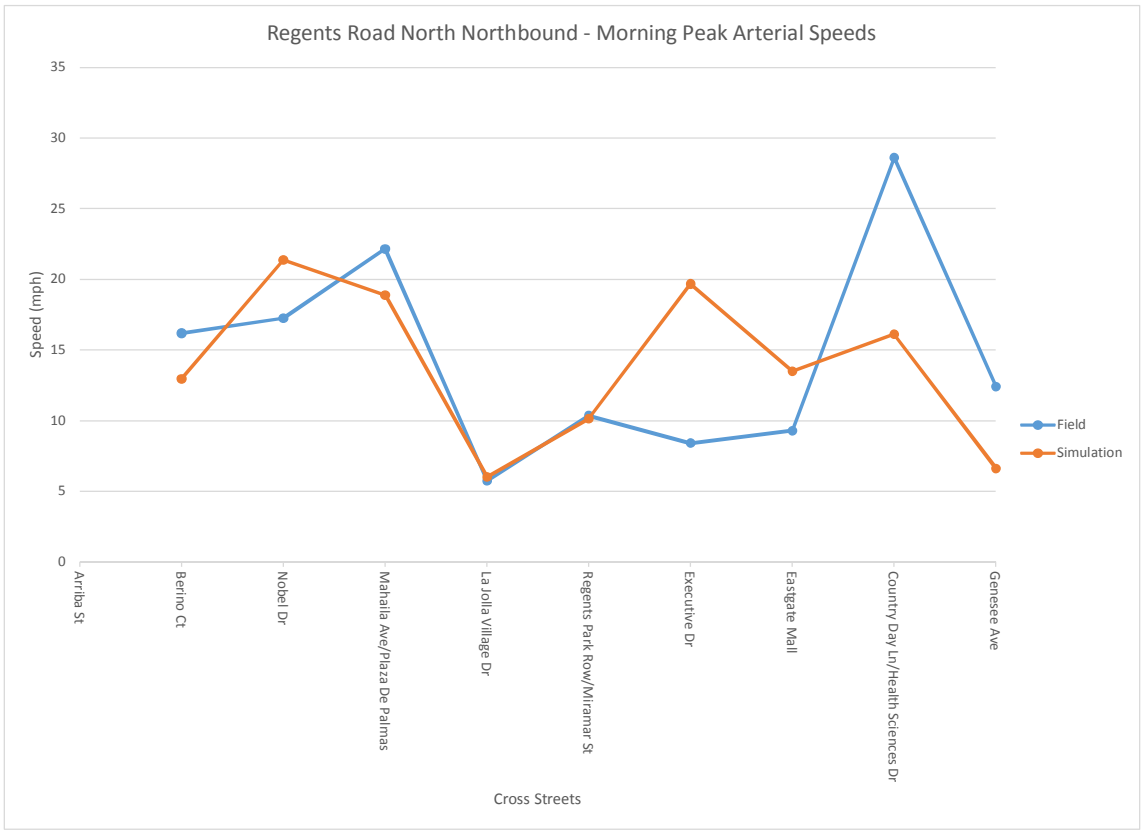




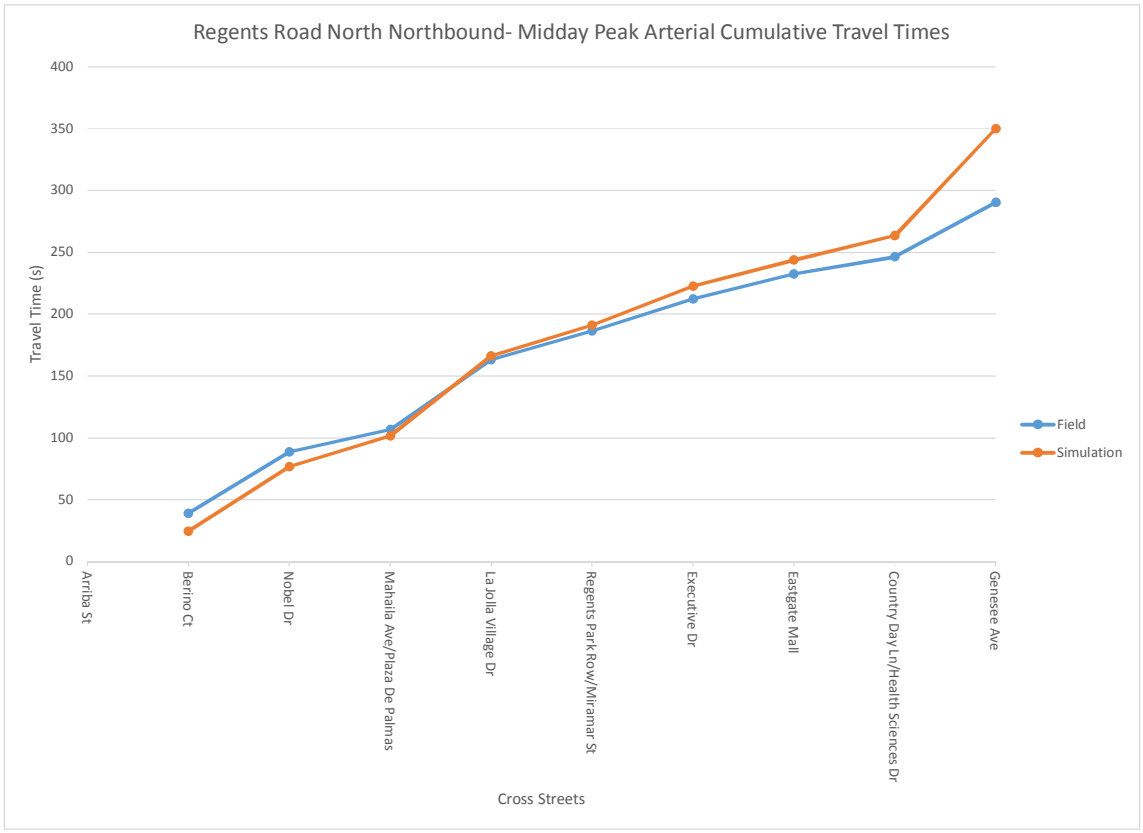
Regents Road (Northern Section)

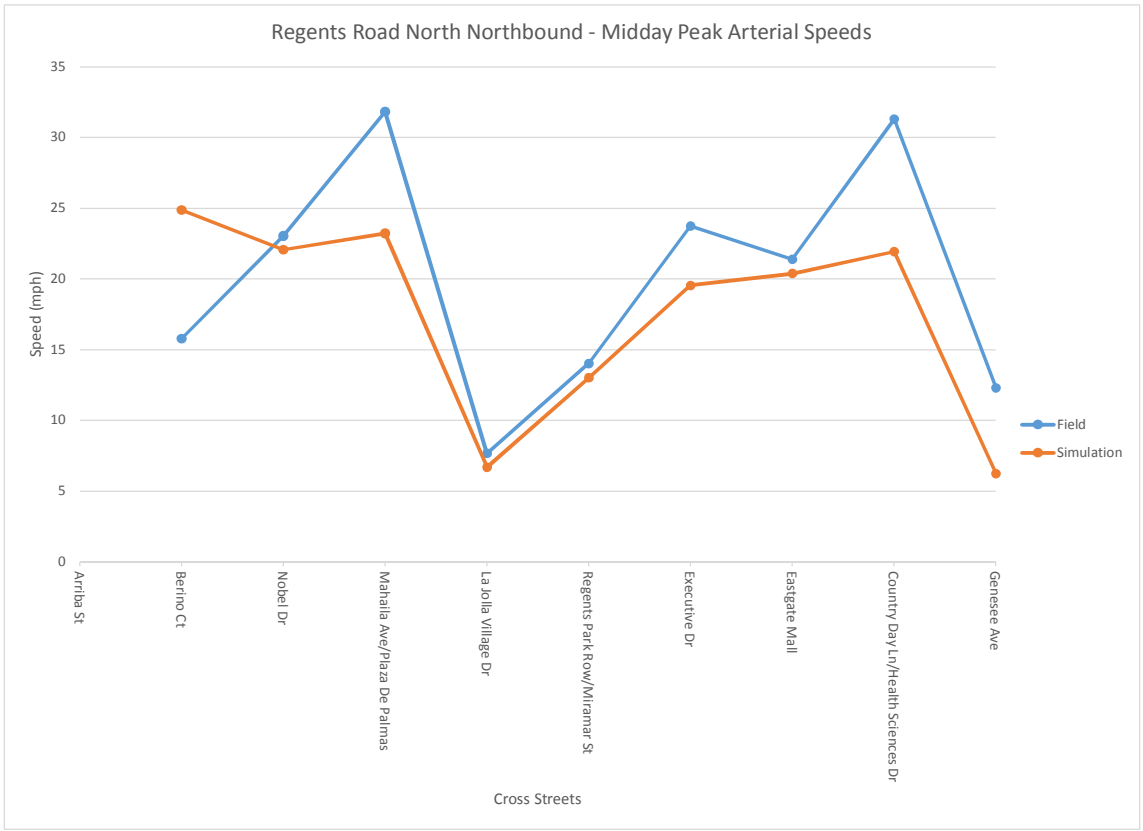
Regents Road (Northern Section) Travel Time: Northbound, AM Peak



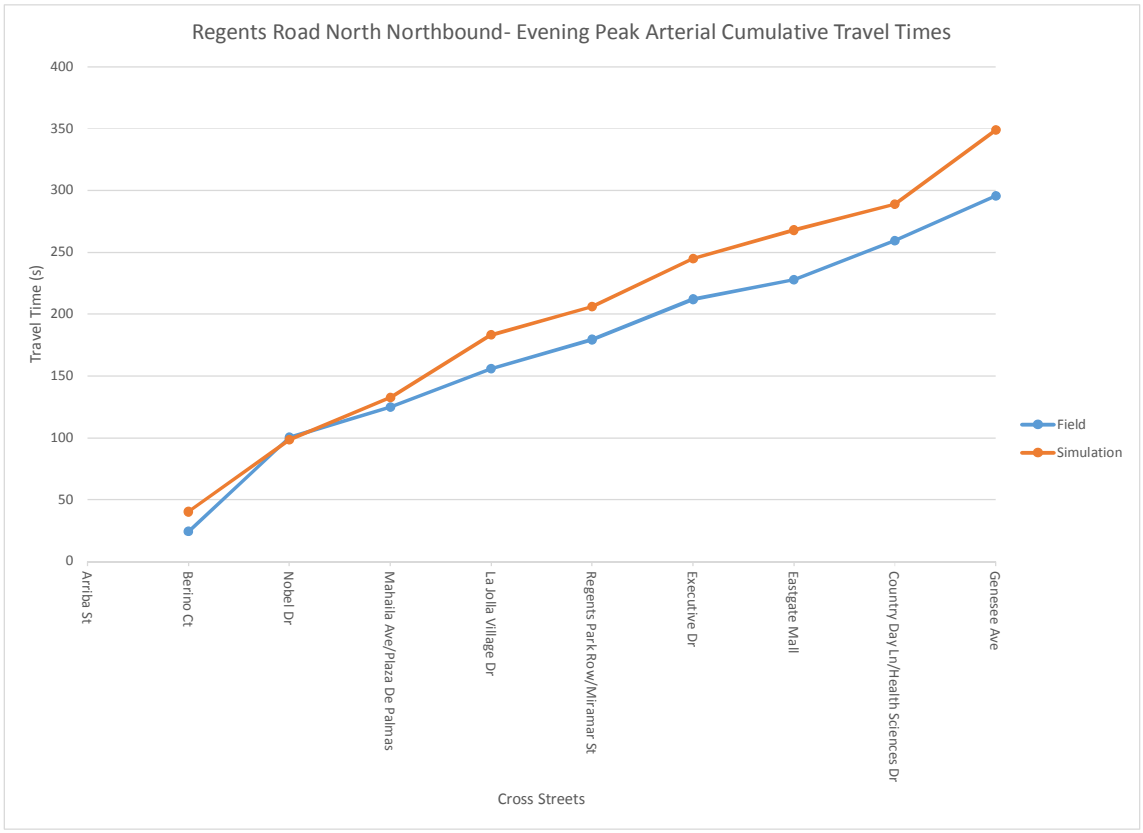


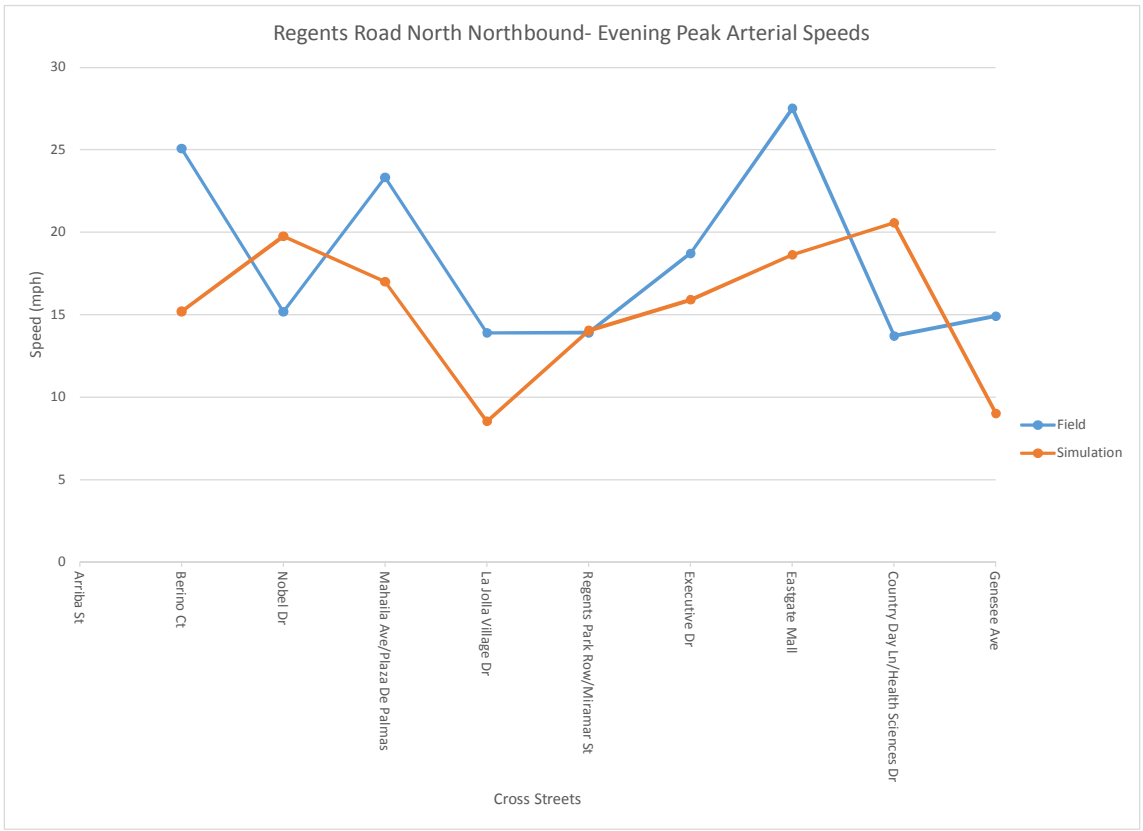
Regents Road (Northern Section) Travel Time: Northbound, Mid-day Peak



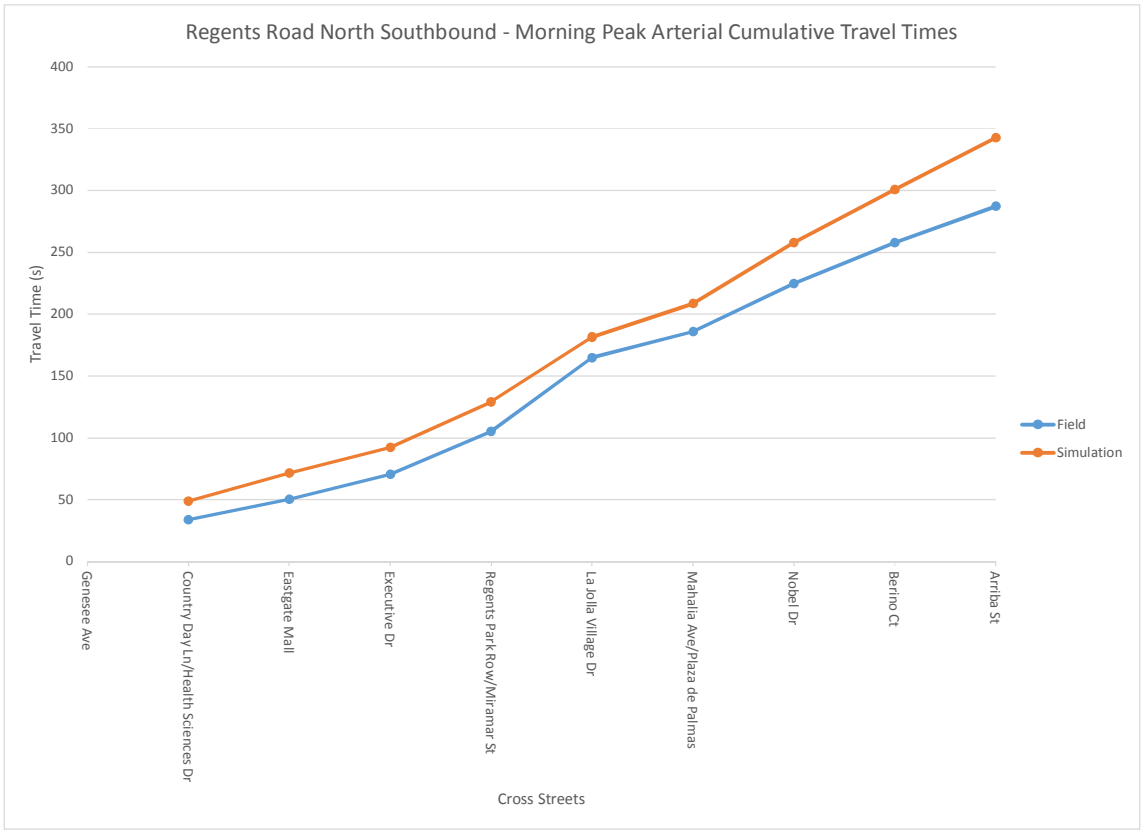


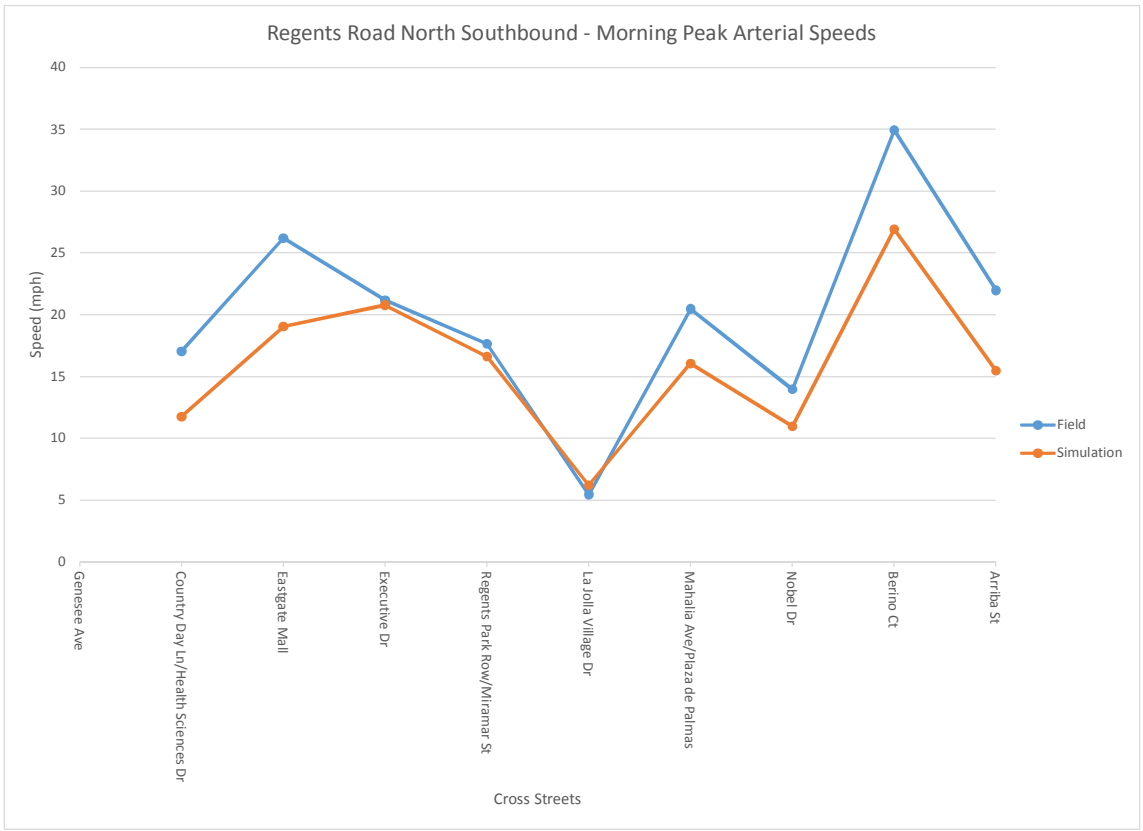
Regents Road (Northern Section) Travel Time: Northbound, PM Peak



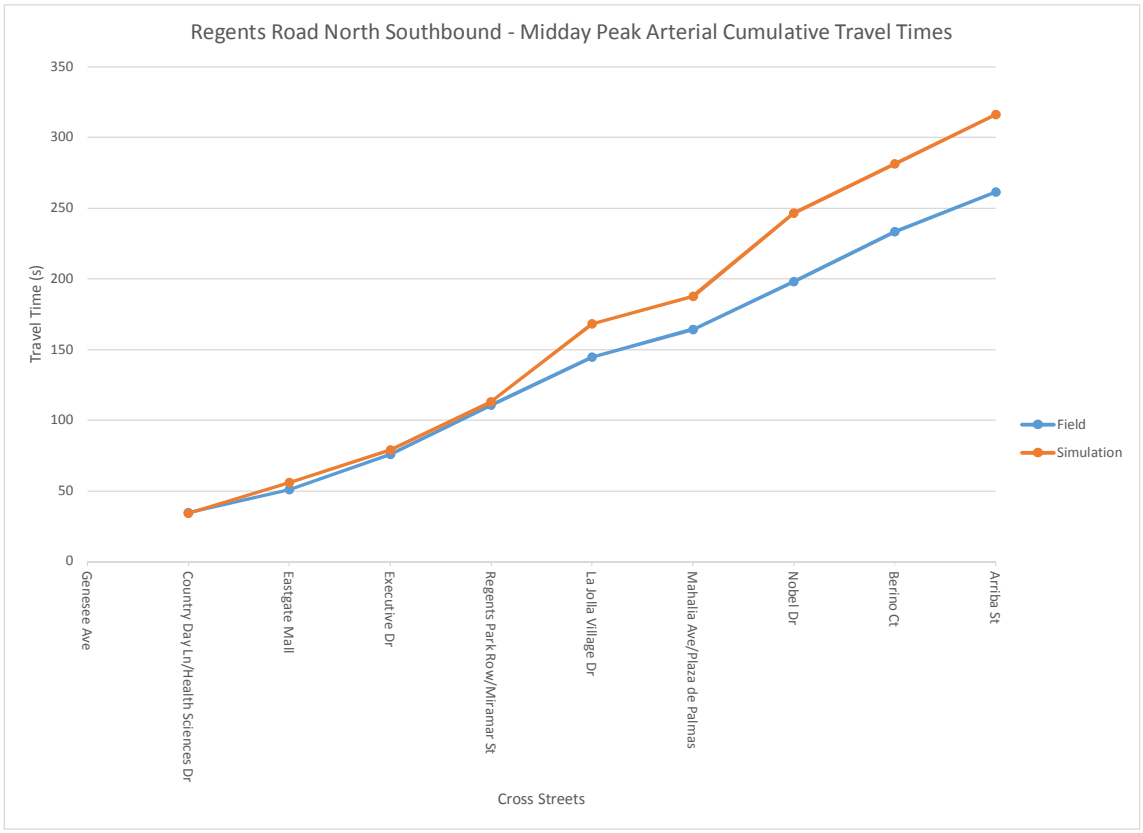


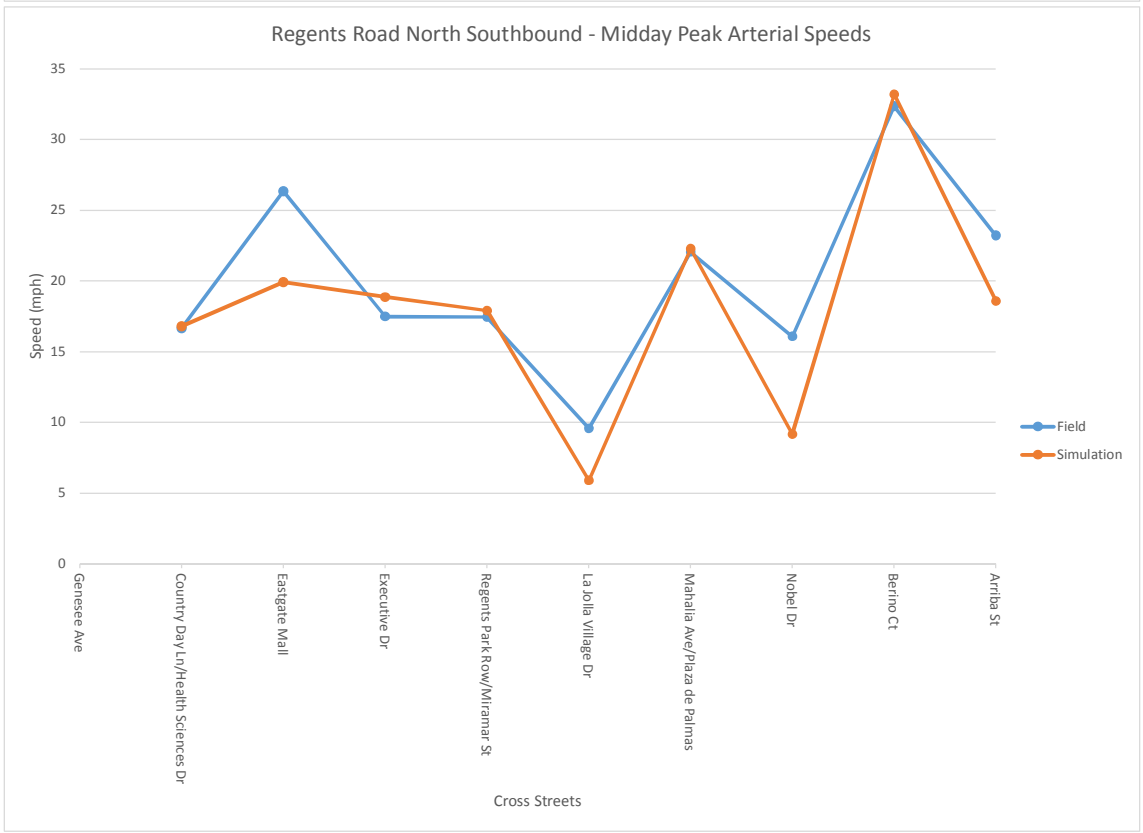
Regents Road (Northern Section) Travel Time: Southbound, AM Peak



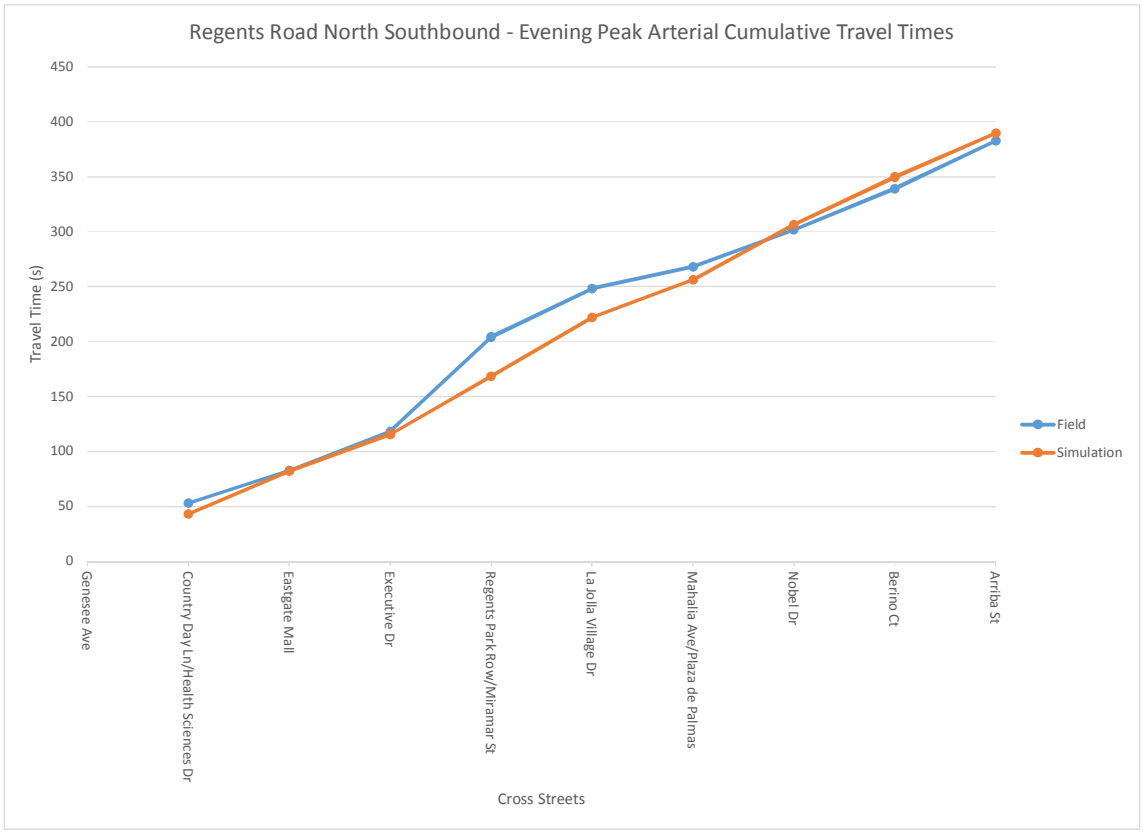


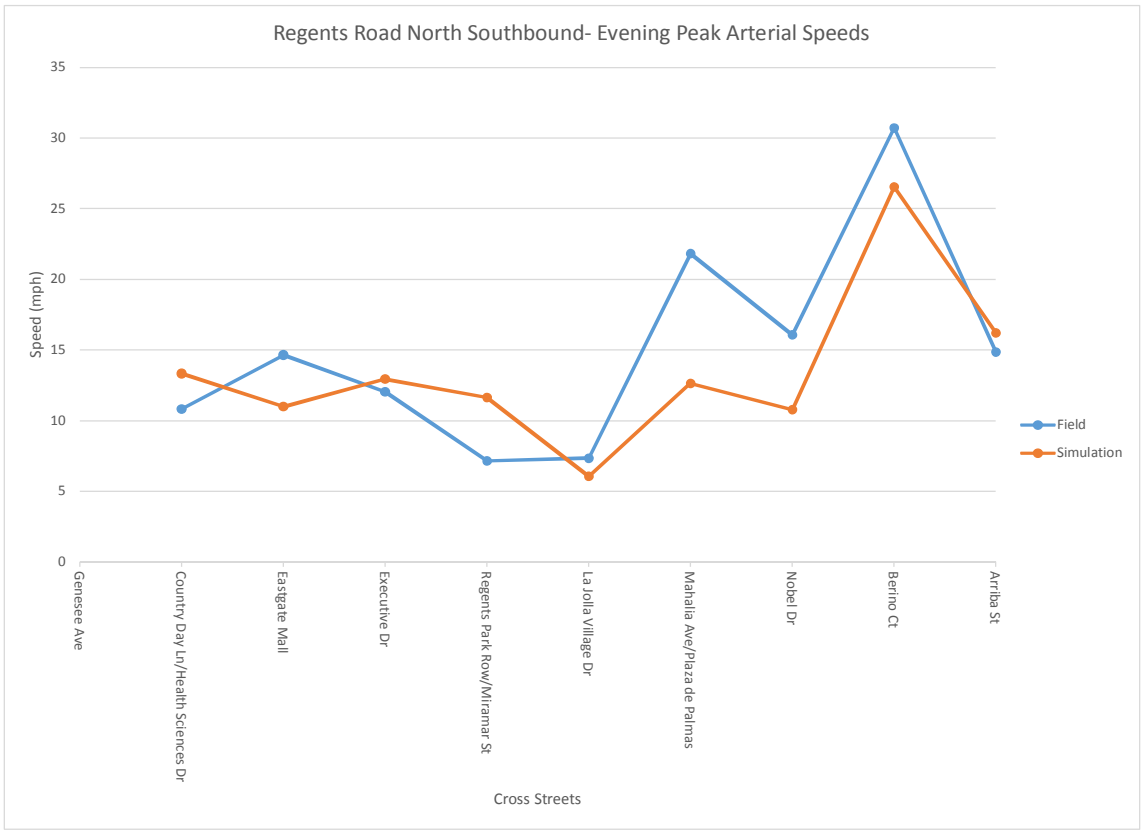
Regents Road (Northern Section) Travel Time: Southbound, Mid-day Peak





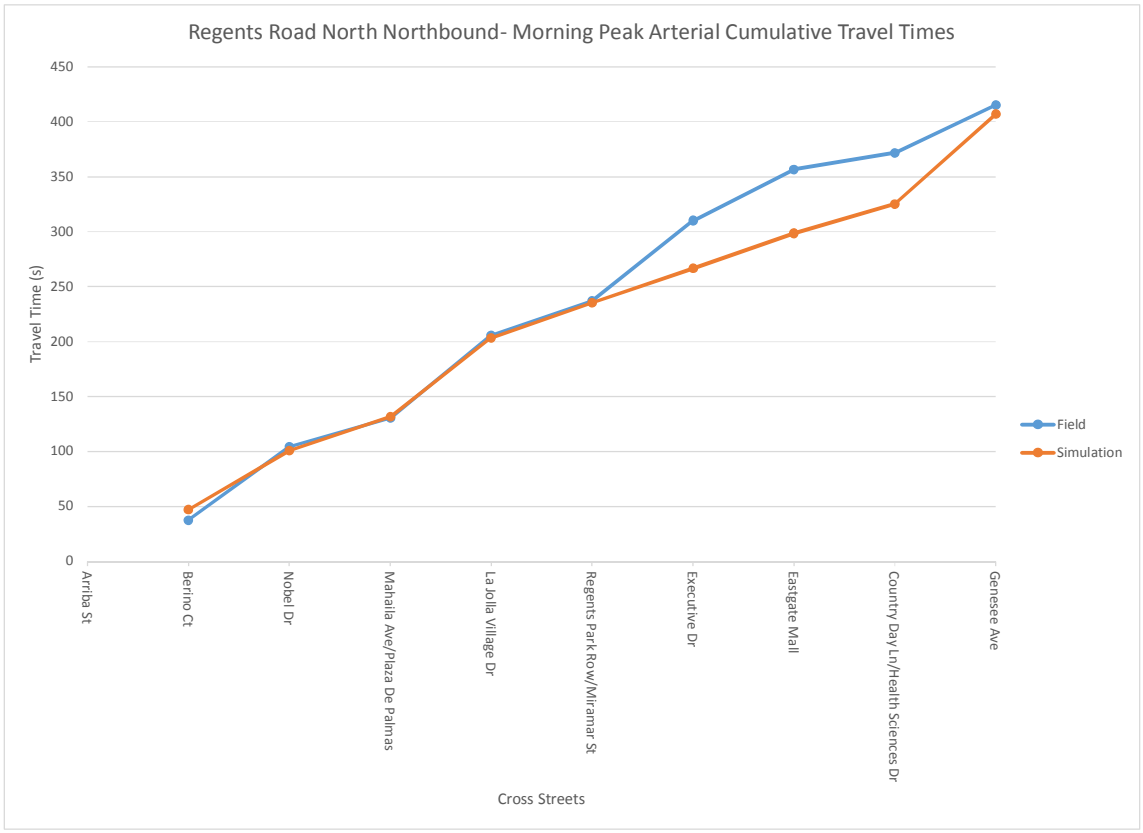
Regents Road (Northern Section) Travel Time: Southbound, PM Peak

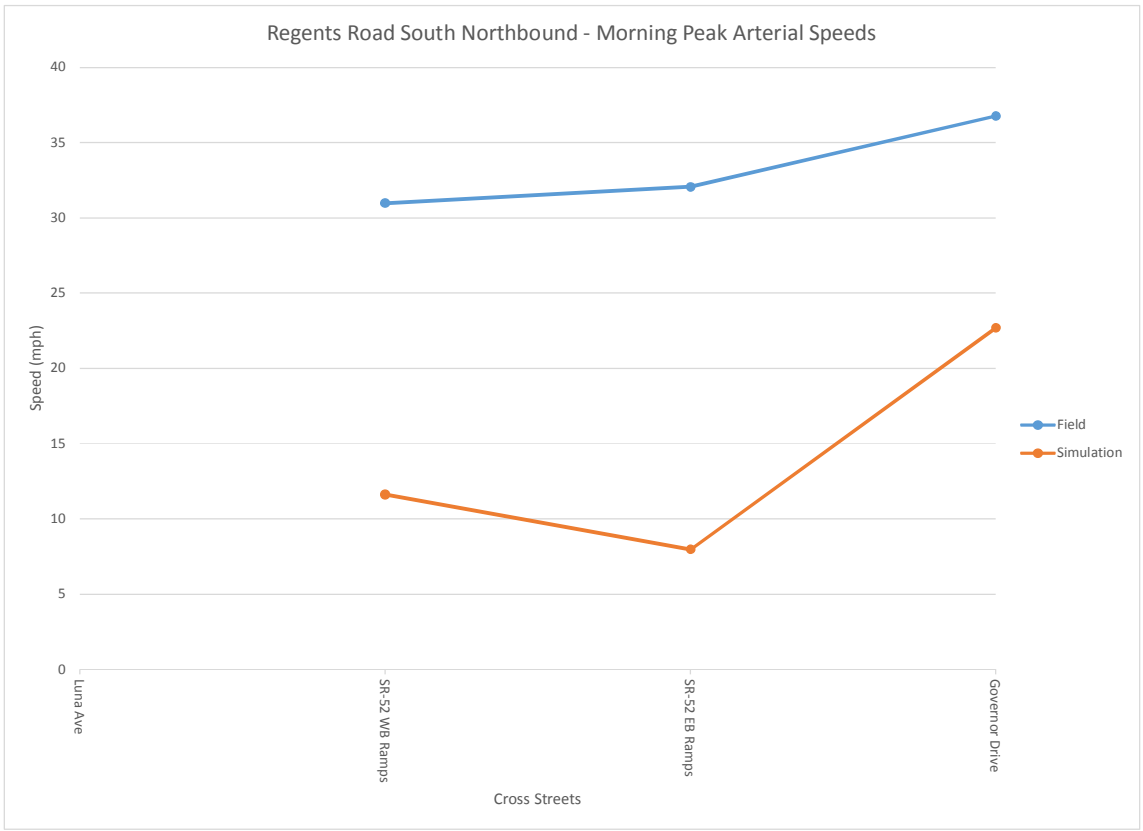




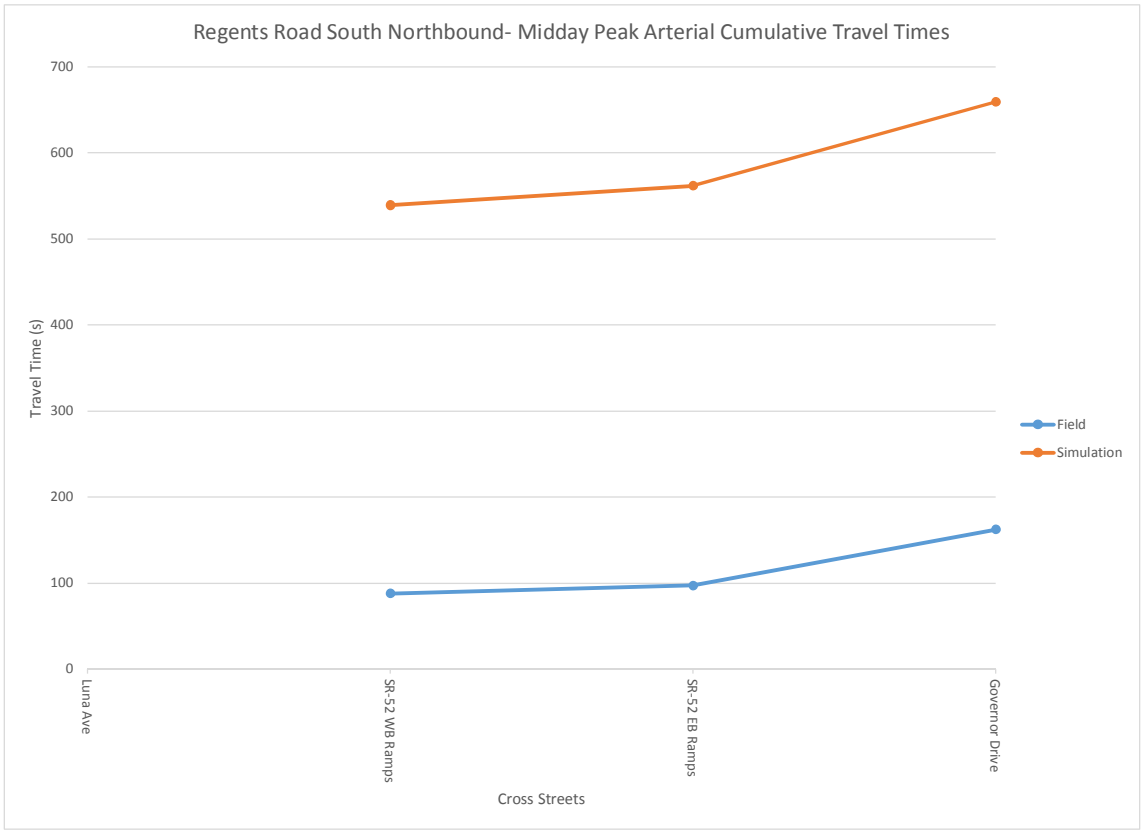
Regents Road (Southern Section)

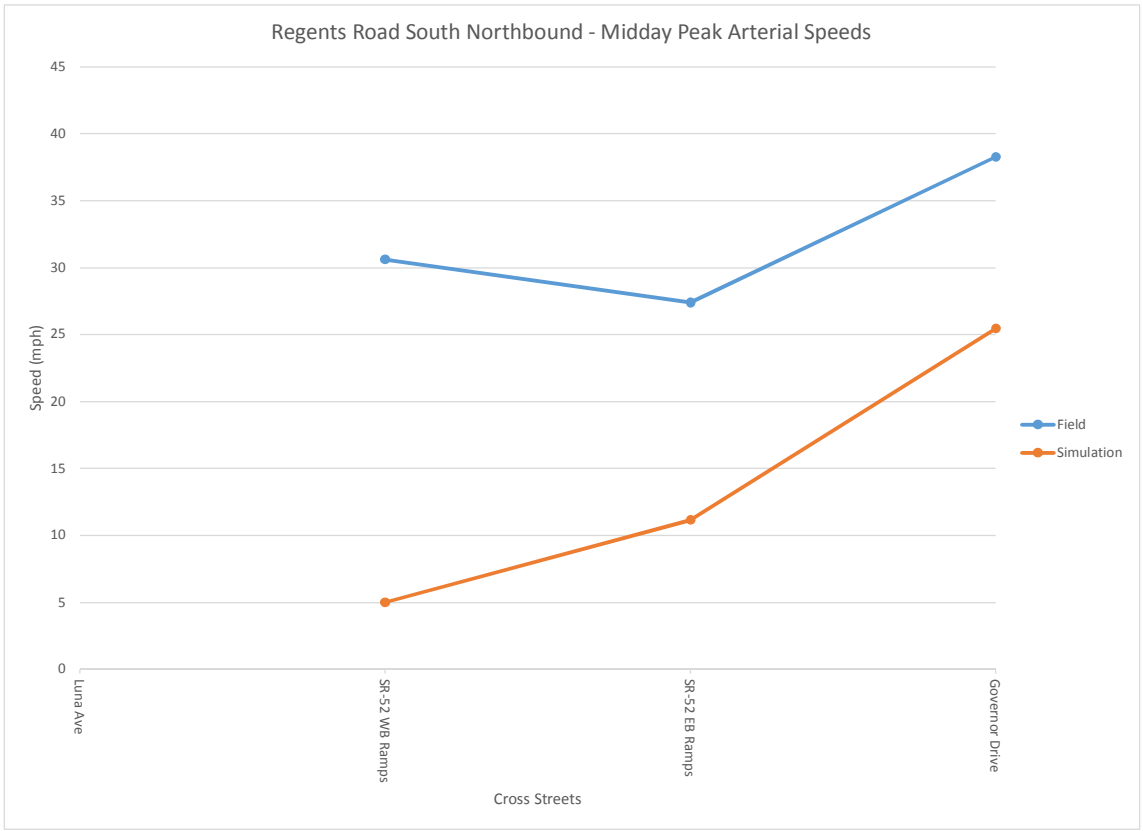
Regents Road (Southern Section) Travel Time: Northbound, AM Peak





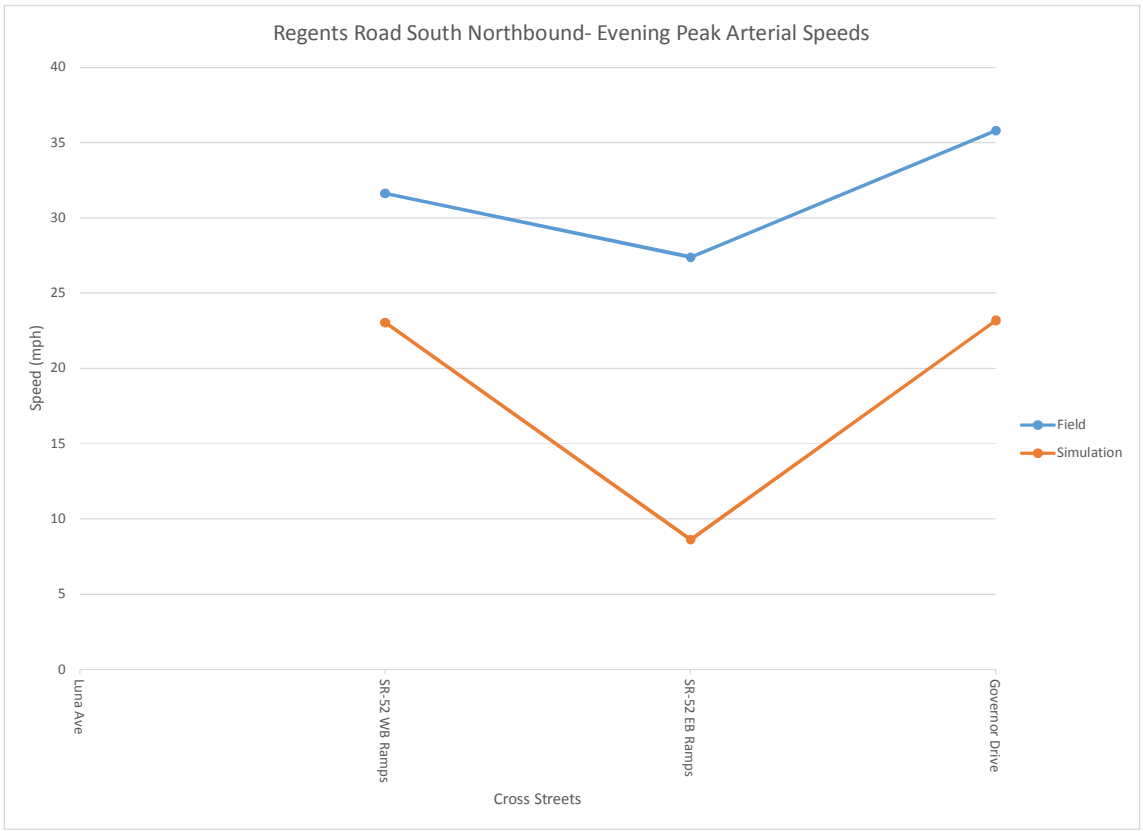
Regents Road (Southern Section) Travel Time: Northbound, Mid-day Peak



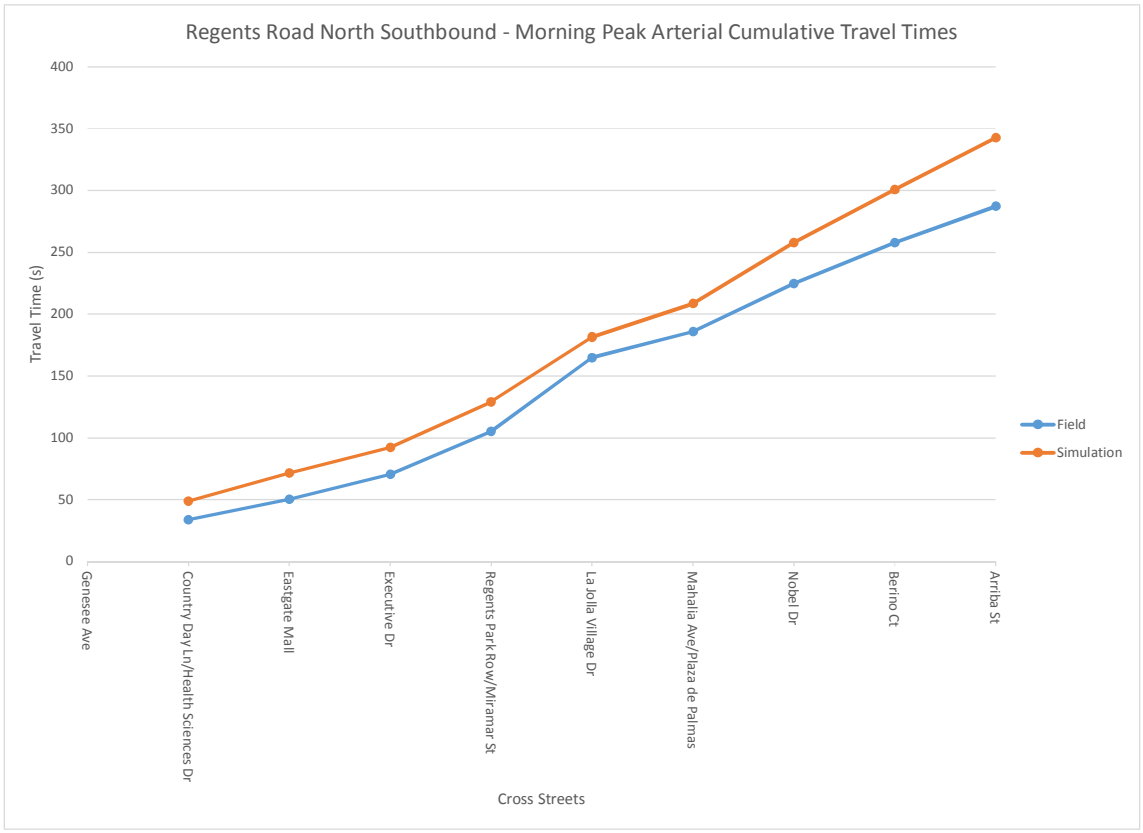


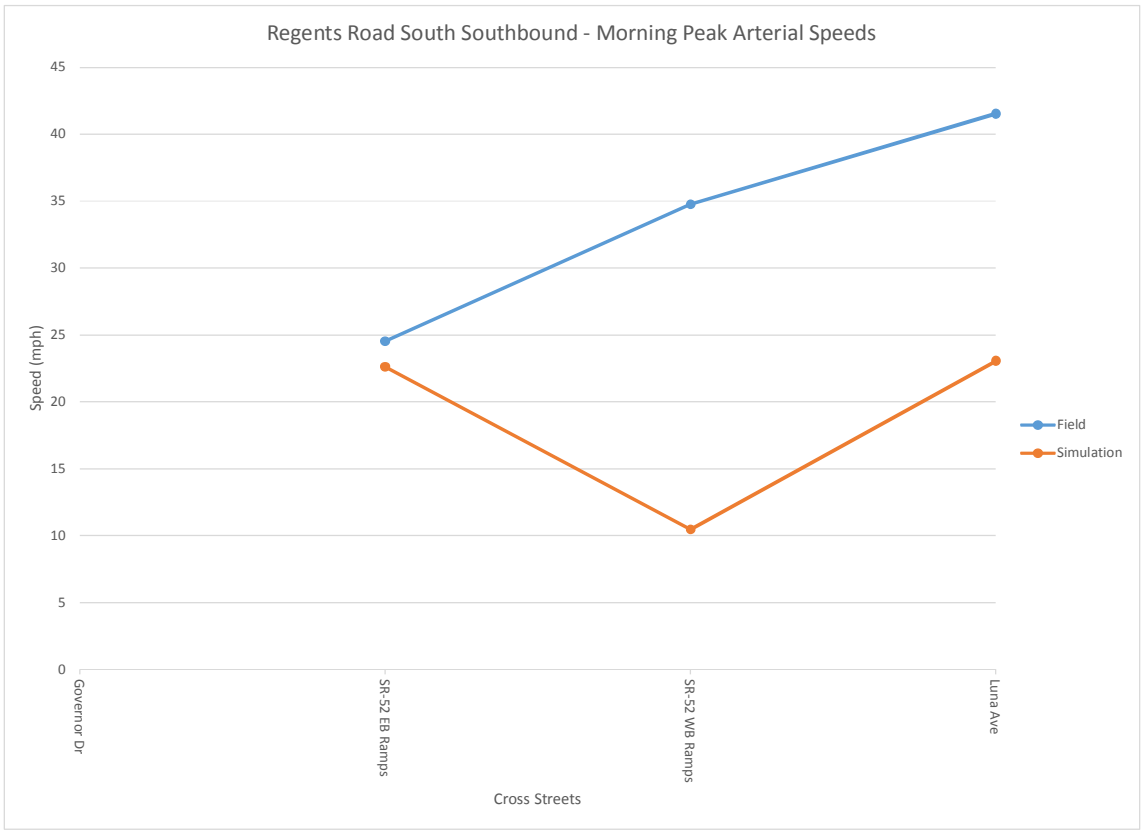
Regents Road (Southern Section) Travel Time: Northbound, PM Peak



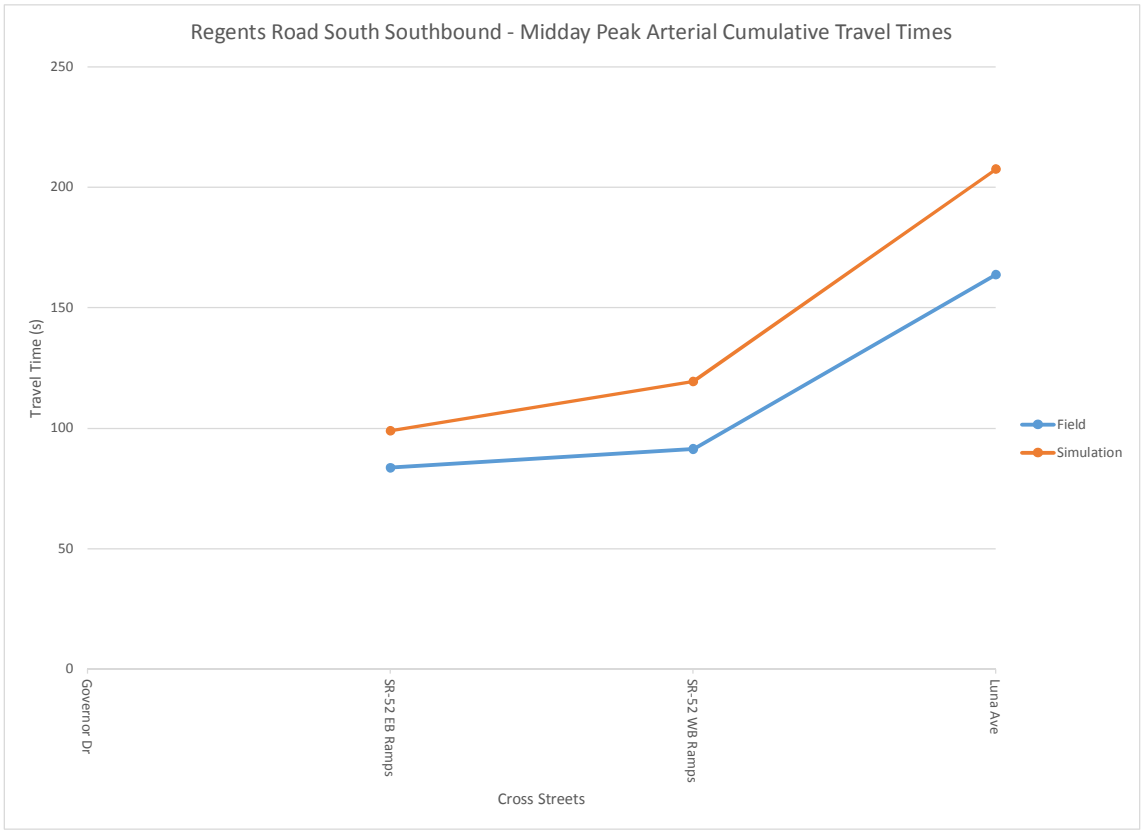


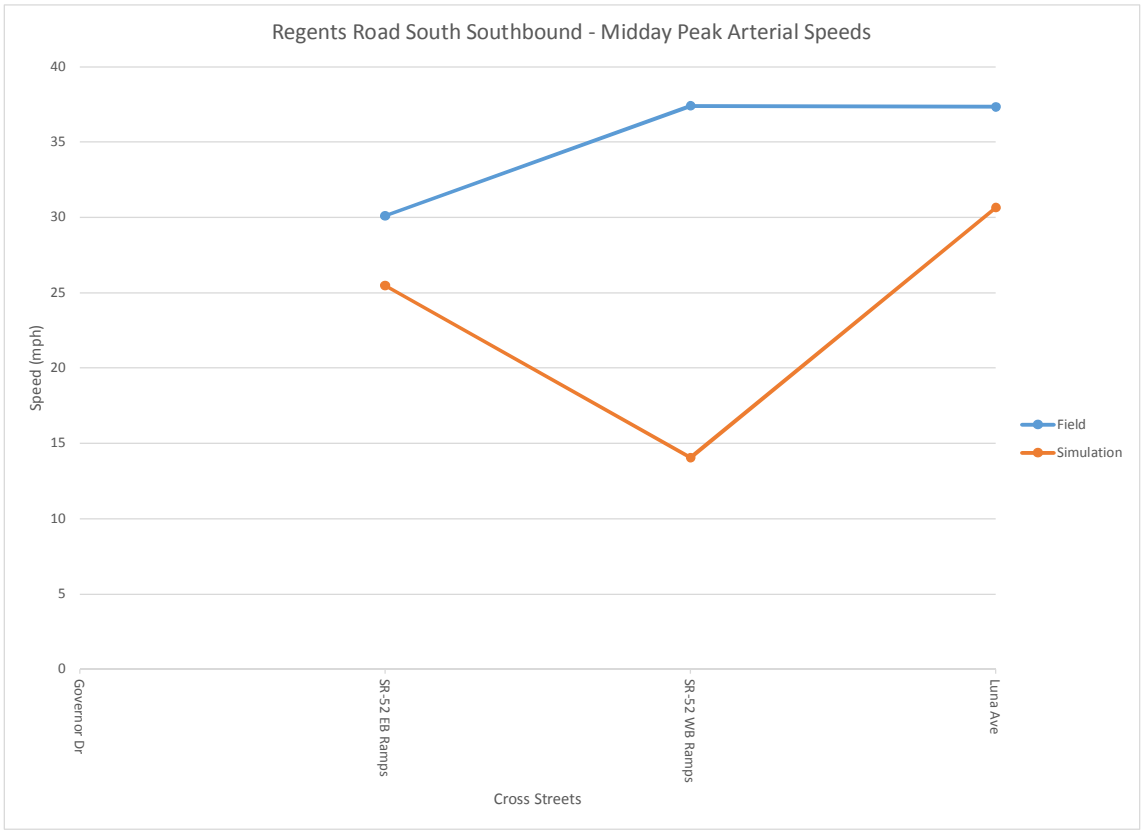
Regents Road (Southern Section) Travel Time: Southbound, AM Peak



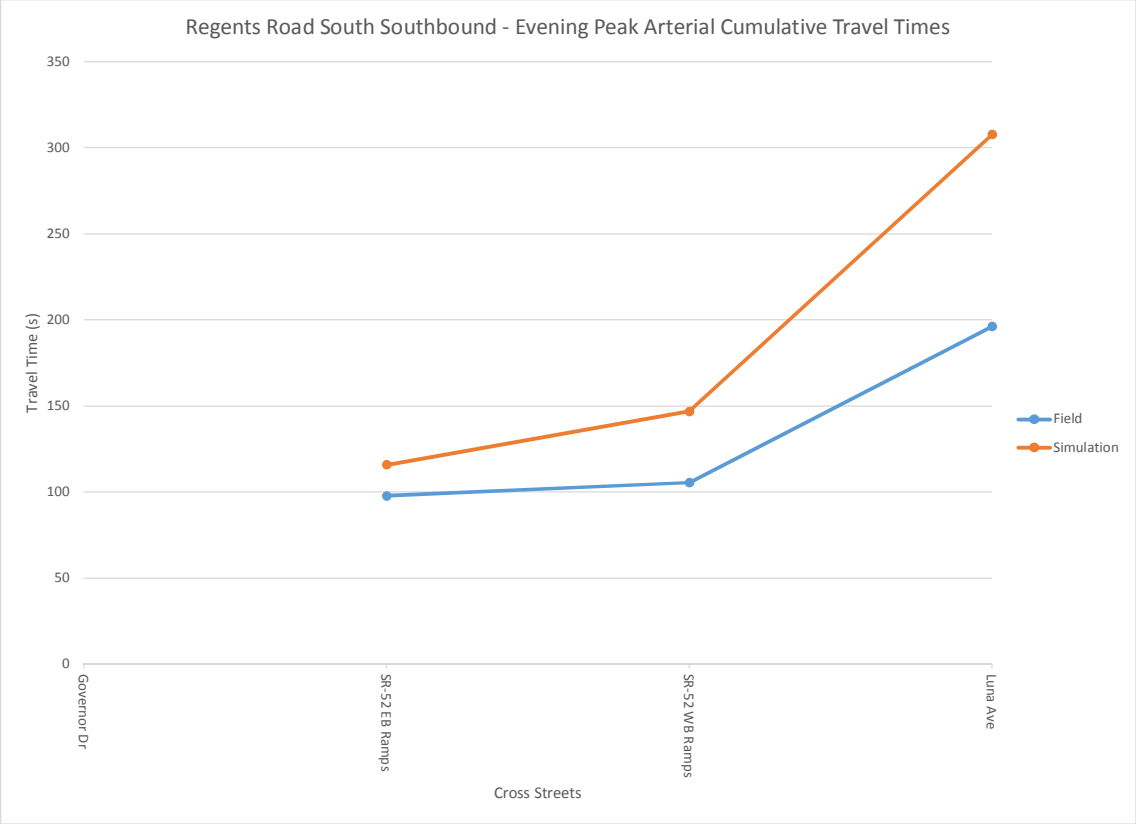


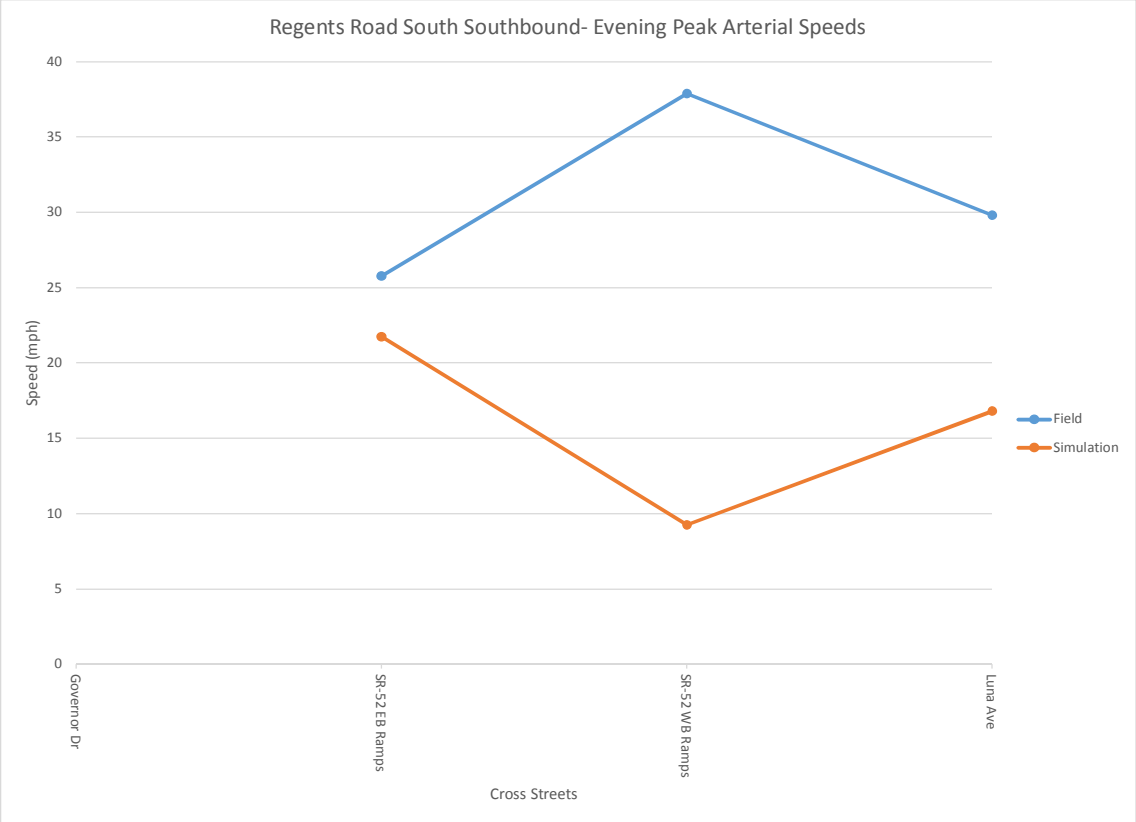
Regents Road (Southern Section) Travel Time: Southbound, Mid-day Peak





Regents Road (Southern Section) Travel Time: Southbound, PM Peak





AM Peak-Hour Arterial Segment Analysis Summary Genesee Avenue

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Genesee Ave					
SR-52 EB Ramps to Governor Dr	NB	217	126	22.2	C
	SB	68	67	41.4	A
Governor Dr to Centurion Sq	NB	65	91	22.1	C
	SB	99	77	26.0	C
Centurion Sq to Decoro St	NB	58	41	26.2	C
	SB	30	39	27.4	C
Decoro St to Nobel Dr	NB	43	43	16.1	**E**
	SB	59	36	19.4	D
Nobel Dr to Esplanade Ct	NB	21	36	20.5	D
	SB	40	41	17.9	D
Esplanade Ct to La Jolla Village Dr	NB	29	53	12.7	**F**
	SB	47	26	25.5	C
La Jolla Village Dr to Executive Sq	NB	15	17	21.5	D
	SB	17	43	8.7	**F**
Executive Square to Executive Dr	NB	8	20	14.1	**E**
	SB	6	11	24.3	C
Executive Dr to Eastgate Mall	NB	57	43	13.7	**E**
	SB	13	24	25.0	C
Eastgate Mall to Regents Rd	NB	38	48	26.3	C
	SB	30	56	22.4	C
Regents Rd to Campus Point Dr	NB	13	31	17.7	D
	SB	14	47	11.7	**F**
Campus Point Dr to Scripps Hospital	NB	16	25	30.7	B
	SB	56	33	23.3	C
Scripps Hospital to I-5 NB Ramps	NB	140	69	17.2	D
	SB	32	50	23.4	C
I-5 NB Ramps to I-5 SB Ramps	NB	26	101	3.9	**F**
	SB	39	31	12.7	**F**
I-5 SB Ramps to Science Center Dr	NB	24	44	25.8	C
	SB	38	60	18.9	D
Science Center Dr to John Hopkins Dr	NB	38	35	36.8	A
	SB	30	36	36.2	A
John Hopkins Drive to N. Torrey Pines Rd	NB	13	18	17.6	D
	SB	8	11	28.3	B
Total	*NB*	*821*	*840*	19.2	D
	SB	*626*	*677*	23.3	C

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).
(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

MID Peak-Hour Arterial Segment Analysis Summary Genesee Avenue

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Genesee Ave					
SR-52 EB Ramps to Governor Dr	NB	85	93	30.1	B
	SB	62	67	41.4	A
Governor Dr to Centurion Sq	NB	52	53	38.2	A
	SB	76	74	27.3	C
Centurion Sq to Decoro St	NB	25	45	23.4	C
	SB	40	31	33.9	B
Decoro St to Nobel Dr	NB	57	30	22.8	C
	SB	18	26	26.3	C
Nobel Dr to Esplanade Ct	NB	26	38	17.7	D
	SB	32	46	16.0	**E**
Esplanade Ct to La Jolla Village Dr	NB	75	92	7.3	**F**
	SB	48	38	17.7	D
La Jolla Village Dr to Executive Sq	NB	12	20	18.5	D
	SB	59	52	7.1	**F**
Executive Square to Executive Dr	NB	43	16	17.6	D
	SB	9	17	16.7	**E**
Executive Dr to Eastgate Mall	NB	17	26	23.1	C
	SB	16	21	28.5	B
Eastgate Mall to Regents Rd	NB	34	46	27.4	C
	SB	29	44	28.6	B
Regents Rd to Campus Point Dr	NB	13	29	19.4	D
	SB	13	22	25.1	C
Campus Point Dr to Scripps Hospital	NB	16	35	22.3	C
	SB	17	39	19.7	D
Scripps Hospital to I-5 NB Ramps	NB	49	92	12.7	**F**
	SB	40	46	25.6	C
I-5 NB Ramps to I-5 SB Ramps	NB	26	29	13.6	**E**
	SB	13	14	28.5	B
I-5 SB Ramps to Science Center Dr	NB	29	38	29.7	B
	SB	67	59	19.3	D
Science Center Dr to John Hopkins Dr	NB	49	52	25.0	C
	SB	28	43	30.0	B
John Hopkins Drive to N. Torrey Pines Rd	NB	9	11	29.2	B
	SB	12	14	22.8	C
Total	*NB*	*617*	*743*	21.5	D
	SB	*579*	*638*	24.6	C

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).
(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

PM Peak-Hour Arterial Segment Analysis Summary Genesee Avenue

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Genesee Ave					
SR-52 EB Ramps to Governor Dr	NB	110	144	19.3	D
	SB	60	80	35.0	B
Governor Dr to Centurion Sq	NB	44	51	39.5	A
	SB	214	104	19.1	D
Centurion Sq to Decoro St	NB	43	44	24.2	C
	SB	88	46	23.1	C
Decoro St to Nobel Dr	NB	20	47	14.6	**E**
	SB	70	143	4.8	**F**
Nobel Dr to Esplanade Ct	NB	17	62	11.8	**F**
	SB	100	38	19.3	D
Esplanade Ct to La Jolla Village Dr	NB	86	86	7.8	**F**
	SB	35	38	17.9	D
La Jolla Village Dr to Executive Sq	NB	29	20	18.6	D
	SB	88	51	7.2	**F**
Executive Square to Executive Dr	NB	37	21	13.1	**E**
	SB	71	26	10.9	**F**
Executive Dr to Eastgate Mall	NB	15	50	12.0	**F**
	SB	126	36	16.4	**E**
Eastgate Mall to Regents Rd	NB	37	52	24.1	C
	SB	42	41	30.7	B
Regents Rd to Campus Point Dr	NB	15	29	19.3	D
	SB	16	25	22.4	C
Campus Point Dr to Scripps Hospital	NB	21	28	27.5	C
	SB	45	59	12.9	**F**
Scripps Hospital to I-5 NB Ramps	NB	77	66	17.8	D
	SB	33	49	23.9	C
I-5 NB Ramps to I-5 SB Ramps	NB	12	13	29.8	B
	SB	13	12	31.7	B
I-5 SB Ramps to Science Center Dr	NB	33	47	24.2	C
	SB	137	96	11.7	**F**
Science Center Dr to John Hopkins Dr	NB	50	51	25.4	C
	SB	70	47	27.6	C
John Hopkins Drive to N. Torrey Pines Rd	NB	9	12	27.0	C
	SB	8	19	16.8	**E**
Total	*NB*	*655*	*822*	19.5	D
	SB	*1216*	*890*	17.6	D

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).
(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

AM Peak-Hour Arterial Segment Analysis Summary

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
La Jolla Village Drive					
Torrey Pines Rd to La Jolla Scenic Dr	EB	10	46	6.6	**F**
	WB	9	12	25.3	D
La Jolla Scenic Dr to Villa La Jolla Dr	EB	33	63	24.9	D
	WB	47	64	24.5	D
Villa La Jolla Dr to I-5 SB Off-Ramp	EB	28	25	26.6	D
	WB	58	83	7.9	**F**
I-5 SB Off-Ramp to I-5 NB Ramps	EB	35	46	14.3	**F**
	WB	66	64	10.2	**F**
I-5 NB Ramps to Lebon Dr	EB	53	58	17.1	**E**
	WB	36	42	23.5	D
Lebon Dr to Regents Rd	EB	29	78	15.2	**F**
	WB	29	50	23.8	D
Regents Rd to Genesee Ave	EB	58	101	9.1	**F**
	WB	39	46	20.2	**E**
Genesee Ave to Executive Way	EB	40	36	26.5	D
	WB	68	211	4.5	**F**
Executive Way to Towne Center Dr	EB	16	21	23.7	D
	WB	33	43	11.7	**F**
Towne Center Dr to I-805 SB Ramps	EB	62	55	25.3	D
	WB	80	78	17.8	**E**
I-805 SB Ramps to I-805 NB Ramps	EB	17	51	14.0	**F**
	WB	54	184	3.9	**F**
I-805 NB Ramps to Nobel Dr	EB	34	51	26.6	D
	WB	45	50	27.5	C
Miramar Road					
Nobel Dr to Eastgate Mall	EB	25	36	27.6	C
	WB	21	29	34.5	B
Eastgate Mall to Miramar Mall	EB	16	28	27.2	C
	WB	29	42	18.0	**E**
Miramar Mall to Miramar Place	EB	34	35	26.1	D
	WB	19	50	18.0	**E**
Miramar Place to Camino Sante Fe	EB	36	41	30.3	C
	WB	30	53	23.1	D
Total	*EB*	*526*	*770*	*19.6*	***E***
	WB	*663*	*1101*	*13.7*	***F***

Notes:

(a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

MID Peak-Hour Arterial Segment Analysis Summary

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
La Jolla Village Drive					
Torrey Pines Rd to La Jolla Scenic Dr	EB	10	16	19.0	**E**
	WB	9	10	31.1	C
La Jolla Scenic Dr to Villa La Jolla Dr	EB	33	90	15.3	**F**
	WB	47	8	24.5	D
Villa La Jolla Dr to I-5 SB Off-Ramp	EB	28	29	23.2	D
	WB	58	50	13.1	**F**
I-5 SB Off-Ramp to I-5 NB Ramps	EB	35	29	22.3	D
	WB	66	141	4.7	**F**
I-5 NB Ramps to Lebon Dr	EB	53	43	22.8	D
	WB	36	35	28.2	C
Lebon Dr to Regents Rd	EB	29	70	17.0	**E**
	WB	29	41	29.1	C
Regents Rd to Genesee Ave	EB	58	76	12.1	**F**
	WB	39	52	17.7	**E**
Genesee Ave to Executive Way	EB	40	45	20.9	**E**
	WB	68	55	17.1	**E**
Executive Way to Towne Center Dr	EB	16	27	18.4	**E**
	WB	33	23	21.4	D
Towne Center Dr to I-805 SB Ramps	EB	62	35	14.8	**F**
	WB	80	42	20.7	**E**
Total	*EB*	*364*	*425*	*19.9*	***E***
	WB	*465*	*761*	*16.4*	***E***

Notes:

(a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

PM Peak-Hour Arterial Segment Analysis Summary

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
La Jolla Village Drive					
Torrey Pines Rd to La Jolla Scenic Dr	EB	10	34	8.9	**F**
	WB	11	17	18.0	**E**
La Jolla Scenic Dr to Villa La Jolla Dr	EB	55	447	3.5	**F**
	WB	39	46	34.4	B
Villa La Jolla Dr to I-5 SB Off-Ramp	EB	25	24	28.0	C
	WB	20	45	14.7	**F**
I-5 SB Off-Ramp to I-5 NB Ramps	EB	13	29	22.9	D
	WB	25	47	13.8	**F**
I-5 NB Ramps to Lebon Dr	EB	42	67	14.8	**F**
	WB	31	34	28.6	C
Lebon Dr to Regents Rd	EB	73	84	14.1	**F**
	WB	48	60	19.9	**E**
Regents Rd to Genesee Ave	EB	27	53	17.3	**E**
	WB	100	80	11.5	**F**
Genesee Ave to Executive Way	EB	55	79	12.0	**F**
	WB	38	47	20.4	**E**
Executive Way to Towne Center Dr	EB	29	186	2.7	**F**
	WB	15	94	5.3	**F**
Towne Center Dr to I-805 SB Ramps	EB	29	51	27.4	C
	WB	36	99	13.9	**F**
I-805 SB Ramps to I-805 NB Ramps	EB	12	38	18.6	**E**
	WB	16	36	19.6	**E**
I-805 NB Ramps to Nobel Dr	EB	45	61	22.2	D
	WB	38	54	25.1	D
Miramar Road					
Nobel Dr to Eastgate Mall	EB	22	47	21.2	D
	WB	22	31	32.8	C
Eastgate Mall to Miramar Mall	EB	15	27	28.0	C
	WB	61	158	4.8	**F**
Miramar Mall to Miramar Place	EB	25	31	29.2	C
	WB	36	41	22.0	D
Miramar Place to Camino Sante Fe	EB	69	54	23.1	D
	WB	31	37	33.3	C
Total	*EB*	*546*	*1311*	*11.5*	***F***
	WB	*567*	*926*	*16.3*	***E***

Notes:

(a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).

(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

AM Peak-Hour Arterial Segment Analysis Summary Nobel Dr

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Nobel Drive					
Villa La Jolla Dr to La Jolla Village Sq	EB	27	40.7	10.9	**F**
	WB	35	24.0	18.5	D
La Jolla Village Sq to I-5 SB On-Ramp	EB	11	11.1	19.8	D
	WB	14	25.7	8.6	**F**
I-5 SB On-Ramp to I-5 NB Off-Ramp	EB	11	22.4	11.7	**F**
	WB	8	8.6	30.6	B
I-5 NB Off-Ramp to Caminito Plaza Centro	EB	30	26.1	14.9	**E**
	WB	14	41.1	9.4	**F**
Caminito Plaza Centro to Lebon Dr	EB	42	42.3	11.3	**F**
	WB	23	25.2	19.0	D
Lebon Dr to Regents Rd	EB	52	54.8	22.6	C
	WB	61	57.6	21.5	D
Regents Rd to Costa Verde Blvd	EB	29	41.2	14.9	**E**
	WB	49	54.9	11.2	**F**
Coste Verde Blvd to Genesee Ave	EB	46	73.0	8.4	**F**
	WB	23	44.2	13.9	**E**
Genesee Ave to Lombard Pl	EB	24	22.8	18.1	D
	WB	52	61.1	6.8	**F**
Lombard Pl to Towne Center Dr	EB	32	43.5	18.7	D
	WB	25	39.9	20.3	D
Towne Center Dr to Shoreline Dr	EB	48	77.8	22.3	C
	WB	72	69.4	25.0	C
Shoreline Dr to Judicial Dr	EB	26	36.4	29.5	B
	WB	34	58.0	18.5	D
Judicial Dr to I-805 SB On-Ramp	EB	15	21.8	23.7	C
	WB	19	21.8	23.7	C
I-805 SB On-Ramp to I-805 NB Off-Ramp	EB	20	41.0	12.1	**F**
	WB	17	15.1	32.7	B
I-805 NB Off-Ramp to Avenue of Flags	EB	17	24.0	30.3	B
	WB	30	31.9	22.8	C
Avenue of Flags to Miramar Rd	EB	55	88.8	10.7	**F**
	WB	25	28.1	33.8	B
Total	EB	*485*	*668*	16.3	**E**
	WB	*501*	*607*	18.0	D

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).
(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

MID Peak-Hour Arterial Segment Analysis Summary Nobel Dr

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Nobel Drive					
Villa La Jolla Dr to La Jolla Village Sq	EB	32	43.2	10.3	**F**
	WB	40	24.7	18.0	D
La Jolla Village Sq to I-5 SB On-Ramp	EB	24	41.0	5.4	**F**
	WB	18	30.6	7.2	**F**
I-5 SB On-Ramp to I-5 NB Off-Ramp	EB	13	14.3	18.4	D
	WB	9	8.6	30.6	B
I-5 NB Off-Ramp to Caminito Plaza Centro	EB	12	19.7	19.2	D
	WB	23	24.0	15.8	**E**
Caminito Plaza Centro to Lebon Dr	EB	33	32.0	15.3	**E**
	WB	23	24.6	19.8	D
Lebon Dr to Regents Rd	EB	50	49.7	24.9	C
	WB	54	54.7	22.7	C
Regents Rd to Costa Verde Blvd	EB	31	49.0	12.5	**F**
	WB	32	35.2	17.4	D
Coste Verde Blvd to Genesee Ave	EB	50	64.5	9.5	**F**
	WB	38	47.3	13.0	**E**
Genesee Ave to Lombard Pl	EB	14	23.0	18.9	D
	WB	52	73.2	5.9	**F**
Lombard Pl to Towne Center Dr	EB	23	41.1	19.2	D
	WB	39	47.6	16.6	**E**
Towne Center Dr to Shoreline Dr	EB	44	55.3	31.3	B
	WB	72	66.6	26.0	C
Shoreline Dr to Judicial Dr	EB	33	35.4	30.4	B
	WB	31	44.5	24.2	C
Judicial Dr to I-805 SB On-Ramp	EB	19	22.1	23.4	C
	WB	17	26.3	19.6	D
I-805 SB On-Ramp to I-805 NB Off-Ramp	EB	28	35.9	13.8	**E**
	WB	12	15.1	32.7	B
I-805 NB Off-Ramp to Avenue of Flags	EB	20	28.3	25.8	C
	WB	26	31.8	23.0	C
Avenue of Flags to Miramar Rd	EB	46	71.0	13.3	**E**
	WB	25	29.7	31.8	B
Total	EB	*472*	*626*	17.5	D
	WB	*511*	*585*	18.7	D

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).
(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

PM Peak-Hour Arterial Segment Analysis Summary Nobel Dr

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Nobel Drive					
Villa La Jolla Dr to La Jolla Village Sq	EB	36	47.8	9.3	**F**
	WB	52	25.9	17.1	D
La Jolla Village Sq to I-5 SB On-Ramp	EB	37	30.6	7.2	**F**
	WB	34	28.0	7.9	**F**
I-5 SB On-Ramp to I-5 NB Off-Ramp	EB	9	24.9	10.6	**F**
	WB	9	8.6	30.6	B
I-5 NB Off-Ramp to Caminito Plaza Centro	EB	37	21.0	18.4	D
	WB	26	38.1	10.2	**F**
Caminito Plaza Centro to Lebon Dr	EB	42	46.2	10.4	**F**
	WB	19	26.7	18.0	D
Lebon Dr to Regents Rd	EB	85	81.3	15.2	**E**
	WB	58	59.6	20.8	D
Regents Rd to Costa Verde Blvd	EB	30	60.9	10.1	**F**
	WB	52	81.0	7.6	**F**
Coste Verde Blvd to Genesee Ave	EB	54	69.6	8.8	**F**
	WB	18	69.2	8.9	**F**
Genesee Ave to Lombard Pl	EB	26	22.2	19.0	D
	WB	71	79.6	5.3	**F**
Lombard Pl to Towne Center Dr	EB	48	57.1	14.0	**E**
	WB	50	52.3	15.3	**E**
Towne Center Dr to Shoreline Dr	EB	43	59.0	29.4	B
	WB	72	73.9	23.5	C
Shoreline Dr to Judicial Dr	EB	32	38.1	28.2	B
	WB	39	51.2	21.0	D
Judicial Dr to I-805 SB On-Ramp	EB	19	22.8	22.6	C
	WB	23	31.6	16.3	**E**
I-805 SB On-Ramp to I-805 NB Off-Ramp	EB	34	39.1	12.6	**F**
	WB	12	15.1	32.7	B
I-805 NB Off-Ramp to Avenue of Flags	EB	21	24.0	30.0	B
	WB	23	30.9	23.3	C
Avenue of Flags to Miramar Rd	EB	37	102.3	9.4	**F**
	WB	25	28.4	33.7	B
Total	EB	*590*	*747*	14.7	**E**
	WB	*583*	*700*	15.6	**E**

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).
(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

AM Peak-Hour Arterial Segment Analysis Summary Regents Road (N)

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Regents Road (N)					
Arriba St to Berino Ct	NB	38	48	13.0	**F**
	SB	30	41	14.9	**E**
Berino Ct to Nobel Dr	NB	67	54	22.0	D
	SB	33	43	27.8	C
Nobel Dr to Mahaila Ave	NB	26	31	17.1	D
	SB	39	49	10.6	**F**
Mahaila Ave to La Jolla Village Dr	NB	75	72	6.4	**F**
	SB	21	26	18.1	D
La Jolla Village Dr to Regents Park Row	NB	31	32	9.6	**F**
	SB	60	52	5.8	**F**
Regents Park Row to Executive Dr	NB	73	29	20.9	D
	SB	35	35	17.5	D
Executive Dr to Eastgate Mall	NB	47	31	13.9	**E**
	SB	20	20	21.9	D
Eastgate Mall to Country Day Ln	NB	15	26	17.3	D
	SB	17	22	20.5	D
Country Day Ln to Genesee Ave	NB	44	18	31.3	B
	SB	34	47	11.6	**F**
Total	*NB*	*416*	*339*	15.0	**E**
	SB	*289*	*335*	15.1	**E**

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).
(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

MID Peak-Hour Arterial Segment Analysis Summary Regents Road (N)

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Regents Road (N)					
Arriba St to Berino Ct	NB	39	26	23.6	C
	SB	28	36	17.1	D
Berino Ct to Nobel Dr	NB	50	53	22.5	C
	SB	36	35	34.1	B
Nobel Dr to Mahaila Ave	NB	18	25	21.0	D
	SB	34	59	8.8	**F**
Mahaila Ave to La Jolla Village Dr	NB	57	64	7.2	**F**
	SB	20	19	23.9	C
La Jolla Village Dr to Regents Park Row	NB	23	25	12.5	**F**
	SB	34	54	5.7	**F**
Regents Park Row to Executive Dr	NB	26	30	20.7	D
	SB	35	34	18.0	D
Executive Dr to Eastgate Mall	NB	20	20	21.9	D
	SB	25	22	19.8	D
Eastgate Mall to Country Day Ln	NB	14	19	23.0	C
	SB	16	21	21.7	D
Country Day Ln to Genesee Ave	NB	44	18	31.3	B
	SB	35	34	16.0	**E**
Total	*NB*	*291*	*279*	18.2	**E**
	SB	*263*	*314*	16.2	**E**

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).
(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

PM Peak-Hour Arterial Segment Analysis Summary Regents Road (N)

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Regents Road (N)					
Arriba St to Berino Ct	NB	24	40	15.4	**E**
	SB	44	40	15.5	**E**
Berino Ct to Nobel Dr	NB	76	58	20.3	D
	SB	38	43	27.3	C
Nobel Dr to Mahaila Ave	NB	25	34	15.5	**E**
	SB	34	50	10.4	**F**
Mahaila Ave to La Jolla Village Dr	NB	31	51	9.2	**F**
	SB	20	34	13.5	**E**
La Jolla Village Dr to Regents Park Row	NB	23	22	13.7	**E**
	SB	44	54	5.7	**F**
Regents Park Row to Executive Dr	NB	33	37	16.6	**E**
	SB	86	51	12.1	**F**
Executive Dr to Eastgate Mall	NB	16	22	19.6	D
	SB	36	32	13.3	**E**
Eastgate Mall to Country Day Ln	NB	32	20	22.4	C
	SB	30	38	11.6	**F**
Country Day Ln to Genesee Ave	NB	36	18	31.3	B
	SB	53	42	13.3	**E**
Total	*NB*	*296*	*301*	16.8	**E**
	SB	*385*	*384*	13.2	**E**

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).
(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

AM Peak-Hour Arterial Segment Analysis Summary Regents Road (S)

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Regents Road (S)					
Luna Ave to SR-52 WB Ramps	NB	38	256	10.5	**F**
	SB	30	82	32.5	C
SR-52 WB Ramps to SR-52 EB Ramps	NB	67	28	11.7	**F**
	SB	33	27	12.0	**F**
SR-52 EB Ramps to Governor Dr	NB	26	77	31.6	C
	SB	39	79	30.7	C
Total	*NB*	*131*	*361*	15.1	F
	SB	*102*	*189*	28.8	C

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).
(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

MID Peak-Hour Arterial Segment Analysis Summary Regents Road (S)

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Regents Road (S)					
Luna Ave to SR-52 WB Ramps	NB	39	68	39.6	B
	SB	28	54	49.9	A
SR-52 WB Ramps to SR-52 EB Ramps	NB	50	19	16.7	**E**
	SB	36	13	24.4	D
SR-52 EB Ramps to Governor Dr	NB	18	67	36.3	B
	SB	34	68	36.1	B
Total	*NB*	*107*	*154*	26.1	D
	SB	*98*	*135*	23.9	C

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).
(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

PM Peak-Hour Arterial Segment Analysis Summary Regents Road (S)

ROADWAY SEGMENT	DIRECTION	TRAVEL TIME (S)		SIMULATION	
		FIELD	SIMULATION	SPEED (a)	LOS (b)
Regents Road (S)					
Luna Ave to SR-52 WB Ramps	NB	24	109	24.6	D
	SB	44	126	21.2	D
SR-52 WB Ramps to SR-52 EB Ramps	NB	76	23	13.9	**F**
	SB	38	25	13.2	**F**
SR-52 EB Ramps to Governor Dr	NB	25	76	32.0	C
	SB	34	77	31.9	C
Total	*NB*	*125*	*209*	26.1	D
	SB	*116*	*227*	23.9	D

Notes: (a) Speed is calculated as the roadway segment distance divided by the travel time in miles per hour (mph).
(b) The arterial LOS is based on average through-vehicle travel speed for the segment or for the entire street under consideration and is influenced both by the number of signals per mile and by the intersection control delay.

APPENDIX H

FREEWAY FACTORS AND RAMP METER RATES

2016 Traffic Volumes on California State Highways



2016 TRAFFIC VOLUMES

ON THE CALIFORNIA STATE HIGHWAY SYSTEM

STATE OF CALIFORNIA

THE TRANSPORTATION AGENCY

DEPARTMENT OF TRANSPORTATION

DIVISION OF TRAFFIC OPERATIONS

Sacramento, CA 95814

916-654-4578

Prepared in Cooperation with the

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

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PREFACE

Traffic Trend

A comparison of the 2016 over 2015 annual traffic volume data shows that state highway travel increased in 2016. This year's increase in vehicle miles of travel on California highways compares with prior years as follows:

∗2016 over 2015…… ….+ 2.62%
∗2015 over 2014……. + 6.67%
2014 over 2013…….....+ 1.20%
2013 over 2012…….....…...+0.61%
2012 over 2011……...- 0.31%

Traffic Profile

This booklet lists 2016 traffic volumes for all count locations on the California state highway system. Peak hours, peak month ADTs and annual ADTs are shown at each count location. Significant volume changes (breakpoints) in the traffic profile along each route are counted and identified by name and milepost value. In addition to the profile breakpoints, the booklet lists county lines and landmarks to aid in orientation.

The numbers shown in this booklet apply to the highway immediately back and ahead of the locations. Therefore, between any two successive breakpoints along the route it may be assumed that traffic volumes will vary from one breakpoint to the next at a reasonably uniform rate of increase or decrease. Where only a single set of figures appears between two breakpoints, a constant volume of traffic may be assumed for the intervening section of highway.

All traffic volume figures listed in this booklet include traffic in both directions unless otherwise indicated.

Route Number

All California state highways are listed in this booklet in order of Legislative Route number.

Milepost

Each profile breakpoint is identified by the milepost value corresponding to that point on the highway. The milepost values increase from the beginning of a route within a county to the next county line. The milepost values start over again at each county line. Milepost values usually increase from South to North or West to East depending upon the general direction the route follows within the state.

The milepost at a given location will remain the same year after year. When a section of road is relocated, new mileposts (usually noted by an alphabetical prefix such as "R" or "M") are established for it.

% Change from Previous Year's Yearly Totals published in State of California, The Transportation Agency, Department of Transportation's Collision Data on California State Highways.

* Based on the Traffic Data Branch's Estimated Monthly Vehicle Miles of Travel Report.

Annual Average Daily Traffic (Annual ADT)

Annual average daily traffic is the total traffic volume for the year divided by 365* days. The traffic count year is from October 1st through September 30th. Very few locations in California are actually counted continuously. Traffic counting is generally performed by electronic counting instruments moved from location to location throughout the State in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present. Annual ADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways and other purposes.

Peak Month ADT

The peak month ADT is the average daily traffic for the month of heaviest traffic flow. This data is obtained because on many routes, high traffic volumes which occur during a certain season of the year are more representative of traffic conditions than the annual ADT.

Peak Hour

This publication includes an estimate of the "peak hour" traffic at all points on the state highway system. This value is useful to traffic engineers in estimating the amount of congestion experienced, and shows how near to capacity the highway is operating. Unless otherwise indicated, peak hour values indicate the volume in both directions.

A few hours each year are higher than the "peak hour," but not many. In urban and suburban areas, the peak hour normally occurs every weekday, during what is considered "rush hour" traffic. On roads with large seasonal fluctuations in traffic, the peak hour is the hour near the maximum for the year but excluding a few (30 to 50 hours) that are exceedingly high and are not typical of the frequency of the high hours occurring during the season.

Peak Hour Traffic Directional Split

The Peak Hour Traffic Directional Split listing is given after the last route. The listing is by district, route, control station, milepost, leg, one-way peak hour volume (1-way PHV) and shows the 2-way peak hour percent of AADT (K Factor), the percent traffic in the peak direction (D Factor), the 1-way peak hour percent of AADT (KD Factor), the ending hour, day, and month for the AM and the PM peak hours. The data given is for the latest year available at each of the control stations counted in the last three years. A glossary is also included.

*

2016 Traffic Volumes

Dist	Route	County		Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
11	005	SD		2.312	SAN DIEGO, DAIRY MART ROAD	5100	62000	57000	6300	77000	76000
11	005	SD		3.1	SAN DIEGO, JCT. RTE. 905	6300	77000	76000	8900	115000	114000
11	005	SD		4.042	SAN DIEGO, CORONADO AVENUE	9400	122000	121000	10300	136000	135000
11	005	SD		4.632	JCT. RTE. 75 WEST	10300	136000	135000	12700	166000	160000
11	005	SD		5.404	SAN DIEGO, MAIN STREET	12700	166000	160000	13800	164000	162000
11	005	SD		6.056	CHULA VISTA, PALOMAR STREET	13800	164000	162000	13500	160000	158000
11	005	SD		6.807	CHULA VISTA, L STREET	13500	160000	158000	14600	172000	171000
11	005	SD		7.3	CHULA VISTA, J STREET	14600	172000	171000	14600	176000	175000
11	005	SD		7.812	CHULA VISTA, H STREET	14600	176000	175000	13800	185000	170000
11	005	SD		8.562	E STREET	13800	185000	170000	11300	138000	132000
11	005	SD		9.396	JCT. RTE. 54	11300	138000	132000	16100	197000	190000
11	005	SD	R	10.042	NATIONAL CITY, 24TH STREET	16100	197000	190000	16000	195000	189000
11	005	SD	R	10.749	NATIONAL CITY, 9TH STREET	16000	195000	189000	15100	188000	180000
11	005	SD	R	11.129	8TH STREET	15100	188000	180000	15400	212000	196000
11	005	SD	R	11.66	SAN DIEGO, DIVISION/MAIN STREETS	15400	212000	196000	16500	204000	203000
11	005	SD	R	12.647	JCT. RTE. 15 NORTH	16500	204000	203000	13300	177000	167000
11	005	SD	R	13.386	SAN DIEGO, 28TH STREET	13300	177000	167000	13300	177000	171000
11	005	SD	R	14.077	SAN DIEGO, JCT. RTE. 75 SOUTH	13300	177000	171000	13500	180000	173000
11	005	SD	R	14.74	J STREET	13500	180000	173000	13800	189000	178000
11	005	SD	R	15.036	SAN DIEGO, JCT. RTE. 94	13800	189000	178000	17700	245000	229000
11	005	SD	R	15.405	SAN DIEGO, PERSHING DRIVE	17700	245000	229000	17700	245000	229000
11	005	SD	R	16.069	SAN DIEGO, JCT. RTE. 163	17700	245000	229000	17100	237000	219000
11	005	SD	R	16.311	SAN DIEGO, SIXTH AVENUE	17100	237000	219000	17100	237000	219000
11	005	SD	R	16.589	SAN DIEGO, FIRST AVENUE	17100	237000	219000	13200	186000	174000
11	005	SD	R	16.912	SAN DIEGO, HAWTHORN STREET	13200	186000	174000	16300	226000	207000
11	005	SD	R	17.25	SAN DIEGO, INDIA/SASSAFRAS STREETS	16300	226000	207000	15800	218000	201000
11	005	SD	R	17.53	PACIFIC HIGHWAY VIADUCT	15800	218000	201000	13900	166000	158000
11	005	SD	R	17.77	SAN DIEGO, SASSAFRAS STREET	13900	166000	158000	12400	164000	154000
11	005	SD	R	18.283	SAN DIEGO, WASHINGTON STREET	12400	164000	154000	16300	218000	203000
11	005	SD	R	19.033	SAN DIEGO, OLD TOWN AVENUE	16300	218000	203000	16200	238000	205000
11	005	SD	R	20.056	JCT. RTE. 8/CAMINO DEL RIO	16200	238000	205000	16300	237000	207000
11	005	SD	R	20.818	SAN DIEGO, MISSION BAY DRIVE/SEA WORLD DRIVE	16300	237000	207000	17500	237000	222000
11	005	SD	R	22.262	CLAIREMONT DRIVE	17500	237000	222000	17000	210000	205000
11	005	SD	R	22.872	SAN DIEGO, DE ANZA ROAD	17000	210000	205000	13700	168000	163000
11	005	SD	R	23.476	SAN DIEGO, BALBOA AVENUE	13700	168000	163000	12600	153000	147000
11	005	SD	R	23.93	SAN DIEGO, MISSION BAY DRIVE	12600	153000	147000	15900	208000	201000
11	005	SD	R	25.947	JCT. RTE. 52 EAST	15900	208000	201000	13800	192000	187000

Dist	Route	County		Postmile		Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
11	005	SD	R	26.79		SAN DIEGO, GILMAN DRIVE	13800	192000	187000	12600	176000	169000
11	005	SD	R	28.159		SAN DIEGO, NOBEL DRIVE	12600	176000	169000	11100	156000	148000
11	005	SD	R	28.428		SAN DIEGO, LA JOLLA DRIVE	11100	156000	148000	11700	163000	162000
11	005	SD	R	29.463		SAN DIEGO, GENESEE AVENUE	11700	163000	162000	12200	170000	169000
11	005	SD	R	30.426	R	SAN DIEGO, SORRENTO VLY RD,BEGIN RIGHT ALIGN				6700	81000	75000
11	005	SD	R	30.682	R	SAN DIEGO, NORTH JCT. RTE. 805	6700	81000	75000	6200	81000	75000
11	005	SD	R	31.188	R	END RIGHT ALIGN	8000	117000	109000			
11	005	SD	R	30.345	L	BEG LEFT ALIGN				5900	75000	69000
11	005	SD	R	30.426	L	SAN DIEGO, SORRENTO VALLEY ROAD	5900	75000	69000	5900	75000	69000
11	005	SD	R	30.682	L	SAN DIEGO, NORTH JCT RTE 805	5900	75000	69000	8100	109000	102000
11	005	SD	R	31.155	L	END LEFT ALIGN	8100	109000	102000			
11	005	SD	R	31.805		SAN DIEGO, CARMEL MOUNTAIN ROAD	15300	226000	211000	15300	226000	211000
11	005	SD	R	32.841		JCT. RTE. 56	15300	226000	211000	15300	226000	211000
11	005	SD	R	32.901		SAN DIEGO, CARMEL VALLEY ROAD	15300	226000	211000	16900	259000	256000
11	005	SD	R	34.134		SAN DIEGO, DEL MAR HEIGHTS ROAD	16900	259000	256000	16600	255000	254000
11	005	SD	R	36.266		VIA DE LA VALLE	16600	255000	254000	17100	248000	235000
11	005	SD	R	37.384		SOLANA BEACH, LOMAS SANTA FE DRIVE	17100	248000	235000	16500	249000	236000
11	005	SD	R	38.624		MANCHESTER AVENUE	16500	249000	236000	14500	221000	208000
11	005	SD	R	39.83		BIRMINGHAM DRIVE	14500	221000	208000	14500	221000	205000
11	005	SD	R	40.597		ENCINITAS, SANTA FE DRIVE	14500	221000	205000	14300	217000	210000
11	005	SD	R	41.509		ENCINITAS BOULEVARD	14300	217000	210000	15500	223000	211000
11	005	SD	R	42.712		LEUCADIA BOULEVARD	15500	223000	211000	15400	223000	208000
11	005	SD	R	44.071		LEUCADIA, LA COSTA AVENUE	15400	223000	208000	15100	218000	204000
11	005	SD	R	45.571		CARLSBAD, POINSETTIA LANE	15100	218000	204000	15000	216000	201000
11	005	SD	R	47.032		CARLSBAD, PALOMAR AIRPORT ROAD	15000	216000	201000	14900	214000	198000
11	005	SD	R	47.975		CARLSBAD, CANNON ROAD	14900	214000	198000	14100	216000	201000
11	005	SD	R	49.278		TAMARACK AVENUE	14100	216000	201000	14800	202000	198000
11	005	SD	R	50.106		CARLSBAD, CARLSBAD VILLAGE DRIVE	14800	202000	198000	14800	200000	196000
11	005	SD	R	50.684		CARLSBAD, LAS FLORES DRIVE	14800	200000	196000	14700	202000	198000
11	005	SD	R	51.201		JCT. RTE. 78 EAST	14700	202000	198000	14600	220000	207000
11	005	SD	R	51.466		OCEANSIDE, CASSIDY STREET	14600	220000	207000	15300	216000	206000
11	005	SD	R	51.847		OCEANSIDE, CALIFORNIA STREET	15300	216000	206000	15900	227000	205000
11	005	SD	R	52.298		OCEANSIDE, OCEANSIDE BOULEVARD	15900	227000	205000	15900	218000	206000
11	005	SD	R	53.43		MISSION AVENUE	15900	218000	206000	13200	184000	171000
11	005	SD	R	53.932		JCT. RTE. 76	13200	184000	171000	12100	169000	158000
11	005	SD	R	54.39		HARBOR DRIVE/VANDERGRIFT	12100	169000	158000	11000	152000	134000
11	005	SD	R	62.078		LAS PULGAS ROAD	11400	148000	134000	11000	148000	133000

Dist	Route	County	Postmile		Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
03	051	SAC	5.498		SACRAMENTO, MARCONI AVENUE	12100	164000	157800	9900	140000	134200
03	051	SAC	5.783		SACRAMENTO, AUBURN BOULEVARD	9900	140000	134200	9900	140000	134200
03	051	SAC	5.963		SACRAMENTO, HOWE AVENUE	9900	140000	134200	9900	141000	136000
03	051	SAC	6.213		SACRAMENTO, BELL STREET	9900	141000	136000	9900	139000	134400
03	051	SAC	6.788		SACRAMENTO, FULTON AVENUE	9900	139000	134400	11100	155000	148600
03	051	SAC	7.701		SACRAMENTO, AUBURN BOULEVARD	11100	155000	148600	10400	144000	138000
03	051	SAC	7.969		SACRAMENTO, WATT AVENUE	10400	144000	138000	10200	142000	136000
03	051	SAC	8.86		JCT. RTE. 80 WEST	10100	133000	129000			
11	052	SD	.324		JCT. RTE. 5				7500	93000	85000
11	052	SD	1.346		REGENTS ROAD	7500	93000	85000	6900	85000	83000
11	052	SD	2.292		SAN DIEGO, GENESEE AVENUE	6900	85000	83000	7600	93000	89000
11	052	SD	3.761		JCT. RTE. 805	7600	93000	89000	9600	111000	107000
11	052	SD	5.494		CONVOY STREET	9600	111000	107000	9500	111000	107000
11	052	SD	6.602		JCT. RTE. 163	9500	111000	107000	8700	96000	94000
11	052	SD	6.926		KEARNEY VILLA OC	8700	96000	94000	8700	96000	94000
11	052	SD	7.314		JCT. RTE. 15	8700	96000	94000	8700	104000	100000
11	052	SD	8.713		SANTO ROAD	8700	104000	100000	8200	99000	96000
11	052	SD	13.273		MAST BOULEVARD	8000	99000	96000	7100	85000	83000
11	052	SD	13.972		MISSION GORGE	7100	85000	83000	7200	86000	83000
11	052	SD	14.962		JCT. RTE. 125	7200	86000	83000	7600	83000	80000
11	052	SD	16.144		CUYAMACA STREET	7600	83000	80000	7000	80000	77000
11	052	SD	17.22		JCT. RTE. 67	7000	80000	77000			
01	053	LAK	0		LOWER LAKE, JCT. RTE. 29				2000	19000	17000
01	053	LAK	1.47		LAKESHORE DRIVE, OLD STATE HIGHWAY	2000	19000	17000	2100	19000	17500
01	053	LAK	2.96		CLEARLAKE HIGHLANDS, 40TH AVENUE	2100	19000	17500	830	9000	8300
01	053	LAK	7.445		JCT. RTE. 20	550	6100	5600			
11	054	SD	0	R	JCT. RTE. 5, BEGIN RIGHT ALIGN				4900	57000	56000
11	054	SD	.401	R	NATIONAL CITY BOULEVARD	4900	57000	56000	4800	62000	61000
11	054	SD	.899	R	NATIONAL CITY, HIGHLAND AVENUE OC	4800	62000	61000	5200	67000	64000
11	054	SD	1.753	R	END RIGHT ALIGN	5200	67000	64000			
11	054	SD	0	L	WB OFF TO SB 5, BEGIN LEFT ALIGN				3750	52000	51000
11	054	SD	.406	L	NATIONAL CITY, NATIONAL CITY BOULEVARD	3750	52000	51000	4600	60000	58000
11	054	SD	.904	L	NATIONAL CITY, HIGHLAND AVENUE OC	4600	60000	58000	5000	65000	62000
11	054	SD	1.797	L	END LEFT ALIGN	5000	65000	62000			
11	054	SD	1.88		JCT. RTE. 805	10400	135000	132000	10900	143000	139000
11	054	SD	2.968		REO DRIVE	10900	143000	139000	10300	134000	130000
11	054	SD	4.207		WOODMAN STREET	10300	134000	130000	9800	125000	122000

Dist	Route	County		Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
07	710	LA		18.44	SOUTH GATE, FIRESTONE BOULEVARD	16200	234000	225000	15000	224000	213000
07	710	LA		19.73	BELL, FLORENCE AVENUE	15000	224000	213000	14700	216000	207000
07	710	LA		21.915	BELL, ATLANTIC BOULEVARD	14700	216000	207000	16100	226000	217000
07	710	LA		22.452	COMMERCE, WASHINGTON BOULEVARD	16100	226000	217000	16300	225000	216000
07	710	LA		23.282	COMMERCE, JCT. RTE. 5	16300	225000	216000	14000	185000	178000
07	710	LA		23.77	WHITTIER BOULEVARD	14000	185000	178000	15300	198000	192000
07	710	LA		24.627	JCT. RTE. 60	15300	198000	192000	10200	134000	127000
07	710	LA		26.497	MONTEREY PARK, JCT. RTE. 10	10200	134000	127000	3900	50000	45500
07	710	LA	T	27.475	LOS ANGELES, VALLEY BOULEVARD	3900	50000	45500	3900	50000	45500
07	710	LA	T	30.953	PASADENA, ON PASADENA AVE AT COLUMBIA ST	3900	50000	45500	3350	28500	25500
07	710	LA	T	31.402	PASADENA, ON PASADENA BELLEFONTAINE ONE WAY	3350	28500	25500	2350	20100	17700
07	710	LA	T	31.403	PASADENA, ON ST. JOHN AT BELLEFONTAINE ONE WAY	2350	20100	17700	2200	18900	16700
07	710	LA	T	31.474	PASADENA, ON PASADENA/BELLEFONTAINE ONE WAY	2350	20100	17700	1950	16800	14800
07	710	LA	T	31.475	PASADENA, ON ST JOHN/BELLEFONTAINE ONE WAY	2200	18900	16700	1750	15100	13300
07	710	LA	T	31.761	PASADENA, ON PASADENA/CALIFORNIA ONE WAY	1950	16800	14800	3350	30500	26500
07	710	LA	T	32.08	PASADENA,	5500	53000	47000	5500	53000	47000
07	710	LA	T	32.105	PASADENA, DEL MAR BOULEVARD	5500	53000	47000	7800	75000	66000
07	710	LA	T	32.13	PASADENA, ON PASADENA AVE END OF NB COUPLET	3350	30500	26500	7800	75000	66000
07	710	LA	R	32.72	PASADENA, JCT. RTES. 134/210	7800	75000	66000			
04	780	SOL		1.221	BEGIN ROUTE 780				5200	60000	58000
04	780	SOL		2.015	BENICIA, SECOND STREET	5500	62000	60000	5600	64000	62000
04	780	SOL		2.955	BENICIA, WEST 7TH STREET	5600	64000	62000	5600	63000	61000
04	780	SOL		3.995	WEST BENICIA	5600	63000	61000	5800	69000	66000
04	780	SOL		4.77	COLUMBUS PARKWAY	5800	69000	66000	5100	60000	58000
04	780	SOL		5.998	GLEN COVE ROAD	5100	60000	58000	5800	69000	66000
04	780	SOL		6.656	BENECIA, HOME ACRES AVENUE POC	5800	69000	66000	5800	69000	66000
04	780	SOL		7.186	VALLEJO, JCT. RTE. 80	6000	71000	68000	2250	28500	27500
04	780	SOL		7.441	LEMON STREET	2250	28500	27500			
11	805	SD		.486	SAN DIEGO, JCT. RTE. 5				4150	56000	50000
11	805	SD		.652	SAN DIEGO, SAN YSIDRO BOULEVARD	4150	56000	50000	5300	67000	66000
11	805	SD		1.805	SAN DIEGO, JCT. RTE. 905	5300	67000	66000	10400	137000	132000
11	805	SD		2.897	SAN DIEGO, PALM AVENUE	10400	137000	132000	11500	157000	155000
11	805	SD		3.654	CHULA VISTA, AUTO PARKWAY DRIVE/MAIN STREET	11500	157000	155000	11500	163000	159000
11	805	SD		4.415	CHULA VISTA, ORANGE AVENUE	11500	163000	159000	12900	172000	168000
11	805	SD		6.059	TELEGRAPH CANYON ROAD	12900	172000	168000	15000	216000	212000
11	805	SD		7.163	CHULA VISTA, H STREET	15000	216000	212000	16100	235000	230000
11	805	SD		7.756	CHULA VISTA, BONITA ROAD	16100	235000	230000	19300	260000	246000

Dist	Route		County	Postmile		Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
11	805		SD	8.854		JCT. RTE. 54, SWEETWATER ROAD	19300	260000	246000	16800	223000	215000
11	805		SD	10.281		NATIONAL CITY, PLAZA BOULEVARD	16800	223000	215000	17300	234000	227000
11	805		SD	11.096		SAN DIEGO, 47TH STREET	17300	234000	227000	17600	243000	240000
11	805		SD	12.344		SAN DIEGO, IMPERIAL AVENUE	17600	243000	240000	19300	262000	260000
11	805		SD	12.953		SAN DIEGO, MARKET STREET	19300	262000	260000	17500	239000	229000
11	805		SD	13.507		SAN DIEGO, JCT. RTE. 94	17500	239000	229000	18100	236000	230000
11	805		SD	13.95		SAN DIEGO, HOME AVENUE	18100	236000	230000	23000	242000	235000
11	805		SD	14.641		SAN DIEGO, JCT. RTE. 15	23000	242000	235000	14000	187000	180000
11	805		SD	15.95		SAN DIEGO, UNIVERSITY AVENUE	14000	187000	180000	14900	196000	188000
11	805		SD	16.431		EL CAJON BOULEVARD	14900	196000	188000	15800	193000	192000
11	805		SD	16.989		SAN DIEGO, ADAMS AVENUE	15800	193000	192000	17700	215000	213000
11	805		SD	17.645		JCT. RTE. 8	17700	215000	213000	15900	211000	203000
11	805		SD	18.888		MURRAY RIDGE	15900	211000	203000	17000	202000	199000
11	805		SD	20.23		SAN DIEGO, KEARNY VILLA ROAD	17000	202000	199000	14700	180000	176000
11	805		SD	20.6		SAN DIEGO, JCT. RTE. 163	14700	180000	176000	17000	205000	197000
11	805		SD	21.654		SAN DIEGO, BALBOA AVENUE	17000	205000	197000	16400	198000	195000
11	805		SD	22.561		SAN DIEGO, CLAIREMONT MESA DRIVE	16400	198000	195000	14400	191000	185000
11	805		SD	23.651		JCT. RTE. 52	14400	191000	185000	16200	216000	204000
11	805		SD	24.44		GOVERNOR DRIVE	16200	216000	204000	15800	210000	200000
11	805		SD	25.476		SAN DIEGO, NOBEL DRIVE	15800	210000	200000	14400	192000	180000
11	805		SD	25.935		SAN DIEGO, MIRAMAR ROAD	14400	192000	180000	14200	190000	179000
11	805		SD	27.067		SAN DIEGO, MIRA MESA BOULEVARD	14200	190000	179000	13400	167000	163000
11	805		SD	28.502		JCT. RTE. 5	13400	167000	163000			
04	880	S	ALA	0	R	BEG RIGHT ALIGN, PORT OF OAKLAND				3150	49500	47000
04	880	S	ALA	1.257	R	END RIGHT ALIGN AT WB 80	3150	49500	47000			
04	880	S	ALA	0	L	BEGIN LEFT ALIGN, PORT OF OAKLAND				3150	49500	47000
04	880	S	ALA	1.463	L	END LEFT ALIGN	3150	49500	47000			
04	880		SCL	0		JCT. RTE. 280				11500	178000	169000
04	880		SCL	1.25		BASCOM AVENUE	11500	178000	169000	11400	176000	167000
04	880		SCL	2.075		SAN JOSE, JCT. RTE. 82	11400	176000	167000	11400	176000	167000
04	880		SCL	2.667		SAN JOSE, COLEMAN AVENUE	11400	176000	167000	11000	170000	161000
04	880		SCL	3.565		SAN JOSE, NORTH FIRST STREET	11000	170000	161000	11600	179000	170000
04	880		SCL	4.078		SAN JOSE, JCT. RTE. 101	11600	179000	170000	12400	192000	182000
04	880		SCL	4.275		SAN JOSE, OLD BAYSHORE HIGHWAY	12400	192000	182000	12300	190000	180000
04	880		SCL	5.337		COYOTE CREEK	12300	190000	180000	11700	181000	172000
04	880		SCL	6.712		TRIMBLE ROAD, MONTAGUE EXPRESSWAY	11700	181000	172000	12500	194000	184000
04	880		SCL	7.69		MILPITAS, GREAT MALL PARKWAY	12500	194000	184000	12100	188000	178000

PEAK HOUR VOLUME DATA

Peak hour volume data consists of hourly volume relationships and data location. The hourly volumes are expressed as a percentage of the Annual Average Daily Traffic (AADT). The percentages are shown for both the AM and the PM peak periods.

The principle data described here are the K factor, the D factor and their product (KD). The K factor is the percentage of AADT during the peak hour for both directions of travel. The D factor is the percentage of the peak hour travel in the peak direction. KD multiplied with the AADT gives the one way peak period directional flow rate or the design hourly volume (DHV). The design hourly volume is used for either Operational Analysis or Design Analysis. Refer to the 2010 Highway Capacity Manual for more details.

Following is a glossary of terms used in this listing of peak hour volume data:

Dir	Indicates direction of travel for peak volume.
AADT	Annual Average Daily Traffic in vehicles per day (vpd).
AM Peak	Represents the morning peak period for traffic analysis.
CS	Control Station Number, Caltrans identification number for monitoring site.
CO	County abbreviation used by Caltrans.
D	D factor. The percentage of traffic in the peak direction during the peak hour. Values in this book are derived by dividing the measured PHV by the sum of both directions of travel during the peak hour.
DAY	Day of week for the peak volume.
DDHV	The directional design hour volume, in vehicles per hour (vph) DDHV=AADTxKxD. See equation (3-1) on page 3-11 of the 2010 Highway Capacity Manual.
DI	Caltrans has twelve transportation districts statewide. This abbreviation identifies the district in which the count station is located.
HR	The ending time for the peak hour volume listed. The volume observed from 1 to 2 would be recorded as 2.

K	The percentage of the AADT in both directions during the peak hour. Values in this table are derived by dividing the measured 2-way PHV by the AADT.
KD	The product of K and D. The percentage of AADT in the peak direction during the peak hour. Values in this table are derived by dividing the measured 1-way PHV by the AADT.
LEG	For traffic counting purposes, a highway intersection or interchange is assigned two legs according to increasing postmiles (route direction) and with a postmile reference at the center of the intersection or interchange. The volume of traffic on each leg is denoted by an A, B or O. A = ahead leg, B = back leg, and O – traffic volume being same for both back and ahead legs.
MNTH	The month that the peak volume occurred.
PHV	Peak Hour Volume in the peak direction. A one way volume in vehicles per hour (vph) as used here. The PHV is analogous to the DDHV as used for design purposes.
PM	The Post Mile is the mileage measured from the county line, or from the beginning of a route. Each postmile along a route in a county is a unique location on the state highway system.
PM Peak	Represents the afternoon peak period for traffic analysis.
PRE	The postmile may have a prefix like R, T, L, M, etc. When a length of highway is changed due to construction or realigment, new postmile values are assigned. To distinguish the new values from the old, an alpha code is prefixed to the new postmile.
RTE	The state highway route number.
YR	The year when the count was made. Traffic counting is on a 3-year cycle.

CALIFORNIA DEPARTMENT OF TRANSPORT

REPORT : OTM32420

REPORT TITLE : PRINT TRAFFIC BOOK

PARAMETERS

YEAR : 2016

									AM PEAK							PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
04	004	CC		12.67	24	A	15	W	3859	8.46	53.73	4.54	7	TUE	DEC	E	3666	7.31	59.04	4.32	15	THU	DEC
04	004	CC	R	20.10	416	A	15	W	6375	5.24	84.4	4.43	5	TUE	JUN	E	6028	6.77	61.85	4.18	17	TUE	MAR
04	004	CC	R	41.96	486	B	15	E	772	8.25	65.37	5.39	11	WED	JUN	E	502	6.36	55.17	3.51	13	WED	JUN
10	004	SJ		4.421	12	O	14	W	499	7.66	74.48	5.71	5	MON	JUN	E	595	10.64	63.91	6.8	16	THU	JUN
10	004	SJ	T	14.05	54	A	16	W	832	7.53	75.29	5.67	6	MON	APR	E	1340	12.21	74.82	9.14	17	FRI	OCT
10	004	SJ		15.91	113	B	15	W	907	7.09	69.4	4.92	6	TUE	OCT	E	1398	10.43	72.7	7.59	16	FRI	JUL
10	004	SJ	T	15.32	116	A	14	W	912	9.13	56.93	5.2	7	THU	AUG	E	1266	9.93	72.68	7.22	16	WED	MAY
10	004	SJ	R	16.06	58	B	14	W	920	7.76	67.6	5.24	6	THU	AUG	E	1266	9.93	72.68	7.21	16	WED	MAY
10	004	SJ	R	16.06	59	A	16	E	3306	8.01	52.59	4.21	7	WED	SEP	E	3182	7.75	52.3	4.05	14	FRI	APR
10	004	SJ		24.87	313	A	16	E	425	9.88	75.49	7.46	11	SAT	FEB	W	481	11.69	72.22	8.44	13	MON	FEB
10	004	SJ		24.87	336	B	16	W	375	10.56	60.98	6.44	11	SUN	JUL	W	438	10.75	69.97	7.52	16	SUN	AUG
11	005	SD	R	.878	501	A	16	S	1670	6.31	61.51	3.88	10	SAT	FEB	S	2892	9.14	73.48	6.72	15	WED	DEC
11	005	SD		4.632	901	A	16	N	5840	4.9	74.38	3.64	6	TUE	OCT	S	7635	7.79	61.18	4.76	17	WED	MAY
11	005	SD	R	11.13	952	A	16	N	8503	6.19	70.12	4.34	6	MON	NOV	S	9144	7.84	59.56	4.67	14	FRI	MAR
11	005	SD	R	12.65	903	A	16	N	8527	6.55	77.97	5.11	6	WED	DEC	S	7990	7.86	60.91	4.79	14	THU	MAY
11	005	SD	R	14.74	956	A	16	N	8302	7.72	60.38	4.66	7	THU	SEP	S	7364	7.04	58.76	4.14	17	TUE	MAY
11	005	SD	R	17.53	896	A	16	N	8435	8.91	59.89	5.34	7	THU	OCT	N	6302	6.9	57.81	3.99	17	THU	AUG
11	005	SD	R	22.26	801	B	16	N	8835	7.05	56.49	3.98	7	TUE	JUL	S	9410	7.79	54.42	4.24	15	THU	MAR
11	005	SD	R	25.95	802	B	16	N	9647	7.6	63.25	4.81	7	TUE	SEP	S	9350	7.72	60.35	4.66	15	THU	SEP
11	005	SD	R	30.68	502	A	16	N	8164	7.02	55.2	3.87	11	FRI	JUL	N	7816	6.98	53.13	3.71	13	FRI	SEP
11	005	SD	R	30.68	803	B	16	S	5910	7.44	54.59	4.06	8	WED	JUL	N	6197	7.9	53.91	4.26	15	THU	NOV
11	005	SD	R	36.27	898	A	16	S	9066	6.99	55.07	3.85	8	THU	APR	N	9269	7.33	53.72	3.94	15	WED	DEC
11	005	SD	R	49.28	904	B	16	S	7367	5.61	65.43	3.67	6	WED	MAR	N	7623	6.71	56.55	3.8	16	TUE	MAR
11	005	SD	R	51.20	905	A	16	N	7496	6.82	53.21	3.63	12	SUN	FEB	N	7560	6.89	53.1	3.66	13	SUN	MAR
11	005	SD	R	53.93	906	B	16	N	6677	7.53	51.86	3.91	11	SUN	AUG	S	6616	7.07	54.71	3.87	15	FRI	APR
12	005	ORA		.483	401	O	16	S	5886	7.63	54.8	4.18	12	SAT	FEB	N	5619	6.68	59.8	3.99	21	SUN	OCT
12	005	ORA		4.995	901	A	14	N	10025	7.97	56.57	4.51	9	SAT	JUN	N	9973	7.88	56.88	4.48	16	FRI	JUN
12	005	ORA	R	25.00	900	O	16	S	10647	7.1	55.33	3.93	7	THU	JUN	S	10820	6.64	60.07	3.99	17	MON	APR
12	005	ORA		30.26	904	B	16	N	11223	6.93	57.74	4	7	WED	OCT	S	9871	5.7	61.78	3.52	17	THU	APR
12	005	ORA		30.26	905	A	16	N	12681	6.72	55.61	3.74	7	TUE	MAY	S	11391	6.07	55.32	3.36	16	MON	MAY
12	005	ORA		33.09	906	A	16	N	12558	5.81	58	3.37	7	THU	OCT	N	12093	6.05	53.64	3.25	16	MON	JAN
07	005	LA		.7	475	A	15	S	5444	5.92	53.78	3.18	6	WED	NOV	S	5304	5.61	55.31	3.1	17	MON	OCT
07	005	LA		15.33	27	O	16	N	7932	5.57	57.01	3.18	4	WED	MAR	S	7937	5.84	54.46	3.18	15	SUN	MAR

									AM PEAK							PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
03	049	SIE		47.44	217	B	16	S	49	25	57.65	14.41	12	SUN	JUL	S	48	27.06	52.17	14.12	13	SUN	JUL
02	049	PLU		7.5	121	B	16	S	62	9.41	65.96	6.21	8	TUE	AUG	S	76	10.81	70.37	7.61	17	MON	AUG
03	050	YOL		2.477	410	B	15	E	6046	8.64	56.53	4.88	7	TUE	JAN	E	5857	7.32	64.65	4.73	16	WED	FEB
03	050	SAC	R	3.674	228	A	15	W	8851	9.02	53.77	4.85	7	THU	SEP	E	8096	8.44	52.59	4.44	16	TUE	SEP
03	050	SAC	R	5.336	230	A	16	E	8175	9.09	50.01	4.54	7	THU	FEB	W	8121	8.78	51.39	4.51	16	THU	OCT
03	050	SAC	R	7.746	232	A	16	E	8423	8.41	55.37	4.66	8	THU	AUG	E	8363	9	51.36	4.62	16	THU	APR
03	050	ED	R	8.564	245	B	15	E	3259	8.56	59.34	5.08	11	SAT	OCT	E	3521	9.26	59.25	5.48	15	FRI	JAN
03	050	ED		18.03	314	A	15	E	2123	9.84	60.16	5.92	10	SUN	OCT	E	2186	10.15	60.07	6.1	14	FRI	AUG
03	050	ED	R	31.30	315	A	16	W	1365	16.69	70.73	11.8	12	SUN	AUG	W	1327	18.47	62.13	11.48	14	SUN	AUG
03	050	ED		70.62	382	B	16	W	1176	14.11	71.58	10.1	11	SUN	SEP	W	1032	17.35	51.09	8.86	13	SUN	JUL
03	050	ED		70.62	383	A	16	W	1310	11.54	83.07	9.59	10	SUN	NOV	W	1085	12.19	65.13	7.94	14	SUN	SEP
03	050	ED		78.42	384	B	16	W	1506	9.11	56.17	5.12	11	THU	JUL	E	1464	9.5	52.36	4.98	15	WED	JUL
03	050	ED		78.42	385	A	16	W	1497	9.86	50.51	4.98	12	SUN	SEP	W	1501	9.2	54.29	4.99	15	SAT	JUN
03	050	ED		80.44	387	O	16	W	1016	7.13	50.8	3.62	12	SAT	JAN	E	1277	8.49	53.63	4.55	16	SAT	JAN
03	051	SAC		1.204	426	B	16	N	7669	7.59	56.41	4.28	7	TUE	APR	N	6472	6.46	55.89	3.61	13	THU	NOV
03	051	SAC		1.204	427	A	16	N	7187	7.25	56.61	4.1	7	THU	OCT	N	6487	6.73	55.06	3.7	13	WED	OCT
03	051	SAC		3.357	430	B	16	S	6312	7.2	51.81	3.73	7	TUE	APR	S	5866	6.61	52.46	3.47	15	MON	APR
03	051	SAC		4.061	432	A	16	S	7804	7.52	61.3	4.61	7	WED	DEC	N	6961	7.37	55.76	4.11	16	WED	MAR
03	051	SAC		7.969	433	A	16	S	5205	6.02	63.52	3.82	6	THU	JAN	N	6077	7.49	59.57	4.46	17	WED	MAR
11	052	SD		3.761	703	B	16	E	3859	7.81	55.31	4.32	7	TUE	FEB	E	4432	8.35	59.39	4.96	15	THU	FEB
11	052	SD		5.494	725	B	16	W	6042	8.93	63.35	5.66	7	WED	DEC	E	5599	8.48	61.85	5.24	15	THU	MAR
11	052	SD		5.494	726	A	16	W	5670	8.46	62.83	5.31	8	FRI	SEP	E	6092	8.74	65.34	5.71	15	THU	AUG
11	052	SD		8.713	727	B	16	W	6472	8.48	75.95	6.44	7	WED	JAN	E	5507	8.17	67.09	5.48	15	TUE	NOV
11	052	SD		8.713	728	A	16	W	5898	8.41	73.46	6.17	7	WED	JUN	E	5624	8.37	70.39	5.89	16	WED	AUG
11	052	SD		13.27	729	B	16	W	5968	7.81	79.71	6.23	6	MON	FEB	E	5516	8.27	69.62	5.76	16	TUE	FEB
11	052	SD		13.27	730	A	16	W	4058	6.68	73.53	4.91	6	MON	MAY	E	4614	8.59	64.97	5.58	15	MON	NOV
11	052	SD		14.96	732	B	16	W	4215	6.79	74.68	5.07	6	TUE	AUG	E	4630	8.27	67.33	5.57	17	WED	MAR
11	052	SD		15.83	733	O	16	W	3235	6.16	65.12	4.01	6	FRI	OCT	E	4305	8.88	60.08	5.34	15	THU	OCT
11	052	SD		16.74	734	O	16	W	3252	5.82	71.44	4.16	6	THU	OCT	E	4052	8.38	61.89	5.18	16	MON	MAR
01	053	LAK		5.15	728	A	16	S	396	9.3	51.36	4.78	11	SAT	JUL	N	452	9.56	57	5.45	16	FRI	OCT
01	053	LAK		7.413	729	B	16	N	341	8.12	75.11	6.1	11	MON	JUL	N	396	9.64	73.47	7.08	15	FRI	FEB
11	054	SD		1.88	814	A	16	W	6687	7.5	64	4.8	7	TUE	MAY	E	6074	7.73	56.42	4.36	16	THU	JUN
11	054	SD		4.207	815	B	16	W	6276	7.88	62.07	4.89	7	WED	FEB	E	5517	7.89	54.52	4.3	16	THU	JUN

									AM PEAK							PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
04	580	ALA	R	39.24	153	A	14	W	6435	7.84	57.63	4.52	7	TUE	FEB	E	7162	8.17	61.56	5.03	15	MON	MAY
04	580	ALA	R	47.35	28	A	14	E	3784	7.29	55.78	4.07	7	WED	MAY	W	4106	7.75	56.96	4.41	17	WED	MAY
12	605	ORA	R	1.1	219	A	16	N	7464	6.4	58.28	3.73	8	TUE	JUN	N	8444	7.27	58.03	4.22	16	TUE	OCT
07	605	LA	R	2.31	220	O	16	N	7651	7.42	50.43	3.74	7	WED	APR	N	8860	7.52	57.66	4.34	17	MON	OCT
07	605	LA	R	5.58	221	A	14	S	10418	6.57	53.81	3.53	7	TUE	OCT	S	10795	7.17	51.08	3.66	17	THU	OCT
07	605	LA	R	8.9	485	B	15	S	9482	5.88	54.85	3.22	6	THU	APR	S	9636	5.8	56.48	3.28	17	WED	APR
07	605	LA	R	11	222	B	14	N	7788	6.34	53.21	3.37	7	WED	NOV	N	8079	6.06	57.7	3.5	16	MON	NOV
07	605	LA	R	17.75	223	A	14	S	8294	6.31	58.59	3.7	6	WED	FEB	N	7777	6.33	54.76	3.46	17	WED	FEB
07	605	LA		22.92	547	O	15	S	5933	6.63	54.69	3.62	7	WED	MAY	N	5701	6.85	50.83	3.48	14	SAT	OCT
04	680	ALA	M	1.961	39	A	15	S	6856	8.98	56.75	5.1	9	THU	AUG	S	5717	7.88	53.96	4.25	17	TUE	SEP
04	680	ALA	R	20.06	157	A	15	N	6867	7.28	55.93	4.07	9	WED	NOV	N	7978	7.91	59.85	4.73	18	TUE	NOV
04	680	CC	R	.01	557	A	15	S	6653	7.57	51.37	3.89	8	TUE	AUG	S	7380	7.48	57.68	4.31	16	FRI	MAY
04	680	CC	R	.02	900	O	16	S	6311	7.61	52.59	4	8	MON	JUL	S	6619	7.48	56.1	4.2	16	FRI	SEP
04	680	CC	R	6.764	419	O	15	S	6575	7.89	55.32	4.37	7	THU	FEB	N	6055	7.6	52.88	4.02	14	FRI	MAY
04	680	CC	R	18.71	301	B	15	S	9880	5.64	70.94	4	6	TUE	MAY	N	10782	6.5	67.15	4.37	17	THU	MAY
07	710	LA		7.6	37	A	16	S	5694	6.64	55.99	3.72	6	WED	MAY	S	5131	6.4	52.34	3.35	16	THU	OCT
07	710	LA		10.31	38	A	15	S	7252	7.47	52.77	3.94	7	MON	APR	N	6714	7.1	51.39	3.65	16	MON	MAY
07	710	LA		11.5	421	A	16	S	7488	6.97	56.48	3.94	6	FRI	NOV	N	7297	7.14	53.74	3.84	16	WED	MAY
07	710	LA		14.4	39	O	14	S	9960	7.4	57.57	4.26	7	WED	NOV	N	9271	6.96	57.01	3.96	17	THU	APR
07	710	LA	R	27.11	436	A	16	S	2258	8.12	61.03	4.95	7	WED	FEB	N	1971	7.36	58.77	4.32	17	WED	MAR
04	780	SOL		6.656	341	A	15	E	2665	8.03	55.25	4.44	7	WED	MAR	W	2883	8.77	54.72	4.8	17	THU	FEB
11	805	SD		.647	922	A	16	S	3103	6.73	70.17	4.72	9	SAT	MAY	S	3589	8.17	66.85	5.46	15	FRI	AUG
11	805	SD		1.805	681	A	16	S	4964	6	62.92	3.77	9	SAT	MAR	S	5653	7.8	55.12	4.3	15	FRI	NOV
11	805	SD		6.059	923	B	16	N	6493	5.59	69.23	3.87	6	TUE	OCT	S	7135	7.75	54.89	4.25	16	FRI	DEC
11	805	SD		8.854	924	B	16	N	10377	5.95	71	4.22	6	MON	NOV	S	11472	7.76	60.19	4.67	16	FRI	JAN
11	805	SD		8.854	944	A	16	N	9340	5.99	72.41	4.34	6	WED	MAY	S	9938	7.79	59.22	4.61	16	THU	JAN
11	805	SD		11.10	925	B	16	N	11446	6.61	76.3	5.04	6	THU	SEP	S	9961	7.53	58.31	4.39	16	WED	MAR
11	805	SD		13.51	926	B	16	N	9200	5.69	70.68	4.02	6	THU	NOV	S	10438	7.5	60.87	4.56	17	MON	MAY
11	805	SD		16.43	927	B	16	N	7747	5.61	73.39	4.12	6	TUE	AUG	S	9265	7.62	64.63	4.92	15	WED	NOV
11	805	SD		17.65	928	A	16	N	10509	6.84	75.86	5.19	6	THU	APR	S	10191	7.41	67.83	5.03	15	TUE	OCT
11	805	SD		28.50	930	B	16	S	7661	7.45	63.25	4.71	8	WED	AUG	N	6994	6.92	62.19	4.3	17	MON	MAY
04	880	ALA		2.283	127	A	14	S	7785	6.93	56.71	3.93	7	TUE	NOV	N	8790	7.67	57.79	4.43	14	FRI	MAY
04	880	ALA		26.61	129	A	14	N	7220	6.63	51.11	3.39	7	MON	MAY	N	7521	6.53	54.03	3.53	16	FRI	MAY

Location (I.D.)	Route	Dir	Period	Cars per green	Sec./ Cycle	(per lane) Veh./hr	Total # lanes	HOV
WB LJVD (218)	5	NB	1500 - 1830	1	6.5	555	1	No
EB LJVD (246)	5	NB	1500 - 1900	2	7.2 - 11.2	996 - 643	2	Lt
EB LJVD (122)	5	SB	1500 - 1900	1	6.3 - 10.5	570 - 343	2	Lt
WB LJVD (123)	5	SB	1500 - 1900	2	7.2 - 11.2	996 - 643	2	No
Gilman Dr (16303)	5	SB	1500 - 1900	2	10.3 - 15.1	696 - 478	3	Lt
Nobel Dr (16307)	5	SB	1500 - 1900	2	9.4 - 13.6	768 - 528	3	Lt
Miramar Rd (171)	805	NB	0530 - 0930	1	6.3 - 9.0	1140 - 804	2	Lt
EB LJVD (170)	805	NB	0530 - 0545	1	7.2 - 12.9	996 - 559	2	Rt
			0545 - 0700		8.3	871		
			0700 - 0900		9.6	746		
			0900 - 0930		7.2	996		
Governor Dr (169)	805	NB	0530 - 0540	1	6.3 - 9.3	570 - 385	2	Lt
			0540 - 0930		9.3	385		
Miramar Rd (73)	805	SB	1430 - 1900	2	10.2	704	2	No
EB LJVD (72)	805	SB	1430 - 1900	2	7.2 - 12.1	996 - 593	2	Lt
Nobel Dr (300)	805	SB	1430 - 1900	1	15.7	229	3	Lt
Governor Dr (71)	805	SB	1430 - 1830	2	9.4	768	1	No
			1830 - 1900		8.5	845		

The meters normally operate in a traffic responsive mode.
There are 15 separate rates or steps between the slowest and the fastest discharge rate that depend on the mainlane volumes.

APPENDIX I

TRANSIT RIDERSHIP BY STOP AND ROUTE

Average Daily Boardings and Alightings for University Routes

Stop ID	Stop Location	Boardings	Alightings	Total
Route #30				
10374	Gilman Dr/Myers Dr	430	121	552
10378	La Jolla Village Dr/Villa La Jolla Dr	15	41	56
10391	La Jolla Village Dr/Lebon Dr	7	94	101
10400	La Jolla Village Dr/Regents Rd	8	384	392
10772	Gilman Dr/Myers Dr	157	314	471
10793	La Jolla Village Dr/Regents Rd	319	4	323
11153	La Jolla Village Dr/Lebon Dr	82	5	87
11548	Gilman Dr/Eucalyptus Grove Ln	73	79	152
11923	La Jolla Village Dr/Genesee Av	37	1	38
12310	N Torrey Pines Rd/La Jolla Shores Dr	92	23	114
12320	Gilman Dr/Eucalyptus Grove Ln	66	65	131
12634	N Torrey Pines Rd/Revelle College Dr	6	12	18
13091	VA Hospital	122	115	238
13171	Genesee Av/La Jolla Village Dr	4	62	67
95034	UTC Transit Center	229	301	530
99931	Villa La Jolla Dr/La Jolla Village Dr	23	10	33
Route #31				
10074	Miramar Rd/Miramar Mall	2	4	6
10444	Miramar Rd/Miramar Pl	2	2	4
11210	Miramar Rd/Miramar Mall	3	6	9
11214	Miramar Rd/Miramar Pl	2	4	6
11922	Genesee Av/Executive Dr	0	14	14
12348	Genesee Av/Executive Dr	2	1	3
13171	Genesee Av/La Jolla Village Dr	1	33	34
13387	Genesee Av/La Jolla Village Dr	8	1	8
95033	UTC Transit Center	74	45	119
99046	Executive Dr/Executive Way	1	3	3
99075	Executive Dr/Executive Wy	2	0	3
99158	Towne Center Dr/Executive Dr	4	1	5
99159	Towne Center Dr/Executive Dr	1	3	4
99187	Eastgate Mall/Judicial Dr	4	7	11
99188	Eastgate Mall/Olson Dr	2	2	4
99189	Eastgate Mall/Judicial Dr	10	6	16
Route #41				
10378	La Jolla Village Dr/Villa La Jolla Dr	62	7	69
10391	La Jolla Village Dr/Lebon Dr	42	50	93
10400	La Jolla Village Dr/Regents Rd	46	130	176

Stop ID	Stop Location	Boardings	Alightings	Total
10793	La Jolla Village Dr/Regents Rd	320	42	362
11153	La Jolla Village Dr/Lebon Dr	73	40	113
11572	Genesee Av/Decoro St	35	66	101
11576	Genesee Av/April Ct	0	1	1
11903	Gilman/Myers	700	957	1657
11921	Genesee Av/Esplanade Ct	44	12	55
11923	La Jolla Village Dr/Genesee Av	24	55	80
11924	Genesee Av/Nobel Dr	56	41	97
11931	Genesee Av/Luigi Terrace	25	10	35
11935	Genesee Av/Calgary Dr	4	10	14
11937	Genesee Av/Governor Dr	91	134	225
11938	Genesee Av/Radcliffe Ln	12	10	22
12354	Genesee Av/Calgary Dr	11	26	37
12355	Genesee Av/April Ct	0	1	1
12666	Genesee Av/Nobel Dr	28	104	132
12668	Genesee Av/Decoro St	104	30	134
12677	Genesee Av/Governor Dr	127	87	214
12678	Genesee Av/Radcliffe Ln	21	17	38
13091	VA Hospital	200	187	387
13133	Genesee Av/Centurion Sq	18	7	25
13143	Genesee Av/Centurion Sq	22	12	34
13171	Genesee Av/La Jolla Village Dr	114	30	144
99185	Genesee Av/Esplanade Ct	14	221	235
99186	UTC Transit Center	114	33	147
99931	Villa La Jolla Dr/La Jolla Village Dr	6	45	51
Route #50				
11572	Genesee Av/Decoro St	10	0	11
11576	Genesee Av/April Ct	0	0	0
11921	Genesee Av/Esplanade Ct	14	1	14
11924	Genesee Av/Nobel Dr	10	0	11
11931	Genesee Av/Luigi Terrace	9	0	9
11935	Genesee Av/Calgary Dr	2	0	2
11937	Genesee Av/Governor Dr	38	8	46
11938	Genesee Av/Radcliffe Ln	2	0	3
12354	Genesee Av/Calgary Dr	1	11	12
12666	Genesee Av/Nobel Dr	1	24	25
12668	Genesee Av/Decoro St	0	10	10
12677	Genesee Av/Governor Dr	9	35	43
12678	Genesee Av/Radcliffe Ln	1	6	6
13133	Genesee Av/Centurion Sq	7	1	8

Stop ID	Stop Location	Boardings	Alightings	Total
13143	Genesee Av/Centurion Sq	3	1	4
95032	UTC Transit Center	94	143	238
Route #60				
10409	La Jolla Village Dr/Executive Wy	20	0	20
11167	La Jolla Village Dr/Executive Wy	0	9	10
13171	Genesee Av/La Jolla Village Dr	0	23	23
13263	La Jolla Village Dr/Genesee Av	12	0	12
95036	La Jolla Village Dr/Genesee Av	26	25	51
99197	La Jolla Village Dr/Towne Center Dr	0	15	15
Route #105				
10049	Governor Dr/Radcliffe Dr	1	8	9
10401	Governor Dr/Regents Rd	12	17	29
10404	Governor Dr/Scripps St	7	9	16
10408	Governor Dr/Stadium St	1	5	6
10412	Governor Dr/Mercer St	1	3	4
10798	Governor Dr/Scripps St	13	13	26
11170	Governor Dr/Mercer St	3	1	4
11177	Governor Dr/Genesee Av	19	12	31
11572	Genesee Av/Decoro St	4	0	4
11921	Genesee Av/Esplanade Ct	13	1	14
11924	Genesee Av/Nobel Dr	8	0	8
11931	Genesee Av/Luigi Terrace	17	0	17
11935	Genesee Av/Calgary Dr	1	0	1
12354	Genesee Av/Calgary Dr	1	8	8
12666	Genesee Av/Nobel Dr	1	12	13
12668	Genesee Av/Decoro St	0	3	3
12677	Genesee Av/Governor Dr	11	17	28
13133	Genesee Av/Centurion Sq	5	2	7
13143	Genesee Av/Centurion Sq	2	3	5
95033	UTC Transit Center	86	133	219
99852	Regents Rd/Governor Dr	9	9	18
Route #150				
10374	Gilman Dr/Myers Dr	103	298	401
10378	La Jolla Village Dr/Villa La Jolla Dr	4	18	21
10391	La Jolla Village Dr/Lebon Dr	4	41	45
10400	La Jolla Village Dr/Regents Rd	2	85	86
10772	Gilman Dr/Myers Dr	302	108	410
10793	La Jolla Village Dr/Regents Rd	118	2	120
11153	La Jolla Village Dr/Lebon Dr	46	2	48
11548	Gilman Dr/Eucalyptus Grove Ln	233	26	259

Stop ID	Stop Location	Boardings	Alightings	Total
11923	La Jolla Village Dr/Genesee Av	33	1	34
12320	Gilman Dr/Eucalyptus Grove Ln	19	285	304
12326	Gilman Dr/Villa La Jolla Dr	94	37	131
13091	VA Hospital	307	299	606
13171	Genesee Av/La Jolla Village Dr	2	36	37
13278	Gilman Dr/Evening Way	7	27	33
95032	UTC Transit Center	127	131	258
99383	Gilman Dr/Via Alicante	25	10	34
99931	Villa La Jolla Dr/La Jolla Village Dr	16	2	18
Route #201				
10034	Nobel Dr/Lebon Dr	17	384	401
10399	Nobel Dr/Regents Rd	13	197	210
10772	Gilman Dr/Myers Dr	1253	335	1588
11548	Gilman Dr/Eucalyptus Grove Ln	336	126	462
11909	Palmilla Dr/Lebon Dr	28	387	415
12662	Regents Rd/Arriba St	37	276	313
13024	Nobel Dr/La Jolla Village Square Drwy	173	327	500
13092	Voigt Dr/Scripps Memorial Hospital	61	20	81
95030	UTC Transit Center	246	196	442
99459	Executive Dr/Regents Rd	240	14	254
99461	Medical Center Dr/Health Sciences Dr	0	0	0
99463	Villa La Jolla Dr/Gilman Dr	33	163	197
Route #202				
10374	Gilman Dr/Myers Dr	556	843	1399
11151	Nobel Dr/Lebon Dr	175	17	192
11154	Arriba St/Regents Rd	301	45	346
11915	Regents Rd/Nobel Dr	328	17	345
12320	Gilman Dr/Eucalyptus Grove Ln	114	668	782
12326	Gilman Dr/Villa La Jolla Dr	154	22	176
13058	Nobel Dr/La Jolla Village Square Drwy	271	105	376
95030	UTC Transit Center	317	414	731
99200	Voigt Dr/Scripps Memorial Hospital	20	58	78
99460	Executive Dr/Regents Rd	7	240	247
99462	Medical Center Dr/Health Sciences Dr	29	56	84
99932	Lebon Dr/Palmilla Dr	303	32	335
Route #204				
13267	Nobel Dr/Towne Centre Dr	10	8	18
95031	UTC Transit Center	154	152	306
99075	Executive Dr/Executive Wy	8	11	19
99194	Judicial Dr/Research Pl	18	27	45

Stop ID	Stop Location	Boardings	Alightings	Total
99586	Judicial Dr/Golden Haven Dr	107	87	193
99587	Judicial Dr/Executive Dr	1	4	5
99588	Nobel Dr/Shoreline Dr	12	19	31
Route #237				
11902	Gilman/Myers	197	114	311
11923	La Jolla Village Dr/Genesee Av	7	63	70
12320	Gilman Dr/Eucalyptus Grove Ln	2	78	81
13263	La Jolla Village Dr/Genesee Av	86	13	99
Route #301				
10374	Gilman Dr/Myers Dr	70	104	174
10377	Gilman Dr/Villa La Jolla Dr	0	1	1
10378	La Jolla Village Dr/Villa La Jolla Dr	1	6	7
10391	La Jolla Village Dr/Lebon Dr	1	12	12
10400	La Jolla Village Dr/Regents Rd	0	41	41
10772	Gilman Dr/Myers Dr	97	50	147
10793	La Jolla Village Dr/Regents Rd	59	1	60
11153	La Jolla Village Dr/Lebon Dr	14	2	15
11538	N Torrey Pines Rd/Torrey Pines Scenic Dr	21	21	42
11539	N Torrey Pines Rd/Science Park Rd South	5	8	12
11541	N Torrey Pines Rd/Science Park Rd	21	4	25
11548	Gilman Dr/Eucalyptus Grove Ln	79	13	92
11882	N Torrey Pines Rd/Scripps Clinic Drwy	16	1	18
11885	N Torrey Pines Rd/Genesee Av	9	5	14
11923	La Jolla Village Dr/Genesee Av	15	0	15
12310	N Torrey Pines Rd/La Jolla Shores Dr	58	5	63
12311	N Torrey Pines Rd/Torrey Pines Scenic Dr	21	32	53
12316	N Torrey Pines Rd/North Point Dr	9	13	22
12320	Gilman Dr/Eucalyptus Grove Ln	10	95	105
12631	N Torrey Pines Rd/Muir College Dr	24	20	44
12634	N Torrey Pines Rd/Revelle College Dr	3	1	4
12639	N Torrey Pines Rd/Scripps Clinic Drwy	2	24	26
13058	Nobel Dr/La Jolla Village Square Drwy	28	1	29
13091	VA Hospital	142	136	278
13141	N Torrey Pines Rd/John J. Hopkins Dr	11	28	39
13171	Genesee Av/La Jolla Village Dr	0	9	9
21663	N Torrey Pines/Golf Course	0	2	2
21665	N Torrey Pines/Science Park Rd	5	28	33
22094	N Torrey Pines/Science Park Rd North	4	4	8
22108	N Torrey Pines/Science Park Rd South	2	5	7
22475	N Torrey Pines/Science Park Rd North	2	7	9

Stop ID	Stop Location	Boardings	Alightings	Total
24149	Revelle College Dr/N Torrey Pines Rd	0	4	4
24150	Scholars Dr South/Revelle College Dr	0	4	4
24151	Scholars Dr South/Revelle College Dr	6	3	9
24959	N Torrey Pines Rd/John J. Hopkins Dr	35	10	45
24962	University Center Ln VNS Nobel (750*)	12	27	39
95036	La Jolla Village Dr/Genesee Av	56	57	114
99931	Villa La Jolla Dr/La Jolla Village Dr	9	1	10
Route #921				
10377	Gilman Dr/Villa La Jolla Dr	82	0	82
10378	La Jolla Village Dr/Villa La Jolla Dr	11	0	11
10391	La Jolla Village Dr/Lebon Dr	22	2	24
10400	La Jolla Village Dr/Regents Rd	38	11	49
10409	La Jolla Village Dr/Executive Wy	43	8	51
10772	Gilman Dr/Myers Dr	0	100	100
10793	La Jolla Village Dr/Regents Rd	86	28	114
11153	La Jolla Village Dr/Lebon Dr	29	20	49
11167	La Jolla Village Dr/Executive Wy	4	23	27
11923	La Jolla Village Dr/Genesee Av	6	55	61
13091	VA Hospital	55	39	94
13263	La Jolla Village Dr/Genesee Av	46	8	54
99197	La Jolla Village Dr/Towne Center Dr	13	32	45
99931	Villa La Jolla Dr/La Jolla Village Dr	6	13	19
Route #978				
11882	N Torrey Pines Rd/Scripps Clinic Drwy	20	0	20
13130	N Torrey Pines Rd/John Hopkins Dr	3	1	4
98544	10240 Science Center Dr	4	8	12
98545	John Hopkins Ct/General Atomics (Building Entran	4	2	6
98546	3033 Science Park Rd	5	6	11
98547	Torreyana Rd/Road To The Cure / Science Park Rd	0	4	4
98548	11099 Callan Rd	2	3	5
98562	General Atomics Ct/John Hopkins Dr (Before Turn)	2	3	5
98563	John Hopkins Dr/N Torrey Pines Rd (Before Turn)	1	21	22
98564	Torreyana Rd/Callan Rd (Before Turn)	3	3	6
Route #979				
11913	Genesee Av/Campus Point Dr	4	8	12
12348	Genesee Av/Executive Dr	6	1	7
13387	Genesee Av/La Jolla Village Dr	12	9	21
21195	Genesee Av/Scripps Hospital	4	23	27
21700	Genesee Av/Campus Point Dr	3	0	3
21706	Genesee Av/Eastgate Mall	0	0	0

Stop ID	Stop Location	Boardings	Alightings	Total
21787	Genesee Av/Scripps Hospital	7	0	7
99046	Executive Dr/Executive Way	2	6	8
99159	Towne Center Dr/Executive Dr	8	6	14
99183	Eastgate Mall/Easter Wy	0	0	0
99184	Eastgate Mall/Towne Centre Dr	7	13	20

APPENDIX J

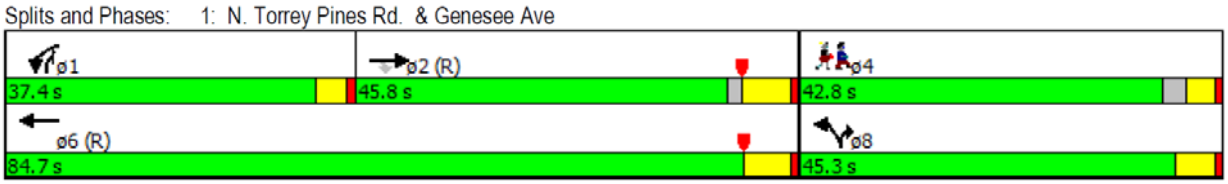
HCM 2010 MODIFICATIONS

Project: University Community Plan Update

Analyst: Kimley-Horn and Associates

Existing Phasing:

Intersection 1: N. Torrey Pines & Genesee Ave



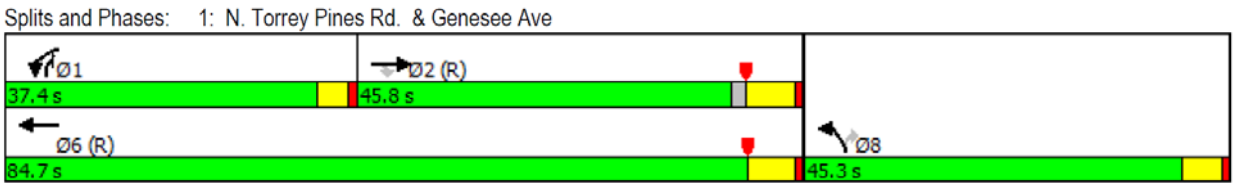
Description of Issue:

The signal timing sheet for this intersection calls for an exclusive pedestrian phase (phase 4), however, HCM 2010 methodology cannot not analyze exclusive pedestrian phases.

Solution:

- Exclusive pedestrian phase (phase 4) removed.
- Vehicle Phase 8 coded as protected left turn, with permitted right turn.
- Pedestrian volumes and timings coded with Phase 8.

Intersection Phasing in Synchro:

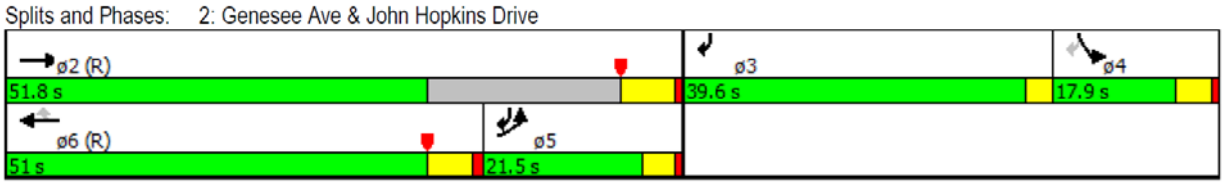


Project: University Community Plan Update

Analyst: Kimley-Horn and Associates

Existing Phasing:

Intersection 2: Genesee Ave & John Hopkins Dr



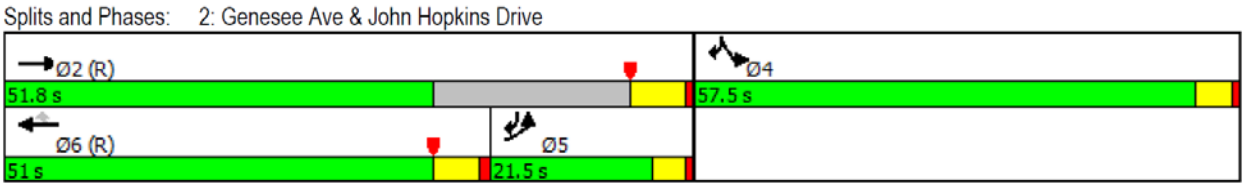
Description of Issue:

The signal timing sheet for this intersection calls for an exclusive protected southbound right (phase 3) and a protected southbound left / permitted southbound right (phase 4). HCM 2010 methodology requires standard NEMA phasing and since this phasing is not consistent with the NEMA standard, it cannot be analyzed using HCM 2010 methodology.

Solution:

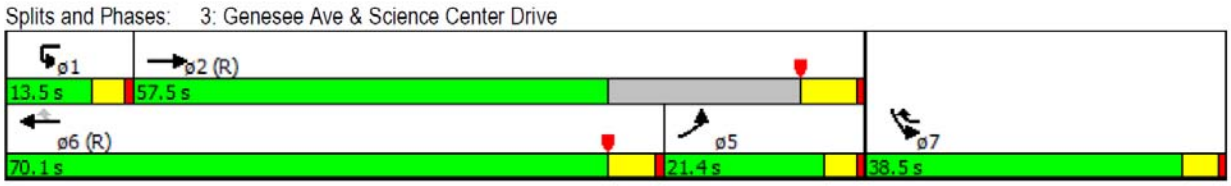
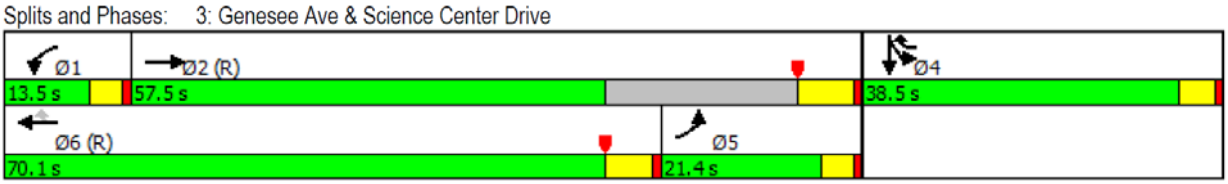
- Phase 3 removed.
- Phase 3 timings added to phase 4.

Intersection Phasing in Synchro:



<u>Additional Applicable Intersections</u>

22. La Jolla Scenic Dr & La Jolla Villa Dr

Project: University Community Plan Update
Analyst: Kimley-Horn and Associates
Existing Phasing: **Intersection 3: Genesee Ave & Science Center Dr** 
Description of Issue: The signal timing sheet and geometry for this intersection calls for a protected westbound U-turn movement (phase 1), however, HCM 2010 methodology cannot analyze U-turn movements.
Solution: • South leg (one receiving lane) added to intersection. • Phase 1 U-turn changed to phase 1 protected left turn, as well as signal timings. • All vehicle volumes moved to protected left turn.
Intersection Phasing in Synchro: 

<u>Additional Applicable Intersections</u>

8. Regents Rd & Genesee Ave

34. Miramar Rd & Eastgate Mall

36. Miramar Rd & Miramar Pl

51. Nobel Dr & I-805 NB Off-ramps

58. Regents Rd & Genesee Ave

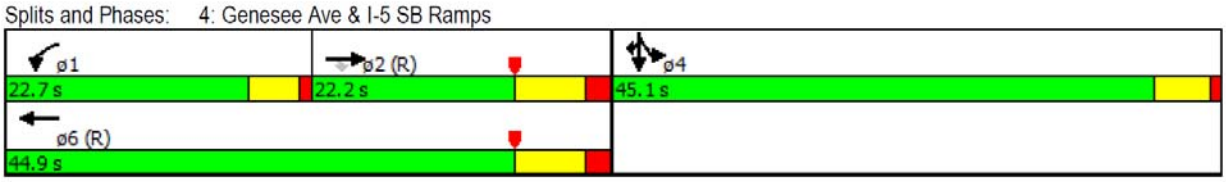
59. Regents Rd & Ariba St

Project: University Community Plan Update

Analyst: Kimley-Horn and Associates

Existing Geometrics:

Intersection 4: Genesee Ave & I-5 SB Ramps



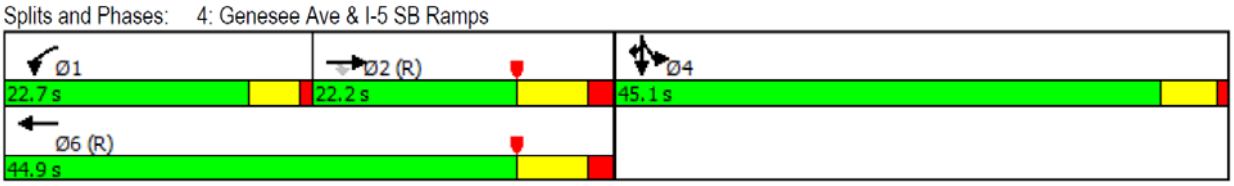
Description of Issue:

The geometry at this intersection provides one southbound right, one shared southbound right/left, and one southbound left. This shared/exclusive geometry is non-standard and therefore the intersection cannot be analyzed using HCM 2010 methodologies.

Solution:

- Trafficware has developed an algorithm that distributes volumes amongst the approach lanes for Synchro analyses that use HCM 2010 methodologies. It is standard practice to use this algorithm.
- HCM 2010 reports print with a note stating that the user approved the use of this algorithm.

Intersection Geometrics & Phasing in Synchro:



Additional Applicable Intersections

5. I-5 NB Ramps & Genesee Ave
7. Genesee Ave & Campus Point Dr
8. Regents Rd & Genesee Ave
11. Genesee Ave & Executive Square
13. Genesee Ave & Esplanade Ct
24. Villa La Jolla Dr & La Jolla Village Dr
29. Executive Way & La Jolla Village Dr
30. Towne Center Dr & La Jolla Village Dr
34. Miramar Rd & Eastgate Mall
35. Miramar Rd & Miramar Mall
36. Miramar Rd & Miramar Pl
37. Camino Santa Fe & Miramar Rd
39. La Jolla Village Square Dwy & Nobel Dr
58. Regents Rd & Genesee Ave
66. N. Torrey Pines Rd & La Jolla Shores Dr
67. La Jolla Village Dr & Expedition Way
70. Gilman Dr & I-5 NB Ramps
71. Palmilla Dr/Charmant Dr & Lebon Dr
72. Palmilla Dr & Ariba St.

Project: University Community Plan Update

Analyst: Kimley-Horn and Associates

Existing Lane Settings:

Intersection 6: Genesee Ave & Scripps Hospital

LANE SETTINGS	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lanes and Sharing (#RL)							
Traffic Volume (vph)	60	116	208	824	5	1458	490
Future Volume (vph)	60	116	208	824	5	1458	490
Street Name	Scripps Hospital		Genesee Ave		Genesee Ave		
Link Distance (ft)	439	—	—	1126	—	1733	—
Link Speed (mph)	15	—	—	45	—	45	—

Description of Issue:

The posted speed limit on the eastbound approach at this intersection is 15 miles per hour. HCM 2010 methodology is only able to analyze approaches with speed limits between 25 mph and 55mph. Therefore, this intersection cannot be analyzed using HCM 2010 methodology.

Solution:

- Eastbound approach lane speed increased to 25mph.
- This increase from 15mph to 25mph is very minor and has an unnoticeable effect on the analysis results.

Intersection Lane Settings in Synchro:

LANE SETTINGS	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lanes and Sharing (#RL)												
Traffic Volume (vph)	60	0	116	0	0	0	208	824	0	5	1458	490
Future Volume (vph)	60	0	116	0	0	0	208	824	0	5	1458	490
Street Name	Scripps Hospital						Genesee Ave			Genesee Ave		
Link Distance (ft)	—	439	—	—	735	—	—	1126	—	—	1733	—
Link Speed (mph)	—	25	—	—	30	—	—	45	—	—	45	—

Project: University Community Plan Update

Analyst: Kimley-Horn and Associates

Existing Geometrics:

Intersection 7: Genesee Ave & Campus Point Dr



Description of Issue:

The signal timing sheet for this intersection calls for eastbound (phase 3) and a westbound (phase 4) split phasing. HCM 2010 methodology requires standard NEMA phasing. Since Phase 3 is not compliant with NEMA standard phasing, the intersection cannot be analyzed using HCM 2010 methodology.

Solution:

- This is a nomenclature issue.
- Eastbound "phase 3" coding changed to "phase 8" in Synchro.

Intersection Phasing in Synchro:



Additional Applicable Intersections

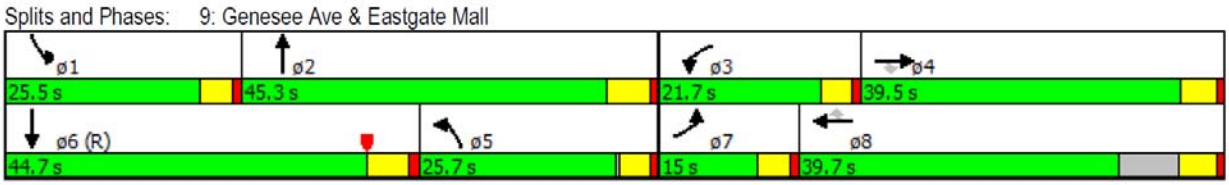
11. Genesee Ave & Executive Square
13. Genesee Ave & Esplanade Ct
27. Lebon Dr & La Jolla Village Dr
29. Executive Way & La Jolla Village Dr
37. Camino Santa Fe & Miramar Rd
38. Regents Rd & Genesee Ave
39. La Jolla Village Square Dwy & Nobel Dr
47. Towne Center Dr & Nobel Dr
48. Regents Rd & Genesee Ave
64. N. Torrey Pines Rd & La Jolla Shores Dr
66. N. Torrey Pines Rd & La Jolla Shores Dr
67. La Jolla Village Dr & Expedition Way

Project: University Community Plan Update

Analyst: Kimley-Horn and Associates

Existing Geometrics:

Intersection 9: Genesee Ave & Eastgate Mall



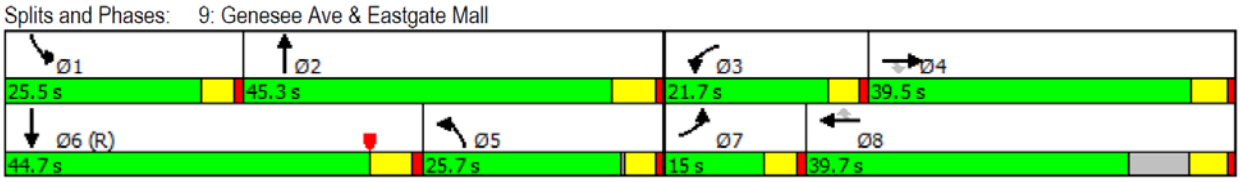
Description of Issue:

The signal timing sheet for this intersection calls for unequal yellow and all red times for phases 2 and 5, as well as phases 4 and 8. HCM 2010 methodology expects equal clearance times for phase crossing barriers concurrently (i.e. phase 2 clearance should equal phase 5 clearance and phase 4 clearance should equal phase 8 clearance). Since the clearance times are not equal, a warning is provided with the HCM 2010 report outputs.

Solution:

- Synchro provides a note that clearances are unequal along with HCM 2010 results.

Intersection Phasing in Synchro:



Project: University Community Plan Update

Analyst: Kimley-Horn and Associates

Existing Basic Timings:

Intersection 19: Genesee Ave & SR-52 EB Ramps

PHASING SETTINGS	1-SBL	2-NBT	4-WBL	6-SBT
Minimum Initial (s)	5.0	13.0	5.0	10.0
Minimum Split (s)	10.7	20.5	10.1	17.5
Maximum Split (s)	24.7	42.5	35.1	67.5
Yellow Time (s)	3.7	5.5	4.1	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0
Lagging Phase?	☐	☑	—	—
Allow Lead/Lag Optimize?	☑	☑	—	—
Optimize Phs Weights - Delays	1.0	1.0	1.0	1.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	None	Min	None	Min
Pedestrian Phase	☐	☑	☑	☐
Walk Time (s)	—	7.0	7.0	—
Flash Dont Walk (s)	—	24.0	25.0	—
Pedestrian Calls (#/hr)	—	1	0	—

Description of Issue:

- The signal timing sheet for this intersection calls for a pedestrian interval (walk time plus flashing don't walk time) that is greater than the phase maximum green time. HCM 2010 methodology requires pedestrian intervals to be less than the maximum green time of the adjacent vehicle phase. Therefore, this intersection cannot be analyzed using HCM 2010 methodology.

Solution:

- Synchro provides the option of "reduce pedestrian interval to phase max green". This option was selected.
- Pedestrian intervals are shown as unchanged in the basic timings (phase settings), as pedestrian interval reduction is an internal calculation (to Synchro).
- HCM 2010 reports print with a note stating that the user approved pedestrian interval to be less than phase max green.

Intersection Basic Timings in Synchro:

PHASING SETTINGS	1-SBL	2-NBT	4-WBL	6-SBT
Minimum Initial (s)	5.0	13.0	5.0	10.0
Minimum Split (s)	10.7	20.5	10.1	17.5
Maximum Split (s)	24.7	42.5	35.1	67.5
Yellow Time (s)	3.7	5.5	4.1	5.5
All-Red Time (s)	1.0	2.0	1.0	2.0
Lagging Phase?	☐	☑	—	—
Allow Lead/Lag Optimize?	☑	☑	—	—
Optimize Phs Weights - Delays	1.0	1.0	1.0	1.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0
Recall Mode	None	Min	None	Min
Pedestrian Phase	☐	☑	☑	☐
Walk Time (s)	—	7.0	7.0	—
Flash Dont Walk (s)	—	24.0	25.0	—
Pedestrian Calls (#/hr)	—	1	0	—

Additional Applicable Intersections

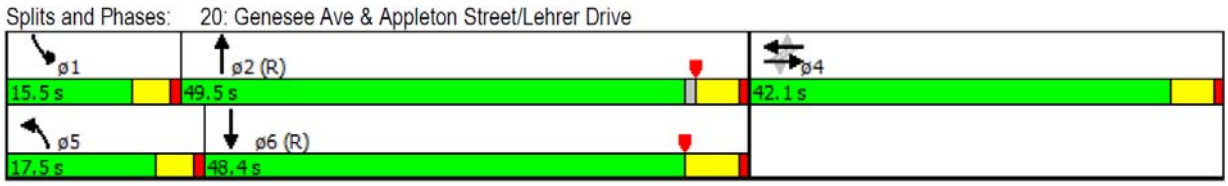
24. Villa La Jolla Dr & La Jolla Village Dr
28. Regents Rd & Genesee Ave
30. Towne Center Dr & La Jolla Village Dr
31. I-805 SB Ramps & La Jolla Village Dr
33. Nobel Dr & La Jolla Village Dr/Miramar Rd
35. Miramar Rd & Miramar Mall
36. Miramar Rd & Miramar Pl
37. Camino Santa Fe & Miramar Rd
39. La Jolla Village Square Dwy & Nobel Dr
42. Caminito Plaza Centro & Nobel Dr
44. Regents Rd & Nobel Dr
47. Towne Center Dr & Nobel Dr
56. Regents Rd & Miramar St/Regents Park Row
64. N. Torrey Pines Rd & La Jolla Shores Dr
70. Gilman Dr & I-5 NB Ramps

Project: University Community Plan Update

Analyst: Kimley-Horn and Associates

Existing Signal Phasing:

Intersection 20: Genesee Ave & Appleton St/Lehrer Dr



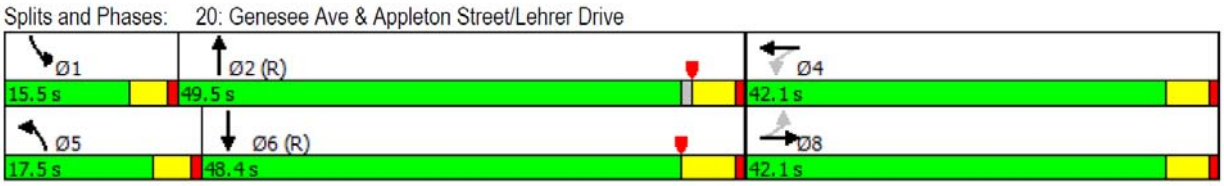
Description of Issue:

The signal timing sheet for this intersection calls for eastbound and westbound through movements (with permitted left and right turns) on phase 4. HCM 2010 methodology requires signal phasing to be consistent with the NEMA standard. NEMA phasing does not allow for two through movements (eastbound and westbound, in this case) to use the same phase. Therefore, the phasing is non-NEMA and the intersection cannot be analyzed using HCM 2010 methodology.

Solution:

- Combined eastbound and westbound (phase 4) separated into westbound (phase 4) and eastbound (phase 8).
- Signal timings from the combined movements coded for the movements individually.

Intersection Phasing in Synchro:



Project: University Community Plan Update

Analyst: Kimley-Horn and Associates

Existing Phasing:

Intersection 31: I-805 SB Ramps & La Jolla Village Dr



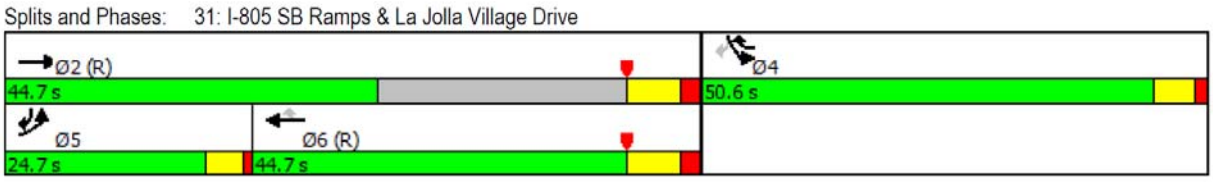
Description of Issue:

The signal timing sheet for this intersection calls for an exclusive protected southbound right turn at this T-intersection. This is considered custom phasing, since protected right turns are typically coded as an overlap with the appropriate left turn movement. In this case, there is no eastbound left turn movement, because there is no north leg. HCM 2010 methodology is unable to analyze custom (non-NEMA) phasing, therefore, this intersection cannot be analyzed using HCM 2010 methodology.

Solution:

- Addition of a "dummy" eastbound left turn movement (phase 5) to allow the southbound right turn to overlap with it.
- A vehicle volume of "1" was coded for the eastbound left turn movement to prevent the dummy phase from being skipped.
- Recall was also coded for the dummy movement.

Intersection Phasing in Synchro:



Additional Applicable Intersections

25. I-5 SB Off-ramps & La Jolla Villa Dr

26. I-5 NB Ramps & La Jolla Village Dr

41. I-5 NB Ramps & Nobel Dr

Project: University Community Plan Update

Analyst: Kimley-Horn and Associates

Existing Basic Timings:

Intersection 50: Nobel Dr & I805 SB On-Ramp

PHASING SETTINGS	1-SBL	2-NBT	6-SBT
Minimum Initial (s)	5.0	12.0	1.0
Minimum Split (s)	9.7	19.0	5.0
Maximum Split (s)	34.7	47.0	81.7
Yellow Time (s)	3.7	5.0	3.0
All-Red Time (s)	1.0	2.0	1.0
Lagging Phase?	☐	☑	—
Allow Lead/Lag Optimize?	☑	☑	—

Description of Issue:

The signal timing sheet for this intersection calls for a one second minimum green time for the southbound movement (phase 6). HCM 2010 methodology requires the minimum green time to be two seconds or greater. Therefore, this intersection cannot be analyzed using HCM 2010 methodology.

Solution:

- Minimum initial (minimum green) time increased to 2 seconds. This minor increase will not noticeably effect analysis reports.

Intersection Basic Timings in Synchro:

PHASING SETTINGS	1-SBL	2-NBT	6-SBT
Minimum Initial (s)	5.0	12.0	2.0
Minimum Split (s)	9.7	19.0	16.0
Maximum Split (s)	34.7	47.0	81.7
Yellow Time (s)	3.7	5.0	3.0
All-Red Time (s)	1.0	2.0	1.0
Lagging Phase?	☐	☑	—

Additional Applicable Intersections

40. I-5 SB Ramps & Nobel Dr

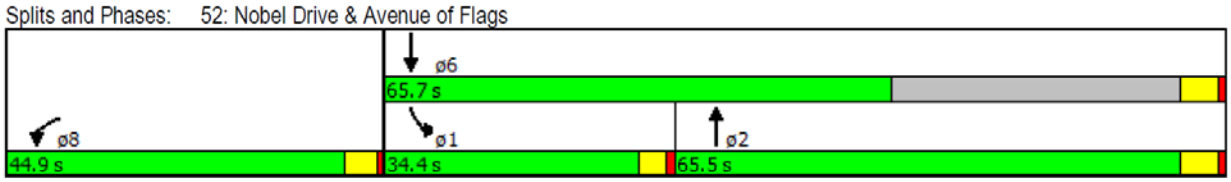
63. Clairemont Mesa Blvd/Regents Rd & Luna Ave

Project: University Community Plan Update

Analyst: Kimley-Horn and Associates

Existing Signal Phasing:

Intersection 52: Nobel Dr & Avenue of Flags



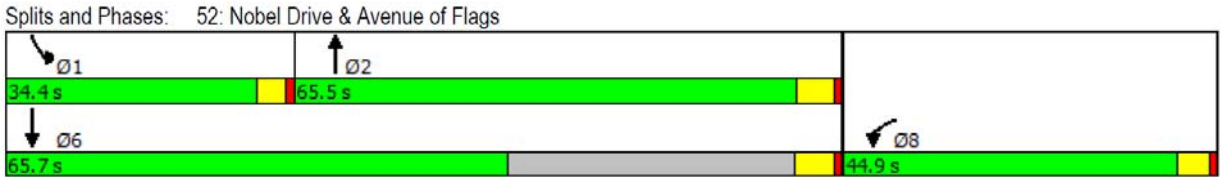
Description of Issue:

The signal timing sheet for this intersection calls for phase 8 in the first barrier and second ring. Phase 6 in the second barrier and first ring, and phases 1 and 2 in the second barrier and second ring. This phasing does not comply with NEMA standard phasing, which requires that phases 1, 2, 3 and 4 are coded in ring 1 and phases 5, 6, 7, and 8 are coded in ring 2, as well as phases 1, 2, 5, and 6 are coded in barrier 1, and phases 3, 4, 7, and 8 are coded in barrier 2. Since HCM 2010 methodology requires that signal phasing complies with NEMA standards, this intersection cannot be analyzed using HCM 2010 methodology.

Solution:

- This issue is primarily a nomenclature problem. NEMA requires that certain phase numbers be located in their respective ring and barriers.
- Synchro ring-barrier settings modified to place the proper phases (numbers) where NEMA, and therefore HCM 2010, expects them.
- Phases 1, 2, and 6 were moved to barrier 1. Phase 8 was moved to barrier 2. Additionally, phases 1 and 2 were moved to ring 1. Phase 6 was moved to ring 2.

Intersection Phasing in Synchro:

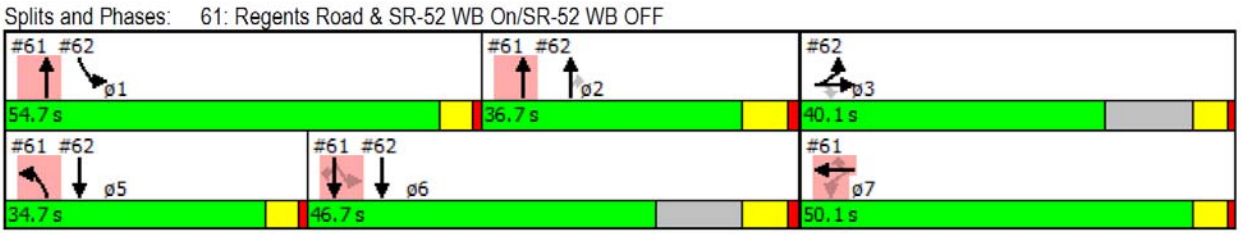


Project: University Community Plan Update

Analyst: Kimley-Horn and Associates

Existing Geometrics:

Intersection 61: Regents Rd & SR-52 WB On/Off Ramps



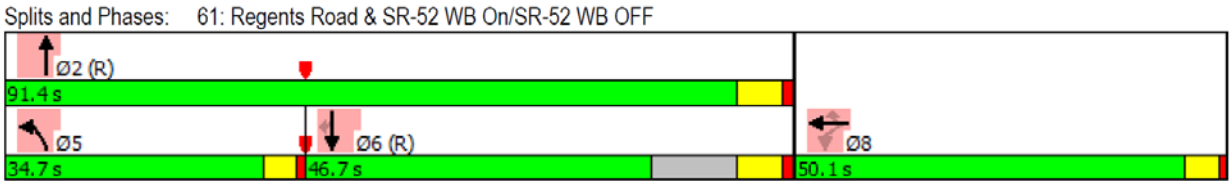
Description of Issue:

The signal timing sheet for this intersection shows that this intersection, as well as Intersection #62, are operated by one signal controller, which means that the intersections are clustered. HCM 2010 methodology is unable to analyze clustered intersections, therefore, the intersection cannot be analyzed using HCM 2010.

Solution:

- Clustering removed from the intersection.
- Intersections #61 and #62 coded as coordinated.
- Phase 7 changed to Phase 8 for NEMA compliance.

Intersection Phasing in Synchro:



<u>Additional Applicable Intersections</u>

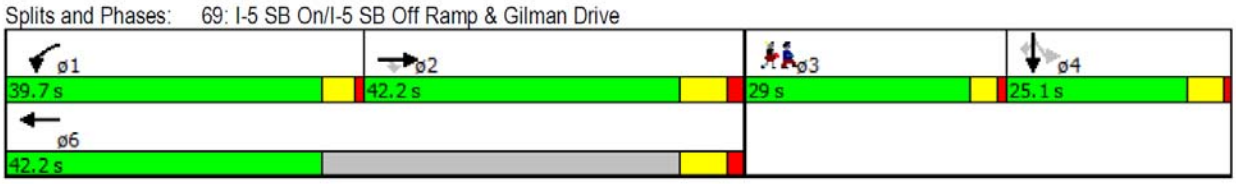
62. Regents Rd & SR 52 EB Ramps

Project: University Community Plan Update

Analyst: Kimley-Horn and Associates

Existing Geometrics:

Intersection 69: Gilman Dr & I-5 SB Ramps



Description of Issue:

The signal timing sheet for this intersection calls for an exclusive pedestrian phase (phase 3). HCM 2010 methodology cannot analyze exclusive pedestrian phases, therefore, the intersection cannot be analyzed using HCM 2010 methodology.

Solution:

- Exclusive pedestrian phase 3 removed.
- Vehicle phase 8 coded with pedestrian calls and interval timings.

Intersection Geometrics & Phasing in Synchro:

