



**DE ANZA**   
Revitalization Plan

# Existing Mobility Conditions

**Prepared for:**  
Placeworks  
501 W Broadway, Suite 800  
San Diego, CA 92101

**Prepared by:**  
Dawn Wilson, PE, TE  
Project Manager



2794 Loker Avenue W, Suite 102  
Carlsbad, CA 92010

# TABLE OF CONTENTS

<b>INTRODUCTION .....</b>	<b>1</b>
<i>Project Description .....</i>	<i>1</i>
<i>Study Area .....</i>	<i>1</i>
<b>ACCESS &amp; CIRCULATION .....</b>	<b>4</b>
<i>Vehicular Access .....</i>	<i>4</i>
<i>Pedestrian .....</i>	<i>4</i>
<i>Transit .....</i>	<i>6</i>
<i>Bicycle .....</i>	<i>7</i>
<b>ANALYSIS APPROACH AND METHODOLOGY .....</b>	<b>8</b>
<i>Intersection Delay Analysis .....</i>	<i>8</i>
<i>Roadway Segment Capacity Analysis .....</i>	<i>9</i>
<b>TRAFFIC VOLUMES .....</b>	<b>10</b>
<i>Study Area Intersections and Segments .....</i>	<i>10</i>
<i>De Anza Cove RV and Mobile Home Park .....</i>	<i>14</i>
<b>OPERATIONAL ANALYSIS .....</b>	<b>15</b>
<i>Intersections .....</i>	<i>15</i>
<i>Roadway Segments .....</i>	<i>16</i>
<b>GAPS IN MOBILITY NETWORK .....</b>	<b>18</b>
<i>Pedestrian .....</i>	<i>18</i>
<i>Bicycle .....</i>	<i>18</i>
<i>Transit .....</i>	<i>18</i>
<b>NEXT STEPS .....</b>	<b>19</b>

## LIST OF FIGURES

Figure 1 Project Study Area.....	2
Figure 2 Intersection Geometrics.....	3
Figure 3 Existing Pedestrian/Bicycle/Transit Map.....	5
Figure 4 Weekday (Thursday) Traffic Volumes.....	11
Figure 5 Weekday (Friday) Traffic Volumes.....	12
Figure 6 Saturday Traffic Volumes.....	13

## LIST OF TABLES

Table 1 LOS Criteria for Intersections.....	8
Table 2 LOS Criteria for Roadway Segments.....	9
Table 3 Existing Weekday De Anza Cove RV and Mobile Home Park Trip Generation.....	14
Table 4 Existing Saturday De Anza Cove RV and Mobile Home Park Trip Generation.....	14
Table 5 Weekday Intersection LOS Summary.....	15
Table 6 Saturday Intersection LOS Summary.....	16
Table 7 Weekday Roadway Segment LOS Summary.....	16
Table 8 Saturday Roadway Segment LOS Summary.....	17

## Appendices

Appendix A	Traffic Volume Data
Appendix B	Intersection LOS Worksheets

# INTRODUCTION

## Project Description

The De Anza Revitalization Plan project is a three-year comprehensive outreach and planning program to reimagine, repurpose and revitalize the project area. This planning effort will work with the community and stakeholders to develop conceptual revitalization plan alternatives that result in a preferred plan, an amendment to the Mission Bay Park Master Plan, and an environmental impact report (EIR).

This report focuses on the existing mobility conditions within the study area, including addressing the existing vehicular access to De Anza Cove, local transit, bicycle facilities and connectivity, and pedestrian facilities.

## Study Area

Access to De Anza Cove is taken from Mission Bay Drive, immediately west of Interstate 5. Two major intersections provide access into Mission Bay Park near De Anza Cove: Mission Bay Drive / N Mission Bay Drive and Mission Bay Drive & Clairemont Drive.

To assess the mobility conditions for De Anza Cove, the study area extends beyond Mission Bay Park in order to fully capture the mobility conditions for those traveling to and from the project site. The mobility study area is generally bounded by Grand Avenue to the north, Mission Bay to the south, I-5 to the east, and Rose Creek to the west (see **Figure 1**). For the purposes of evaluating the existing vehicular circulation in the study area, the following list summarizes the key intersections:

- Figueroa Boulevard & Grand Avenue
- Mission Bay Drive & Grand Avenue
- Mission Bay Drive & I-5 SB On-Ramp
- N Mission Bay Drive & Mission Bay Drive
- Mission Bay Drive & Clairemont Drive

The intersections listed above were selected as key locations providing access to and from De Anza Cove. The intersections along Grand Avenue and at the I-5 SB On-Ramp are signalized while the other two intersections are unsignalized and operate as an all-way stop controlled intersection. **Figure 2** illustrates the intersection geometrics.



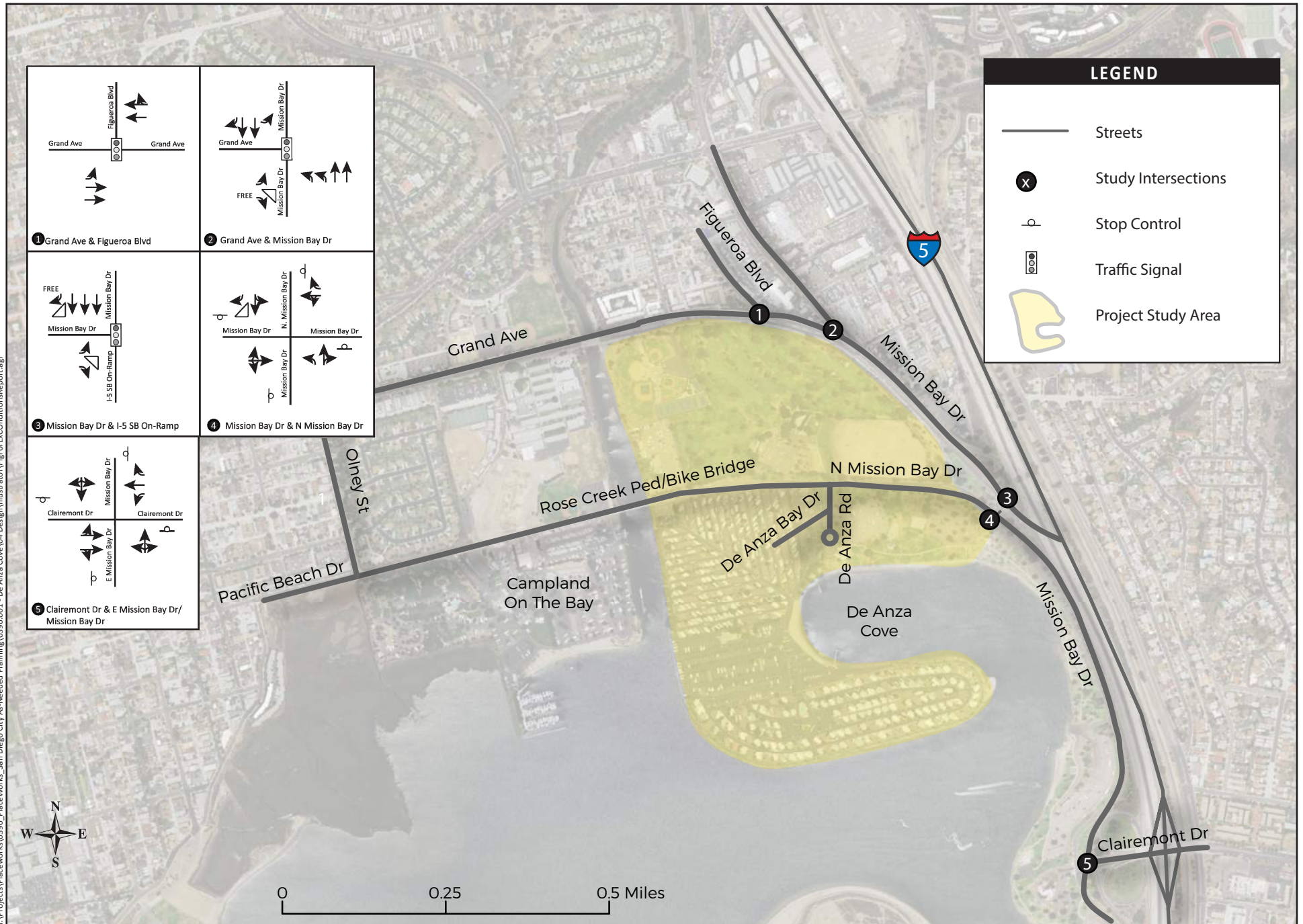
T:\Projects\Placeworks\0396\_PlaceWorks\_San Diego City As-Needed Planning\0396.001 - De Anza Cove\04 Design\Illustrator\Fig for ConditionsReport.apx



**Figure 1**  
**Project Study Area**



T:\Projects\Placeworks\0396\_PlaceWorks\_San Diego City As-Needed Planning\0396.001 - De Anza Cove\04 Design\Illustrator\Fig for ConditionsReport.apg



**Figure 2**  
**Intersection Geometrics**

# ACCESS & CIRCULATION

## Vehicular Access

Access to and from De Anza Cove by vehicle is limited to key access points along Mission Bay Drive. The nearest intersection to De Anza Cove is the Mission Bay Drive/North Mission Bay Drive/I-5 SB Ramp intersection. N Mission Bay Drive heads west from this intersection and is the main roadway serving the existing uses in the study area, including the golf course and mobile home park in De Anza Cove. N Mission Bay Drive is a two lane roadway with no sidewalks and no bicycle facilities. It terminates at the Rose Creek Bridge where it provides access to the San Diego Boat and Ski Club. Daily traffic volumes along N Mission Bay Drive near De Anza Cove is approximately 2,500 vehicles per day.



Access from the south is provided by Mission Bay Drive, which two lane roadway with on-street parking that serves Mission Bay Park. A second point of access to De Anza Cove is located at Clairemont Drive. This roadway also connects with I-5 immediately east of Mission Bay Park.

## Pedestrian

Several multi-use pathways in Mission Bay Park and the surrounding Pacific Beach Community provide pedestrians the ability to travel while being safeguarded from automobiles. **Figure 3** illustrates the existing pedestrian, bicycle facilities in the study area. The Rose Creek Trail is a recreational pedestrian connection from the Pacific Beach Community that provides direct access into the De Anza Cove recreational area. The Rose Creek Trail extends from De Anza Cove and parallels Rose Creek to the north and terminates near the Damon Street/Mission Bay Drive intersection, with plans to extend the trail to the north in the future.

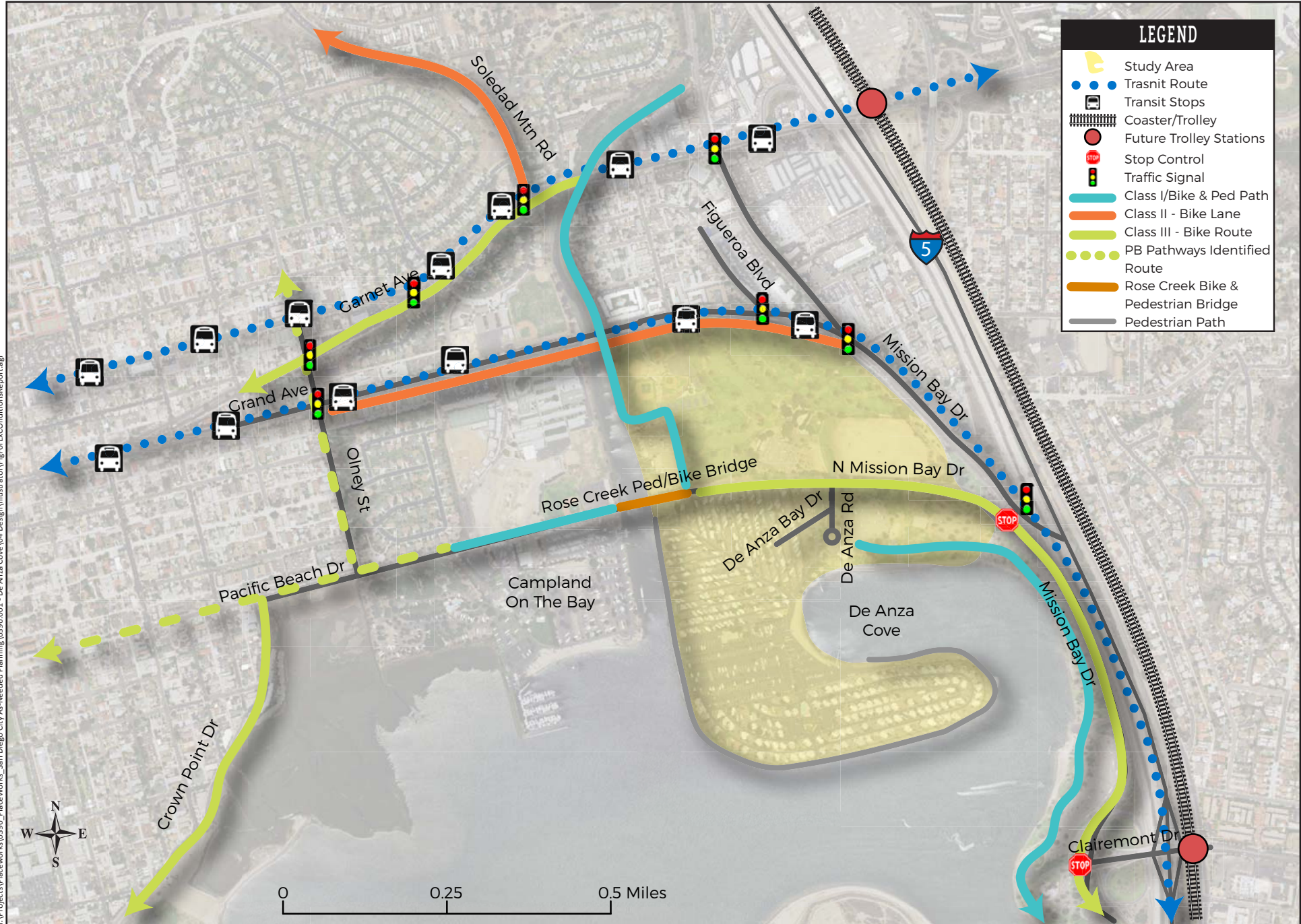
The Rose Creek Bikeway and Pedestrian Bridge connects the De Anza Cove recreational area with the Pacific Beach Community along Pacific Beach Drive, including key destinations such as Campland on the Bay, Crown Point on Mission Bay and the Pacific Ocean. Pedestrians access the Rose Creek Bikeway and Pedestrian Bridge from the west along smaller streets such as Olney Street may only contain sidewalks on one side of the street. There are no sidewalks along Pacific Beach Drive from the Rose Creek Bikeway and Pedestrian Bridge until the intersection of Crown Point Drive.



Along the perimeter of Mission Bay, a multiuse pathway is provided that serves pedestrians and bicyclists. The pathway connects the De Anza Cove recreational area to activity centers within Mission Bay Park including Fiesta Islands, picnic areas, restrooms and other facilities. This pathway is heavily utilized throughout the year and attracts visitors from throughout the county. However, the path terminates at the parking lot located within the De Anza Cove recreational area. Currently, the path does not extend into the existing mobile home park and does not directly connect with the Rose Creek Trail or Rose Creek Bikeway and Pedestrian Bridge.

Within the mobile home park, there is an existing asphalt walkway that extends along Rose Creek and the southernmost portion of the park. However, on the east side of the mobile home park the trail ends near the beach area and boat launch and on the west end, a fence blocks access from within the mobile home





T:\Projects\Placeworks\0396\_PlaceWorks\_San Diego City As-Needed Planning\0396.001 - De Anza Cove\04 Design\Illustrator\Fig for ConditionsReport.apr



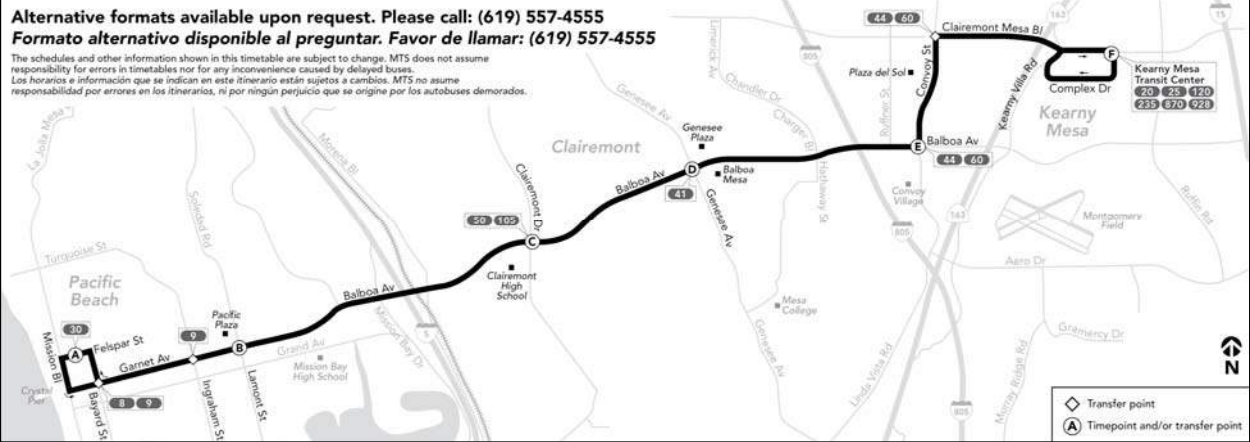
**Figure 3**  
**Existing Pedestrian/Bicycle/Transit Map**



community. Although it is possible to travel the perimeter of De Anza Cove on foot, several obstacles and gaps in pedestrian facilities currently exist, make this route uninviting and challenging for most pedestrians.

### Transit

Several transit connections are available in the immediate vicinity of the study area. MTS provides Route 27 that connects Pacific Beach along Garnet Avenue and Balboa Avenue to reach the Kearny Mesa Transit Center, where several MTS routes converge and provide further access to other areas of San Diego County. Weekday daily service is provided approximately every 30 minutes, and hourly on Saturdays. Bus stops are in adequate condition, with most of the stops containing a bench, with few stops containing simply signage.



MTS also provides Route 30, which serves as a connection from the University of California, San Diego as well as the University Town Center neighborhood to the Pacific Beach area and terminates in Downtown San Diego. Running along Grand Avenue and Interstate 5, this route operates approximately every 15-minutes on weekdays, and bi-hourly on Saturdays and Sundays. Bus stops are in fair condition, with most of the stops either containing coverage, a bench, or both. Bus stops are in adequate condition, with most of the stops containing a bench, with few stops containing simply signage.

The nearest bus stop serving De Anza Cove recreational area is located at the entrance to the Mission Bay Golf Course near the Grand Avenue/Bond Street intersection. This bus stop has a bench and a shelter with sidewalks on both sides of Grand Avenue leading pedestrians to the bus stop.



## Bicycle

The Pacific Beach Community, Mission Bay Park and the De Anza Cove recreational area provide a combination of bicycle facilities that assist people in efficiently and effectively reaching their destination by bicycle. Within the study area there is a combination of Class I, II, and III facilities that provide connections for bicyclists. A Class I multi-use path is provided along the shores of Mission Bay and provides a connection from the south near Tecolote Shores North to the De Anza Cove recreational area. Additionally, the multi-use path provides a connection to the west into Pacific Beach via the Rose Creek Bikeway and Pedestrian Bridge, which was recently constructed and opened to the public in early 2012.



Class II bicycle lanes are provided on the northern edge of the project study area along Grand Avenue between Mission Bay Drive and Olney Street. Additionally, a bicycle lane is provided along Soledad Mountain Road north of Garnett Avenue.

Class III bicycle routes are provided along N Mission Bay Drive, Mission Bay Drive and sections of Garnet Avenue. These facilities are denoted



by Bike Route signage and may include sharrows in the roadway.



In 2015, the beautifyPB organization initiated the implementation of the PB Pathway wayfinding signage program. The beautifulPB is a public non-profit charity formed by a group of PB residents, businesses, and property owners who are collaborating with the local community to create a sustainably beautiful Pacific Beach. They are working to implement a number of community projects and programs within the Pacific Beach EcoDistrict. The wayfinding signage program identifies bicycle, pedestrian and skater friendly routes throughout the community and encourage bicyclists to use these route through the

placement of special signs. The PB Pathway Program is a multiphase program, with Phase I signs installed in late 2015. These signs supplement the Class III Bike Route signs and expand the driver awareness of pedestrian and bicycle activity along these key routes.

Overall, there are several bicycle facilities within the study area. However, gaps in the bicycle network limit direct connections throughout much of the community. For example, the Class I Pacific Beach Pedestrian and Bicycle multi-use path ends at the entrance to Campland on the Bay, where there are no facilities to accommodate either pedestrians or bicycles. Also, there is a significant gap in bicycle facilities between the Mission Bay Drive & Grand Avenue intersection, where the Class II bicycle facility ends, and the entrance to De Anza Cove along Mission Bay Drive. Bicyclists accessing Mission Bay must share the road with the high volume, high speed traffic along Mission Bay Drive to access Mission Bay Park from the north.

# ANALYSIS APPROACH AND METHODOLOGY

The operational analysis of intersections was conducted in compliance with the City of San Diego Traffic Impact Study Guidelines. This section summarizes the analysis approach and methodology used to evaluate the intersections in the study area.

## Intersection Delay Analysis

Levels of service (LOS) were determined at the study area intersections for the AM and PM peak hours on a typical weekday and during the peak hours on a typical Saturday. The AM intersection analysis evaluates LOS during the hour with the highest vehicular traffic between 7:00 AM and 9:00 AM. The PM intersection analysis evaluates LOS during the hour with the highest vehicular traffic between 4:00 PM and 6:00 PM. The Saturday intersection analysis evaluates LOS during the hour with the highest vehicular traffic between 11:00 AM and 1:00 PM.

Signalized and unsignalized intersection operations were analyzed with Synchro 8 software (Trafficware). Synchro 8 uses the methodologies outlined in the *2000 Highway Capacity Manual (HCM)*.

Signal timing data and parameters such as cycle lengths, splits, clearance intervals, etc. were obtained from the current signal timing sheets provided by the City and calibrated into the Synchro model. Synchro reports delays, which correspond to a particular LOS, to describe the overall operation of an intersection. The criteria for the LOS grade designations are provided in **Table 1**. LOS provides a quick overview of how well an intersection is performing. Within the City of San Diego, all signalized and unsignalized intersections are expected to operate at LOS D or better.

**Table 1**  
**LOS Criteria for Intersections**

LOS	Control Delay (sec/veh)		Description
	Signalized Intersections	Unsignalized Intersections	
A	≤10	≤10	Operations with very low delay and most vehicles do not stop.
B	>10 and ≤20	>10 and ≤15	Operations with good progression but with some restricted movements.
C	>20 and ≤35	>15 and ≤25	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35 and ≤55	>25 and ≤35	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.
E	>55 and ≤80	>35 and ≤50	Operations where there is significant delay, extensive queuing, and poor progression.
F	>80	>50	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.



## Roadway Segment Capacity Analysis

The basis for analysis of roadway segment performance is provided by LOS standards and thresholds. The LOS analysis considerations include the functional classification of the roadway, maximum capacity, roadway geometrics, and Average Daily Traffic (ADT) volumes. The analysis results provide a quick overview of whether a segment is under, approaching, or over capacity. **Table 2** presents the roadway segment capacity and LOS standards utilized by the City of San Diego.

**Table 2**  
**LOS Criteria for Roadway Segments**

Street Classification	Level of Service (LOS)				
	A	B	C	D	E
Expressway (6-lane)	< 30,000	< 42,000	< 60,000	< 70,000	< 80,000
Prime Arterial (6-lane)	< 25,000	< 35,000	< 50,000	< 55,000	< 60,000
Major Arterial (6-lane, divided)	< 20,000	< 28,000	< 40,000	< 45,000	< 50,000
Major Arterial (4-lane, divided)	< 15,000	< 21,000	< 30,000	< 35,000	< 40,000
Collector (4-lane)	< 10,000	< 14,000	< 20,000	< 25,000	< 30,000
Collector (4-lane, no center lane)	< 5,000	< 7,000	< 10,000	< 13,000	< 15,000
Collector (2-lane, continuous left-turn lane)	< 5,000	< 7,000	< 10,000	< 13,000	< 15,000
Collector (2-lane, no fronting property)	< 4,000	< 5,500	< 7,500	< 9,000	< 10,000
Collector (2-lane, commercial/industrial fronting property)	< 2,500	< 3,500	< 5,000	< 6,500	< 8,000
Collector (2-lane, multi-family)	< 2,500	< 3,500	< 5,000	< 6,500	< 8,000
Collector (2-lane, single family)	--	--	< 2,200	--	--

**Source:** *City of San Diego Traffic Impact Study Manual, Table 2, Page 8, July 1998.*

**Notes:** The volumes and the average daily level of service listed above are only intended as a general planning guideline. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

# TRAFFIC VOLUMES

The following section summarizes the traffic volumes obtained at the study area intersections and roadway segments. Additionally, traffic volumes were obtained at the entrance to the De Anza Cove RV and Mobile Home Park and Campland on the Bay in order to develop localized trip generation rates that can be used to assess potential land use alternative scenarios.

## Study Area Intersections and Segments

Traffic volumes were collected at the intersections in the study area on Thursday, December 3, 2015 during the AM (7:00 to 9:00) and PM (4:00 to 6:00) peak periods and on Saturday, December 5, 2015 during the midday (11:00 to 1:00) peak period. Daily traffic volumes, including vehicle classifications and speeds, were obtained along N Mission Bay Drive, Mission Bay Drive, and De Anza Road from December 3 to 5, 2015. **Figures 4 to 6** summarize the traffic volumes on a Thursday, Friday, and Saturday, respectively. Raw traffic count data is provided in **Appendix A**.

As shown in the figures, daily traffic volumes along N Mission Bay Drive and De Anza Road were the highest on a Saturday and lowest on a Thursday. Daily traffic volumes along N Mission Bay Drive east of De Anza Road ranged between 2,500 and 3,100 vehicles. Daily traffic volumes along Mission Bay Drive south of the entrance to De Anza Cove were approximately 4,500 vehicles on a weekday and 3,400 on a Saturday.

The prevailing speeds (85<sup>th</sup> percentile speeds) along N Mission Bay Drive near the entrance to De Anza Cove was 38 miles per hour (mph), but dropped to 27 to 28 mph west of De Anza Road. The prevailing speeds along Mission Bay Drive south of the entrance to De Anza Cove ranged between 42 to 44 mph.

Nearly all of the vehicles traveling along N Mission Bay Drive and Mission Bay Drive were typical 2-axel vehicles including motorcycles, passenger cars, pickups, vans, and buses. There were less than 15 vehicles classified as trucks with 3 or 4 axles over a 24-hour period.



xxxx = ADT volume

xx / yy = AM / PM Peak-Hour Turning Movement Volumes

The naming convention for intersections is North-South / East-West

Figueroa Blvd @ Grand Ave	Mission Bay Dr @ Grand Ave	Mission Bay Dr @ I-5 SB On-Ramp	N Mission Bay Dr @ Mission Bay Dr	Mission Bay Dr @ Clairemont Dr	LEGEND
<p>18 / 25 743 / 1470</p> <p>68 / 59 1960 / 1231</p>	<p>116 / 288 656 / 662</p> <p>352 / 124 1639 / 1083</p> <p>605 / 1181 615 / 953</p>	<p>152 / 483 2150 / 1333</p> <p>294 / 105 26 / 21</p>	<p>6 / 21 14 / 19</p> <p>12 / 8 34 / 71 264 / 82</p> <p>0 / 1 15 / 36 42 / 47</p> <p>99 / 412 16 / 9 31 / 46</p>	<p>5 / 6 48 / 154 88 / 340</p> <p>127 / 107 19 / 39 198 / 215</p> <p>2 / 3 5 / 34 4 / 7</p> <p>3 / 5 195 / 69 278 / 183</p>	<p>SB RT SB TH SB LT</p> <p>EB LT EB TH EB RT</p> <p>NB LT NB TH NB RT</p>

Figure 4  
Weekday (Thursday) Traffic Volumes







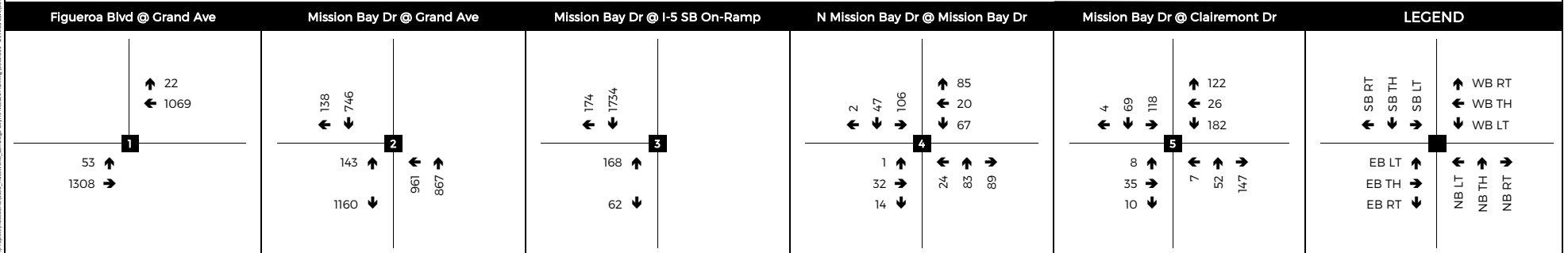
Peak-Hour Turning Movement Volumes were not obtained on a Friday



xxxx ± ADT volume

xx = Saturday Peak-Hour Turning Movement Volumes

The naming convention for intersections is North-South / East-West



**Figure 6**  
**Saturday Traffic Volumes**

## De Anza Cove RV and Mobile Home Park

Daily traffic volumes were obtained at the entrance to the RV and Mobile Homes in De Anza Cove between December 17 and 19, 2015. Traffic volumes ranged between 1,400 ADT to 1,600 ADT with the highest volumes occurring on a Saturday and the lowest volumes occurring on a Thursday. For the purposes of calculating weekday trip generation rates, traffic volumes on a Thursday were used.

The independent variables selected for determining the trip generation rates in De Anza Cove were occupied RV and Mobile Home sites. The occupancy for both RV and Mobile Homes were provided by the on-site property management companies that coincided with the date of the counts. The RV occupancy ranged between 130 and 150 sites and the Mobile Home occupancy was 158 sites. **Tables 3 and 4** summarize the trip generation rates on a weekday and Saturday, respectively.

As shown in the tables, the weekday and Saturday daily trip generation for the RV site was nearly identical with a trip rate of 10.56 and 10.58 trips per site on a weekday and Saturday, respectively. Daily trip rates for the Mobile Home ranged between 8.75 and 10.11 trips per site on a weekday and Saturday, respectively.

**Table 3**  
**Existing Weekday De Anza Cove RV and Mobile Home Park Trip Generation**

TRIP GENERATION RATES (WEEKDAY)					
Land Use	Weekday Daily	AM PEAK		PM PEAK	
		Rate	In:Out Ratio	Rate	In:Out Ratio
De Anza Cove (RV)	10.56 trips / site	0.56	0.30 : 0.70	0.79	0.69 : 0.31
De Anza Cove (Mobile Home)	8.75 trips / site	0.47	0.30 : 0.70	0.65	0.69 : 0.31

**Notes:**

Traffic volume counts were obtained at the driveway on Thursday, December 17, 2015. The site occupancy was provided by the property management company on site.

**Table 4**  
**Existing Saturday De Anza Cove RV and Mobile Home Park Trip Generation**

TRIP GENERATION RATES (SATURDAY)			
Land Use	Saturday Daily	SATURDAY PEAK	
		Rate	In:Out Ratio
De Anza Cove (RV)	10.58 trips / site	0.94	0.58 : 0.42
De Anza Cove (Mobile Home)	10.11 trips / site	0.90	0.58 : 0.42

**Notes:**

Traffic volume counts were obtained at the driveway on Saturday, December 19, 2015. The site occupancy was provided by the property management company on site.



# OPERATIONAL ANALYSIS

The following section summarizes the traffic operations at the intersections and roadway segments in the study area.

## Intersections

**Table 5** summarizes the operations of the intersections during the weekday peak-hours. As shown in the table, the study intersections operate at an acceptable LOS D or better during the peak-hours except for the Mission Bay Drive & Clairemont Drive intersection, which operates at LOS E during the PM peak-hour. Actual operations of the Mission Bay Drive & I-5 SB On-Ramp intersection are worse than what is reported in the table based on field observations. The analysis does not take into account the I-5 Southbound ramp meter, which is located approximately 400 feet downstream of the intersection. Field observations indicate long queues resulting from the ramp meter and prevents vehicles from traveling through the intersection.

**Table 5**  
**Weekday Intersection LOS Summary**

#	Intersection	Traffic Control	Peak Hour	Existing Conditions	
				Weekday	
				Delay <sup>(a)</sup>	LOS <sup>(b)</sup>
1	Figueroa Blvd & Grand Ave	Signal	AM	4.4	A
			PM	4.1	A
2	Mission Bay Dr & Grand Ave	Signal	AM	53.3	D
			PM	26.0	C
3	Mission Bay Dr & I-5 SB On-Ramp	Signal	AM	12.9	B <sup>(c)</sup>
			PM	4.5	A <sup>(c)</sup>
4	N Mission Bay Dr & Mission Bay Dr	AWSC	AM	8.9	A
			PM	15.8	C
5	Mission Bay Dr & Clairemont Dr	AWSC	AM	19.9	C
			PM	<b>36.8</b>	<b>E</b>

**Notes:**

**Bold** values represent intersections operating at LOS E or F.

(a) Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* (HCM) and performed using Synchro 8. All-way stop controlled intersections with more than 2 approach lanes were evaluated based on the 2010 HCM methodology.

(c) Operations are worse than reported due to the downstream ramp meter and based on field observations.

**Table 6** summarizes the operations of the intersections during the Saturday peak-hours. As shown in the table, all intersections operate at an acceptable LOS D or better during the peak-hours. **Appendix B** contains a copy of the LOS worksheets.

**Table 6**  
**Saturday Intersection LOS Summary**

#	Intersection	Traffic Control	Peak Hour	Existing Conditions	
				Saturday	
				Delay (a)	LOS (b)
1	Figueroa Blvd & Grand Ave	Signal	Sat	2.8	A
2	Mission Bay Dr & Grand Ave	Signal	Sat	15.7	B
3	Mission Bay Dr & I-5 SB On-Ramp	Signal	Sat	5.8	A
4	N Mission Bay Dr & Mission Bay Dr	AWSC	Sat	8.0	A
5	Mission Bay Dr & Clairemont Dr	AWSC	Sat	11.4	B

**Notes:**

**Bold** values represent intersections operating at LOS E or F.

(a) Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* (HCM) and performed using Synchro 8. All-way stop controlled intersections with more than 2 approach lanes were evaluated based on the 2010 HCM methodology.

## Roadway Segments

**Table 7** summarizes the operations of the roadway segments on a weekday based on comparing the daily volumes to each segment's theoretical capacity. As shown in the table, all segments operate at an acceptable LOS D or better. All segments are classified as 2-lane collectors and carry approximately 4,500 vehicles or less.

**Table 7**  
**Weekday Roadway Segment LOS Summary**

Roadway Segment	Functional Classification <sup>(a)</sup>	LOS E Capacity	Weekday ADT <sup>(b)</sup>	v/c Ratio <sup>(c)</sup>	LOS
<b>N Mission Bay Dr</b>					
West of De Anza Rd	2 Lane Collector	10,000	792	0.08	A
De Anza Rd to Mission Bay Dr	2 Lane Collector	10,000	2,531	0.25	A
<b>Mission Bay Dr</b>					
N Mission Bay Dr to Clairemont Dr	2 Lane Collector	10,000	4,406	0.44	B
<b>De Anza Rd</b>					
South of N Mission Bay Dr	2 Lane Collector	10,000	1,781	0.18	A

**Notes:**

**Bold** values indicate roadway segments operating at LOS E or F.

(a) Existing functional street classification is based on field observations.

(b) Average Daily Traffic (ADT) volumes were obtained by NDS in December 2015.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

**Table 8** summarizes the operations of the roadway segments on a Saturday based on comparing the daily volumes to each segment's theoretical capacity. As shown in the table, all segments operate at an acceptable LOS D or better. All segments are classified as 2-lane collectors and carry approximately 3,400 vehicles or less.

**Table 8**  
**Saturday Roadway Segment LOS Summary**

Roadway Segment	Functional Classification <sup>(a)</sup>	LOS E Capacity	Weekday ADT <sup>(b)</sup>	v/c Ratio <sup>(c)</sup>	LOS
<b>N Mission Bay Dr</b>					
West of De Anza Rd	2 Lane Collector	10,000	955	0.10	A
De Anza Rd to Mission Bay Dr	2 Lane Collector	10,000	3,095	0.31	A
<b>Mission Bay Dr</b>					
N Mission Bay Dr to Clairemont Dr	2 Lane Collector	10,000	3,365	0.34	A
<b>De Anza Rd</b>					
South of N Mission Bay Dr	2 Lane Collector	10,000	2,161	0.22	A

Notes:

**Bold** values indicate roadway segments operating at LOS E or F.

(a) Existing functional street classification is based on field observations.

(b) Average Daily Traffic (ADT) volumes were obtained by NDS in December 2015.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.



# GAPS IN MOBILITY NETWORK

The following section summarizes some of the existing deficiencies related to the mobility network in the study area.

## **Pedestrian**

Sidewalks are only present on the edges of the study area along the south side of Grand Avenue from Rose Creek to the entrance to De Anza Cove when it ties into N Mission Bay Drive. At that point, any pedestrians using the facility are forced to walk on the shoulders of the roadway and/or walk on the landscaping areas behind the sidewalk.

## **Bicycle**

Within the De Anza Cove study area, a Class III bicycle route exists along N Mission Bay Drive and the multi-use facility provides access on the perimeter of the study area. However, there are gaps in the bicycle network west of the study area along Pacific Beach Drive between Crown Point Drive and the entrance to Campland on the Bay and on Olney Street between Grand Avenue and Pacific Beach Drive.

## **Transit**

Existing transit service is provided on the northern edges of the study area along Grand Avenue. The nearest bus stop is located at the entrance to the Mission Bay Golf Course at the intersection with Bond Street. Transit patrons destined to the central areas of De Anza Cove have to walk approximately 0.4 miles, which is 0.15 miles in excess of the standard 0.25 mile walking distance for pedestrians from a bus stop.

# NEXT STEPS

The project team will meet with project stakeholders and obtain input from the public through several public meetings and charrettes. Upon the development of a preferred conceptual master plan, the following list provides a brief summary of the items that will be addressed:

- Review the proposed improvements in the study affecting the various modes of travel through adopted master plans
- Forecast the change in traffic volumes between the preferred conceptual master plan and the adopted master plan
- Develop near term traffic volumes
- Develop buildout traffic volumes utilizing SANDAG's Series 12 regional traffic model
- Perform a LOS analyses for the intersections and roadway segments in the study area with the preferred conceptual master plan
- Detailed assessments of pedestrian connectivity, connections to local and regional bicycle networks, and access to transit will be completed

# Appendix A

## Traffic Volume Data

---



**CLASSIFICATION**

N Mission Bay Dr Bet. Golf Course Entrance &amp; De Anza Rd

Day: Thursday

City: San Diego

Date: 12/3/2015

Project #: CA15\_4363\_002

**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
05:00	0	1	0	0	0	2	0	0	0	0	0	0	0	3
06:00	1	11	6	0	3	0	0	0	0	0	0	0	0	21
07:00	0	14	0	0	2	0	0	0	0	0	0	0	0	16
08:00	0	26	3	0	2	0	0	0	0	0	0	0	0	31
09:00	0	47	6	0	2	0	0	0	0	0	0	0	0	55
10:00	0	35	4	0	0	0	0	0	0	0	0	0	0	39
11:00	2	46	6	0	3	1	0	2	0	0	0	0	0	60
12:00 PM	0	59	2	2	4	0	0	0	0	0	0	0	0	67
13:00	1	62	3	0	1	0	0	1	0	0	0	0	0	68
14:00	0	57	7	0	5	0	0	0	0	0	0	0	0	69
15:00	0	60	9	0	5	0	0	1	0	0	0	0	0	75
16:00	0	59	5	0	3	1	0	1	0	0	0	0	0	69
17:00	0	57	7	0	2	0	0	0	0	0	0	0	0	66
18:00	0	49	7	0	2	0	0	0	0	0	0	0	0	58
19:00	0	24	5	0	3	0	0	0	0	0	0	0	0	32
20:00	1	18	5	0	0	0	0	0	0	0	0	0	0	24
21:00	0	21	4	0	0	0	0	0	0	0	0	0	0	25
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
<b>Totals</b>	<b>5</b>	<b>659</b>	<b>80</b>	<b>2</b>	<b>37</b>	<b>4</b>		<b>5</b>						<b>792</b>
<b>% of Totals</b>	<b>1%</b>	<b>83%</b>	<b>10%</b>	<b>0%</b>	<b>5%</b>	<b>1%</b>		<b>1%</b>						<b>100%</b>

<b>AM Volumes</b>	3	189	26	0	12	3	0	2	0	0	0	0	0	235
<b>% AM</b>	0%	24%	3%		2%	0%		0%						30%
<b>AM Peak Hour</b>	11:00	09:00	06:00		06:00	05:00		11:00						11:00
<b>Volume</b>	2	47	6		3	2		2						60
<b>PM Volumes</b>	2	470	54	2	25	1	0	3	0	0	0	0	0	557
<b>% PM</b>	0%	59%	7%	0%	3%	0%		0%						70%
<b>PM Peak Hour</b>	13:00	13:00	15:00	12:00	14:00	16:00		13:00						15:00
<b>Volume</b>	1	62	9	2	5	1		1						75
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>			<b>Off Peak Volumes</b>				
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	47	↔	6%	135	↔	17%	135	↔	17%	475	↔	60%		

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**VOLUME**

N Mission Bay Dr Bet. Golf Course Entrance & De Anza Rd

Day: Thursday  
 Date: 12/3/2015

City: San Diego  
 Project #: CA15\_4363\_002

DAILY TOTALS					NB	SB	EB	WB	Total						
					0	0	392	400	792						
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	0	0			12:00	0	0	6	8	14			
00:15	0	0	0	0			12:15	0	0	7	7	14			
00:30	0	0	0	0			12:30	0	0	12	14	26			
00:45	0	0	0	0			12:45	0	0	8	33	5	34	13	67
01:00	0	0	0	0			13:00	0	0	7	9	16			
01:15	0	0	0	0			13:15	0	0	11	9	20			
01:30	0	0	0	0			13:30	0	0	10	9	19			
01:45	0	0	0	1	1	1	13:45	0	0	6	34	7	34	13	68
02:00	0	0	1	0	1		14:00	0	0	7	7	14			
02:15	0	0	0	0			14:15	0	0	8	10	18			
02:30	0	0	0	0			14:30	0	0	13	6	19			
02:45	0	0	2	3	2	2	14:45	0	0	11	39	7	30	18	69
03:00	0	0	0	0			15:00	0	0	8	10	18			
03:15	0	0	0	0			15:15	0	0	7	12	19			
03:30	0	0	0	0			15:30	0	0	14	12	26			
03:45	0	0	0	0			15:45	0	0	6	35	6	40	12	75
04:00	0	0	0	0			16:00	0	0	12	8	20			
04:15	0	0	0	0			16:15	0	0	6	14	20			
04:30	0	0	0	1	1	1	16:30	0	0	8	7	15			
04:45	0	0	0	3	4	3	16:45	0	0	7	33	7	36	14	69
05:00	0	0	1	2	3		17:00	0	0	5	7	12			
05:15	0	0	0	0			17:15	0	0	6	10	16			
05:30	0	0	0	0			17:30	0	0	9	11	20			
05:45	0	0	0	1	0	2	17:45	0	0	5	25	13	41	18	66
06:00	0	0	3	5	8		18:00	0	0	8	4	12			
06:15	0	0	0	0			18:15	0	0	2	3	5			
06:30	0	0	1	5	6		18:30	0	0	15	7	22			
06:45	0	0	0	4	7	17	18:45	0	0	15	40	4	18	19	58
07:00	0	0	3	1	4		19:00	0	0	10	4	14			
07:15	0	0	0	3	3		19:15	0	0	5	4	9			
07:30	0	0	0	2	2		19:30	0	0	4	1	5			
07:45	0	0	1	4	6	12	19:45	0	0	2	21	2	11	4	32
08:00	0	0	1	4	5		20:00	0	0	10	1	11			
08:15	0	0	1	7	8		20:15	0	0	2	0	2			
08:30	0	0	3	9	12		20:30	0	0	5	2	7			
08:45	0	0	1	6	5	25	20:45	0	0	3	20	1	4	4	24
09:00	0	0	2	4	6		21:00	0	0	6	2	8			
09:15	0	0	5	8	13		21:15	0	0	8	0	8			
09:30	0	0	8	9	17		21:30	0	0	7	1	8			
09:45	0	0	10	25	9	30	21:45	0	0	1	22	0	3	1	25
10:00	0	0	2	5	7		22:00	0	0	0	1	1			
10:15	0	0	7	4	11		22:15	0	0	1	0	1			
10:30	0	0	5	6	11		22:30	0	0	0	0				
10:45	0	0	7	21	3	18	22:45	0	0	0	1	0	1	2	
11:00	0	0	6	10	16		23:00	0	0	0	0				
11:15	0	0	10	9	19		23:15	0	0	1	0	1			
11:30	0	0	4	8	12		23:30	0	0	0	0				
11:45	0	0	4	24	9	36	23:45	0	0	0	1	1	1	1	2
<b>TOTALS</b>			88	147	235		<b>TOTALS</b>			304	253	557			
<b>SPLIT %</b>			37.4%	62.6%	29.7%		<b>SPLIT %</b>			54.6%	45.4%	70.3%			

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	392	400	792		
AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			18:30	14:45	14:45
AM Pk Volume			29	38	67	PM Pk Volume			21	41	81
Pk Hr Factor			0.417	0.472	0.482	Pk Hr Factor			0.525	0.792	0.779
7 - 9 Volume	0	0	10	37	47	4 - 6 Volume	0	0	58	77	135
7 - 9 Peak Hour			07:45	07:45	07:45	4 - 6 Peak Hour			16:00	17:00	16:00
7 - 9 Pk Volume	0	0	6	26	32	4 - 6 Pk Volume	0	0	33	41	69
Pk Hr Factor	0.000	0.000	0.500	0.722	0.667	Pk Hr Factor	0.000	0.000	0.688	0.788	0.863

**CLASSIFICATION**

N Mission Bay Dr Bet. Golf Course Entrance &amp; De Anza Rd

Day: Friday

City: San Diego

Date: 12/4/2015

Project #: CA15\_4363\_002

**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	1	0	0	1	0	0	0	0	0	4
06:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
07:00	0	15	4	0	5	0	0	0	0	0	0	0	0	24
08:00	0	26	2	0	1	0	0	0	0	0	0	0	0	29
09:00	2	32	6	0	2	0	0	0	0	0	0	0	0	42
10:00	0	29	5	0	3	0	0	0	0	0	0	0	0	37
11:00	2	57	2	0	10	0	0	0	0	0	0	0	0	71
12:00 PM	0	63	7	0	6	0	0	0	0	0	0	0	0	76
13:00	0	51	7	1	2	0	0	2	0	0	0	0	0	63
14:00	1	57	6	1	3	0	0	0	0	0	0	0	0	68
15:00	0	85	11	0	4	0	0	1	0	0	0	0	0	101
16:00	1	69	10	0	2	0	0	1	0	0	0	0	0	83
17:00	0	60	8	0	8	0	0	0	0	0	0	0	0	76
18:00	0	50	3	0	2	0	0	0	0	0	0	0	0	55
19:00	0	38	3	0	2	0	0	0	0	0	0	0	0	43
20:00	0	31	5	0	1	0	0	0	0	0	0	0	0	37
21:00	0	45	4	0	1	0	0	0	0	0	0	0	0	50
22:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
<b>Totals</b>	<b>6</b>	<b>740</b>	<b>83</b>	<b>2</b>	<b>53</b>			<b>5</b>						<b>889</b>
<b>% of Totals</b>	<b>1%</b>	<b>83%</b>	<b>9%</b>	<b>0%</b>	<b>6%</b>			<b>1%</b>						<b>100%</b>

<b>AM Volumes</b>	4	179	19	0	22	0	0	1	0	0	0	0	0	225
<b>% AM</b>	0%	20%	2%		2%			0%						25%
<b>AM Peak Hour</b>	09:00	11:00	09:00		11:00			05:00						11:00
<b>Volume</b>	2	57	6		10			1						71
<b>PM Volumes</b>	2	561	64	2	31	0	0	4	0	0	0	0	0	664
<b>% PM</b>	0%	63%	7%	0%	3%			0%						75%
<b>PM Peak Hour</b>	14:00	15:00	15:00	13:00	17:00			13:00						15:00
<b>Volume</b>	1	85	11	1	8			2						101

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes		
	Volume	%	Volume	%	Volume	%	Volume	%	
	53	↔	6%	139	↔	16%	159	↔	18%
							538	↔	61%

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**VOLUME**

N Mission Bay Dr Bet. Golf Course Entrance & De Anza Rd

Day: Friday  
 Date: 12/4/2015

City: San Diego  
 Project #: CA15\_4363\_002

DAILY TOTALS						NB	SB	EB	WB	Total		
						0	0	437	452	889		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	0	0		12:00	0	0	16	11	27	
00:15	0	0	0	0		12:15	0	0	8	11	19	
00:30	0	0	0	0		12:30	0	0	6	8	14	
00:45	0	0	0	0		12:45	0	0	6	36	10	40
01:00	0	0	0	0		13:00	0	0	8	13	21	
01:15	0	0	0	0		13:15	0	0	3	8	11	
01:30	0	0	0	0		13:30	0	0	6	8	14	
01:45	0	0	0	0		13:45	0	0	6	23	11	40
02:00	0	0	0	0		14:00	0	0	9	5	14	
02:15	0	0	0	0		14:15	0	0	9	8	17	
02:30	0	0	0	0		14:30	0	0	8	6	14	
02:45	0	0	0	0		14:45	0	0	13	39	10	29
03:00	0	0	0	1	1	15:00	0	0	7	14	21	
03:15	0	0	0	0		15:15	0	0	11	7	18	
03:30	0	0	0	0		15:30	0	0	10	11	21	
03:45	0	0	0	0	1	15:45	0	0	11	39	30	62
04:00	0	0	1	0	1	16:00	0	0	17	11	28	
04:15	0	0	0	0		16:15	0	0	6	14	20	
04:30	0	0	0	0		16:30	0	0	10	10	20	
04:45	0	0	0	1	1	16:45	0	0	11	44	4	39
05:00	0	0	0	0		17:00	0	0	18	7	25	
05:15	0	0	0	1	1	17:15	0	0	2	9	11	
05:30	0	0	2	1	3	17:30	0	0	8	13	21	
05:45	0	0	0	2	2	17:45	0	0	8	36	11	40
06:00	0	0	1	2	3	18:00	0	0	9	0	9	
06:15	0	0	0	6	6	18:15	0	0	9	13	22	
06:30	0	0	0	0		18:30	0	0	4	7	11	
06:45	0	0	0	1	6	18:45	0	0	4	26	9	29
07:00	0	0	1	2	3	19:00	0	0	5	12	17	
07:15	0	0	0	4	4	19:15	0	0	9	3	12	
07:30	0	0	2	9	11	19:30	0	0	2	3	5	
07:45	0	0	0	3	6	19:45	0	0	4	20	5	23
08:00	0	0	1	1	2	20:00	0	0	15	2	17	
08:15	0	0	2	5	7	20:15	0	0	11	3	14	
08:30	0	0	5	3	8	20:30	0	0	5	0	5	
08:45	0	0	6	14	6	20:45	0	0	1	32	0	5
09:00	0	0	1	9	10	21:00	0	0	13	1	14	
09:15	0	0	6	5	11	21:15	0	0	17	1	18	
09:30	0	0	3	8	11	21:30	0	0	10	2	12	
09:45	0	0	5	15	5	21:45	0	0	5	45	1	5
10:00	0	0	3	3	6	22:00	0	0	2	1	3	
10:15	0	0	5	3	8	22:15	0	0	0	0		
10:30	0	0	6	4	10	22:30	0	0	1	2	3	
10:45	0	0	10	24	3	22:45	0	0	1	4	0	3
11:00	0	0	9	11	20	23:00	0	0	1	1	2	
11:15	0	0	11	13	24	23:15	0	0	0	1	1	
11:30	0	0	5	11	16	23:30	0	0	0	0		
11:45	0	0	5	30	6	23:45	0	0	2	3	0	2
<b>TOTALS</b>			90	135	225	<b>TOTALS</b>			347	317	664	
<b>SPLIT %</b>			40.0%	60.0%	25.3%	<b>SPLIT %</b>			52.3%	47.7%	74.7%	

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	437	452	889	
AM Peak Hour			11:15	11:00	11:15	PM Peak Hour			15:15	15:30	15:30
AM Pk Volume			37	41	78	PM Pk Volume			44	66	110
Pk Hr Factor			0.578	0.788	0.722	Pk Hr Factor			0.647	0.696	0.671
7 - 9 Volume	0	0	17	36	53	4 - 6 Volume	0	0	80	79	159
7 - 9 Peak Hour			08:00	07:00	08:00	4 - 6 Peak Hour			16:15	17:00	16:00
7 - 9 Pk Volume	0	0	14	21	29	4 - 6 Pk Volume	0	0	45	40	83
Pk Hr Factor	0.000	0.000	0.583	0.583	0.604	Pk Hr Factor	0.000	0.000	0.625	0.769	0.741



**CLASSIFICATION**

N Mission Bay Dr Bet. Golf Course Entrance &amp; De Anza Rd

Day: Saturday

City: San Diego

Date: 12/5/2015

Project #: CA15\_4363\_002

**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	7	3	0	1	0	0	0	0	0	0	0	0	11
07:00	2	15	2	0	2	0	0	0	0	0	0	0	0	21
08:00	0	24	6	0	5	0	0	0	0	0	0	0	0	35
09:00	0	48	4	0	0	0	0	1	0	0	0	0	0	53
10:00	1	62	12	0	3	0	0	1	0	0	0	0	0	79
11:00	0	87	7	0	1	0	2	0	0	0	0	0	0	97
12:00 PM	0	94	8	0	8	0	0	3	0	0	0	0	0	113
13:00	1	87	17	0	3	0	0	1	0	0	0	0	0	109
14:00	1	86	5	0	2	0	0	0	0	0	0	0	0	94
15:00	0	72	3	0	4	0	0	1	0	0	0	0	0	80
16:00	1	67	5	0	7	0	0	1	0	0	0	0	0	81
17:00	0	42	7	0	1	0	0	2	0	0	0	0	0	52
18:00	0	30	3	1	3	0	0	0	0	0	0	0	0	37
19:00	0	26	4	0	0	0	0	0	0	0	0	0	0	30
20:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20
21:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
<b>Totals</b>	<b>6</b>	<b>805</b>	<b>89</b>	<b>1</b>	<b>41</b>		<b>2</b>	<b>11</b>						<b>955</b>
<b>% of Totals</b>	<b>1%</b>	<b>84%</b>	<b>9%</b>	<b>0%</b>	<b>4%</b>		<b>0%</b>	<b>1%</b>						<b>100%</b>

<b>AM Volumes</b>	3	256	34	0	13	0	2	3	0	0	0	0	0	311
<b>% AM</b>	0%	27%	4%		1%		0%	0%						33%
<b>AM Peak Hour</b>	07:00	11:00	10:00		08:00		11:00	04:00						11:00
<b>Volume</b>	2	87	12		5		2	1						97
<b>PM Volumes</b>	3	549	55	1	28	0	0	8	0	0	0	0	0	644
<b>% PM</b>	0%	57%	6%	0%	3%			1%						67%
<b>PM Peak Hour</b>	13:00	12:00	13:00	18:00	12:00			12:00						12:00
<b>Volume</b>	1	94	17	1	8			3						113

Directional Peak Periods All Classes	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes					
	Volume	%	Volume	%	Volume	%	Volume	%				
	56	↔	6%	222	↔	23%	133	↔	14%	544	↔	57%

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**VOLUME**

N Mission Bay Dr Bet. Golf Course Entrance & De Anza Rd

Day: Saturday  
 Date: 12/5/2015

City: San Diego  
 Project #: CA15\_4363\_002

DAILY TOTALS					NB	SB	EB	WB	Total				
					0	0	469	486	955				
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	0	0			12:00	0	0	12	15		27
00:15	0	0	0	0			12:15	0	0	12	18		30
00:30	0	0	0	0			12:30	0	0	12	18		30
00:45	0	0	1	1	1	1	12:45	0	0	11	47	15	66
01:00	0	0	0	0			13:00	0	0	15	15		30
01:15	0	0	0	0			13:15	0	0	13	14		27
01:30	0	0	0	0			13:30	0	0	12	11		23
01:45	0	0	0	1	1	1	13:45	0	0	14	54	15	55
02:00	0	0	1	0	1	1	14:00	0	0	19	10		29
02:15	0	0	2	0	2	2	14:15	0	0	12	7		19
02:30	0	0	0	0			14:30	0	0	11	9		20
02:45	0	0	0	3	3	3	14:45	0	0	14	56	12	38
03:00	0	0	0	0			15:00	0	0	8	12		20
03:15	0	0	0	0			15:15	0	0	6	12		18
03:30	0	0	0	0			15:30	0	0	8	10		18
03:45	0	0	0	2	2	2	15:45	0	0	16	38	8	42
04:00	0	0	0	0			16:00	0	0	9	7		16
04:15	0	0	0	1	1	1	16:15	0	0	15	7		22
04:30	0	0	1	0	1	1	16:30	0	0	14	10		24
04:45	0	0	0	1	1	2	16:45	0	0	17	55	2	26
05:00	0	0	0	0			17:00	0	0	10	6		16
05:15	0	0	0	0			17:15	0	0	9	5		14
05:30	0	0	1	2	3	3	17:30	0	0	12	3		15
05:45	0	0	1	2	3	6	17:45	0	0	3	34	4	18
06:00	0	0	0	1	1	1	18:00	0	0	4	2		6
06:15	0	0	0	0			18:15	0	0	6	7		13
06:30	0	0	0	7	7	7	18:30	0	0	5	1		6
06:45	0	0	0	3	3	11	18:45	0	0	8	23	4	14
07:00	0	0	2	3	5	5	19:00	0	0	6	6		12
07:15	0	0	2	6	8	8	19:15	0	0	5	2		7
07:30	0	0	2	3	5	5	19:30	0	0	3	3		6
07:45	0	0	0	6	3	15	19:45	0	0	3	17	2	13
08:00	0	0	0	5	5	5	20:00	0	0	5	5		10
08:15	0	0	5	4	9	9	20:15	0	0	4	3		7
08:30	0	0	2	8	10	10	20:30	0	0	1	0		1
08:45	0	0	5	12	6	23	20:45	0	0	1	11	1	9
09:00	0	0	3	1	4	4	21:00	0	0	3	1		4
09:15	0	0	5	8	13	13	21:15	0	0	5	1		6
09:30	0	0	6	13	19	19	21:30	0	0	1	0		1
09:45	0	0	3	17	14	36	21:45	0	0	1	10	0	2
10:00	0	0	7	16	23	23	22:00	0	0	0	0		
10:15	0	0	10	11	21	21	22:15	0	0	0	1		1
10:30	0	0	11	13	24	24	22:30	0	0	2	1		3
10:45	0	0	5	33	6	46	22:45	0	0	1	3	1	3
11:00	0	0	9	19	28	28	23:00	0	0	1	1		2
11:15	0	0	14	17	31	31	23:15	0	0	2	2		4
11:30	0	0	8	7	15	15	23:30	0	0	0	0		
11:45	0	0	10	41	13	56	23:45	0	0	2	5	2	5
<b>TOTALS</b>			116	195	311	311	<b>TOTALS</b>			353	291		644
<b>SPLIT %</b>			37.3%	62.7%	32.6%	32.6%	<b>SPLIT %</b>			54.8%	45.2%		67.4%

DAILY TOTALS					NB	SB	EB	WB	Total		
					0	0	469	486	955		
AM Peak Hour			11:45	11:45	11:45	PM Peak Hour			13:15	12:00	12:15
AM Pk Volume			46	64	110	PM Pk Volume			56	66	116
Pk Hr Factor			0.458	0.467	0.463	Pk Hr Factor			0.737	0.917	0.967
7 - 9 Volume	0	0	18	38	56	4 - 6 Volume	0	0	89	44	133
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:15	16:00	16:00
7 - 9 Pk Volume	0	0	12	23	35	4 - 6 Pk Volume	0	0	56	26	81
Pk Hr Factor	0.000	0.000	0.600	0.719	0.795	Pk Hr Factor	0.000	0.000	0.824	0.650	0.844

**SPEED**

## N Mission Bay Dr Bet. Golf Course Entrance &amp; De Anza Rd

Day: Thursday  
Date: 12/3/2015

City: San Diego  
Project #: CA15\_4363\_002e

**East Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	3	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4
07:00	0	0	2	2	0	0	0	0	0	0	0	0	0	4
08:00	0	3	2	1	0	0	0	0	0	0	0	0	0	6
09:00	2	7	14	2	0	0	0	0	0	0	0	0	0	25
10:00	0	10	11	0	0	0	0	0	0	0	0	0	0	21
11:00	1	14	9	0	0	0	0	0	0	0	0	0	0	24
12:00 PM	3	20	8	2	0	0	0	0	0	0	0	0	0	33
13:00	2	21	8	3	0	0	0	0	0	0	0	0	0	34
14:00	4	22	10	3	0	0	0	0	0	0	0	0	0	39
15:00	0	15	16	4	0	0	0	0	0	0	0	0	0	35
16:00	1	18	13	1	0	0	0	0	0	0	0	0	0	33
17:00	2	12	10	1	0	0	0	0	0	0	0	0	0	25
18:00	2	20	15	3	0	0	0	0	0	0	0	0	0	40
19:00	2	10	9	0	0	0	0	0	0	0	0	0	0	21
20:00	2	11	7	0	0	0	0	0	0	0	0	0	0	20
21:00	1	12	7	2	0	0	0	0	0	0	0	0	0	22
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>	<b>23</b>	<b>198</b>	<b>147</b>	<b>24</b>										<b>392</b>
<b>% of Totals</b>	<b>6%</b>	<b>51%</b>	<b>38%</b>	<b>6%</b>										<b>100%</b>

<b>AM Volumes</b>	4	37	42	5	0	0	0	0	0	0	0	0	0	88
<b>% AM</b>	1%	9%	11%	1%										22%
<b>AM Peak Hour</b>	09:00	11:00	09:00	07:00										09:00
<b>Volume</b>	2	14	14	2										25
<b>PM Volumes</b>	19	161	105	19	0	0	0	0	0	0	0	0	0	304
<b>% PM</b>	5%	41%	27%	5%										78%
<b>PM Peak Hour</b>	14:00	14:00	15:00	15:00										18:00
<b>Volume</b>	4	22	16	4										40
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
	Volume		%	Volume	%	Volume	%	Volume	%					
	10	↔	3%	67	↔	17%	58	↔	15%	257	↔	66%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Mission Bay Dr	East Bound	16	19	20	24	26	392
N Mission Bay Dr	West Bound	20	25	25	29	33	400

**SPEED**

## N Mission Bay Dr Bet. Golf Course Entrance &amp; De Anza Rd

Day: Thursday  
Date: 12/3/2015

City: San Diego  
Project #: CA15\_4363\_002w

**West Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
05:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
06:00	1	6	5	3	2	0	0	0	0	0	0	0	0	17
07:00	0	0	3	8	0	1	0	0	0	0	0	0	0	12
08:00	0	1	7	14	3	0	0	0	0	0	0	0	0	25
09:00	1	5	10	10	4	0	0	0	0	0	0	0	0	30
10:00	0	3	1	12	2	0	0	0	0	0	0	0	0	18
11:00	0	4	18	13	1	0	0	0	0	0	0	0	0	36
12:00 PM	2	3	16	10	3	0	0	0	0	0	0	0	0	34
13:00	0	4	14	11	3	2	0	0	0	0	0	0	0	34
14:00	0	2	16	10	2	0	0	0	0	0	0	0	0	30
15:00	0	1	11	22	6	0	0	0	0	0	0	0	0	40
16:00	1	5	13	12	4	1	0	0	0	0	0	0	0	36
17:00	0	6	18	14	2	1	0	0	0	0	0	0	0	41
18:00	1	2	11	4	0	0	0	0	0	0	0	0	0	18
19:00	0	2	8	0	1	0	0	0	0	0	0	0	0	11
20:00	0	0	2	1	1	0	0	0	0	0	0	0	0	4
21:00	0	0	2	1	0	0	0	0	0	0	0	0	0	3
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
<b>Totals</b>	<b>6</b>	<b>46</b>	<b>163</b>	<b>145</b>	<b>35</b>	<b>5</b>								<b>400</b>
<b>% of Totals</b>	<b>2%</b>	<b>12%</b>	<b>41%</b>	<b>36%</b>	<b>9%</b>	<b>1%</b>								<b>100%</b>

<b>AM Volumes</b>	2	20	51	60	13	1	0	0	0	0	0	0	0	147
<b>% AM</b>	1%	5%	13%	15%	3%	0%								37%
<b>AM Peak Hour</b>	06:00	06:00	11:00	08:00	09:00	07:00								11:00
<b>Volume</b>	1	6	18	14	4	1								36
<b>PM Volumes</b>	4	26	112	85	22	4	0	0	0	0	0	0	0	253
<b>% PM</b>	1%	7%	28%	21%	6%	1%								63%
<b>PM Peak Hour</b>	12:00	17:00	17:00	15:00	15:00	13:00								17:00
<b>Volume</b>	2	6	18	22	6	2								41
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
	Volume		%	Volume		%	Volume		%	Volume		%		
	37	↔	9%	68	↔	17%	77	↔	19%	218	↔	55%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Mission Bay Dr	East Bound	16	19	20	24	26	392
N Mission Bay Dr	West Bound	20	25	25	29	33	400

**SPEED**

## N Mission Bay Dr Bet. Golf Course Entrance &amp; De Anza Rd

Day: Friday  
Date: 12/4/2015

City: San Diego  
Project #: CA15\_4363\_002e

**East Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
06:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
08:00	0	8	5	1	0	0	0	0	0	0	0	0	0	14
09:00	1	8	5	1	0	0	0	0	0	0	0	0	0	15
10:00	4	14	6	0	0	0	0	0	0	0	0	0	0	24
11:00	5	16	7	2	0	0	0	0	0	0	0	0	0	30
12:00 PM	1	13	19	3	0	0	0	0	0	0	0	0	0	36
13:00	3	13	7	0	0	0	0	0	0	0	0	0	0	23
14:00	5	16	16	2	0	0	0	0	0	0	0	0	0	39
15:00	5	21	13	0	0	0	0	0	0	0	0	0	0	39
16:00	4	22	17	1	0	0	0	0	0	0	0	0	0	44
17:00	5	14	15	2	0	0	0	0	0	0	0	0	0	36
18:00	1	15	10	0	0	0	0	0	0	0	0	0	0	26
19:00	1	11	8	0	0	0	0	0	0	0	0	0	0	20
20:00	6	13	12	1	0	0	0	0	0	0	0	0	0	32
21:00	3	19	22	1	0	0	0	0	0	0	0	0	0	45
22:00	0	0	3	0	1	0	0	0	0	0	0	0	0	4
23:00	0	0	0	3	0	0	0	0	0	0	0	0	0	3
<b>Totals</b>	<b>44</b>	<b>208</b>	<b>167</b>	<b>17</b>	<b>1</b>									<b>437</b>
<b>% of Totals</b>	<b>10%</b>	<b>48%</b>	<b>38%</b>	<b>4%</b>	<b>0%</b>									<b>100%</b>

<b>AM Volumes</b>	10	51	25	4	0	0	0	0	0	0	0	0	0	90
<b>% AM</b>	2%	12%	6%	1%										21%
<b>AM Peak Hour</b>	11:00	11:00	11:00	11:00										11:00
<b>Volume</b>	5	16	7	2										30
<b>PM Volumes</b>	34	157	142	13	1	0	0	0	0	0	0	0	0	347
<b>% PM</b>	8%	36%	32%	3%	0%									79%
<b>PM Peak Hour</b>	20:00	16:00	21:00	12:00	22:00									21:00
<b>Volume</b>	6	22	22	3	1									45
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
	Volume		%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	
	17	↔	4%	59	↔	14%	80	↔	18%	281	↔	64%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Mission Bay Dr	East Bound	16	19	19	24	25	437
N Mission Bay Dr	West Bound	19	24	24	30	34	452



**SPEED**

## N Mission Bay Dr Bet. Golf Course Entrance &amp; De Anza Rd

Day: Friday  
Date: 12/4/2015

City: San Diego  
Project #: CA15\_4363\_002w

**West Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
06:00	0	1	6	4	1	2	0	0	0	0	0	0	0	14
07:00	0	4	8	6	3	0	0	0	0	0	0	0	0	21
08:00	0	0	9	6	0	0	0	0	0	0	0	0	0	15
09:00	0	5	9	11	2	0	0	0	0	0	0	0	0	27
10:00	0	5	4	4	0	0	0	0	0	0	0	0	0	13
11:00	1	4	17	13	4	1	1	0	0	0	0	0	0	41
12:00 PM	0	4	19	12	5	0	0	0	0	0	0	0	0	40
13:00	0	7	9	22	1	0	1	0	0	0	0	0	0	40
14:00	0	2	13	10	3	1	0	0	0	0	0	0	0	29
15:00	3	12	18	21	7	1	0	0	0	0	0	0	0	62
16:00	0	8	13	12	4	2	0	0	0	0	0	0	0	39
17:00	2	6	16	12	2	2	0	0	0	0	0	0	0	40
18:00	1	5	12	9	2	0	0	0	0	0	0	0	0	29
19:00	1	6	7	8	1	0	0	0	0	0	0	0	0	23
20:00	0	1	1	2	1	0	0	0	0	0	0	0	0	5
21:00	0	0	3	0	2	0	0	0	0	0	0	0	0	5
22:00	0	0	1	0	2	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
<b>Totals</b>	<b>9</b>	<b>72</b>	<b>166</b>	<b>152</b>	<b>41</b>	<b>10</b>	<b>2</b>							<b>452</b>
<b>% of Totals</b>	<b>2%</b>	<b>16%</b>	<b>37%</b>	<b>34%</b>	<b>9%</b>	<b>2%</b>	<b>0%</b>							<b>100%</b>

<b>AM Volumes</b>	2	21	54	44	10	3	1	0	0	0	0	0	0	135
<b>% AM</b>	0%	5%	12%	10%	2%	1%	0%							30%
<b>AM Peak Hour</b>	05:00	09:00	11:00	11:00	11:00	06:00	11:00							11:00
<b>Volume</b>	1	5	17	13	4	2	1							41
<b>PM Volumes</b>	7	51	112	108	31	7	1	0	0	0	0	0	0	317
<b>% PM</b>	2%	11%	25%	24%	7%	2%	0%							70%
<b>PM Peak Hour</b>	15:00	15:00	12:00	13:00	15:00	16:00	13:00							15:00
<b>Volume</b>	3	12	19	22	7	2	1							62
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
	Volume		%	Volume	%	Volume	%	Volume	%					
	36	↔	8%	80	↔	18%	79	↔	17%	257	↔	57%		

Street Name	Direction	Percentiles					ADT
		15th	50th	Average	85th	95th	
N Mission Bay Dr	East Bound	16	19	19	24	25	437
N Mission Bay Dr	West Bound	19	24	24	30	34	452

**SPEED**

## N Mission Bay Dr Bet. Golf Course Entrance &amp; De Anza Rd

Day: Saturday  
Date: 12/5/2015

City: San Diego  
Project #: CA15\_4363\_002e

**East Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	2	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	2	1	1	2	0	0	0	0	0	0	0	0	0	6
08:00	0	3	8	1	0	0	0	0	0	0	0	0	0	12
09:00	1	5	8	3	0	0	0	0	0	0	0	0	0	17
10:00	3	9	18	3	0	0	0	0	0	0	0	0	0	33
11:00	6	13	18	4	0	0	0	0	0	0	0	0	0	41
12:00 PM	8	16	22	1	0	0	0	0	0	0	0	0	0	47
13:00	9	23	19	3	0	0	0	0	0	0	0	0	0	54
14:00	7	27	21	1	0	0	0	0	0	0	0	0	0	56
15:00	9	19	10	0	0	0	0	0	0	0	0	0	0	38
16:00	7	33	15	0	0	0	0	0	0	0	0	0	0	55
17:00	3	21	9	1	0	0	0	0	0	0	0	0	0	34
18:00	0	7	13	3	0	0	0	0	0	0	0	0	0	23
19:00	0	5	12	0	0	0	0	0	0	0	0	0	0	17
20:00	0	5	6	0	0	0	0	0	0	0	0	0	0	11
21:00	1	4	5	0	0	0	0	0	0	0	0	0	0	10
22:00	0	1	1	1	0	0	0	0	0	0	0	0	0	3
23:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
<b>Totals</b>	<b>57</b>	<b>196</b>	<b>191</b>	<b>25</b>										<b>469</b>
<b>% of Totals</b>	<b>12%</b>	<b>42%</b>	<b>41%</b>	<b>5%</b>										<b>100%</b>

<b>AM Volumes</b>	13	33	55	15	0	0	0	0	0	0	0	0	0	116
<b>% AM</b>	3%	7%	12%	3%										25%
<b>AM Peak Hour</b>	11:00	11:00	10:00	11:00										11:00
<b>Volume</b>	6	13	18	4										41
<b>PM Volumes</b>	44	163	136	10	0	0	0	0	0	0	0	0	0	353
<b>% PM</b>	9%	35%	29%	2%										75%
<b>PM Peak Hour</b>	13:00	16:00	12:00	13:00										14:00
<b>Volume</b>	9	33	22	3										56
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
	Volume		%	Volume		%	Volume		%	Volume		%		
	18	↔	4%	101	↔	22%	89	↔	19%	261	↔	56%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Mission Bay Dr	East Bound	15	20	19	24	25	469
N Mission Bay Dr	West Bound	19	24	24	29	32	486

**SPEED**

## N Mission Bay Dr Bet. Golf Course Entrance &amp; De Anza Rd

Day: Saturday  
Date: 12/5/2015

City: San Diego  
Project #: CA15\_4363\_002w

**West Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	1	0	2	1	0	0	0	0	0	0	0	0	0	4
06:00	0	1	6	4	0	0	0	0	0	0	0	0	0	11
07:00	1	0	6	4	4	0	0	0	0	0	0	0	0	15
08:00	0	2	13	4	3	1	0	0	0	0	0	0	0	23
09:00	1	3	12	17	3	0	0	0	0	0	0	0	0	36
10:00	1	11	18	13	3	0	0	0	0	0	0	0	0	46
11:00	1	17	12	20	5	1	0	0	0	0	0	0	0	56
12:00 PM	0	9	23	28	6	0	0	0	0	0	0	0	0	66
13:00	3	6	24	20	2	0	0	0	0	0	0	0	0	55
14:00	2	2	16	15	3	0	0	0	0	0	0	0	0	38
15:00	1	4	20	15	1	1	0	0	0	0	0	0	0	42
16:00	0	6	9	8	3	0	0	0	0	0	0	0	0	26
17:00	1	2	10	4	1	0	0	0	0	0	0	0	0	18
18:00	0	4	4	6	0	0	0	0	0	0	0	0	0	14
19:00	2	2	6	3	0	0	0	0	0	0	0	0	0	13
20:00	0	3	2	3	1	0	0	0	0	0	0	0	0	9
21:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	1	1	1	0	0	0	0	0	0	0	0	3
23:00	0	1	1	1	1	1	0	0	0	0	0	0	0	5
<b>Totals</b>	<b>15</b>	<b>74</b>	<b>188</b>	<b>168</b>	<b>37</b>	<b>4</b>								<b>486</b>
<b>% of Totals</b>	<b>3%</b>	<b>15%</b>	<b>39%</b>	<b>35%</b>	<b>8%</b>	<b>1%</b>								<b>100%</b>

<b>AM Volumes</b>	5	35	71	64	18	2	0	0	0	0	0	0	0	195
<b>% AM</b>	1%	7%	15%	13%	4%	0%								40%
<b>AM Peak Hour</b>	05:00	11:00	10:00	11:00	11:00	08:00								11:00
<b>Volume</b>	1	17	18	20	5	1								56
<b>PM Volumes</b>	10	39	117	104	19	2	0	0	0	0	0	0	0	291
<b>% PM</b>	2%	8%	24%	21%	4%	0%								60%
<b>PM Peak Hour</b>	13:00	12:00	13:00	12:00	12:00	15:00								12:00
<b>Volume</b>	3	9	24	28	6	1								66
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>				<b>Off Peak Volumes</b>	
	Volume		%	Volume		%	Volume		%	Volume		%		
	38	↔	8%	121	↔	25%	44	↔	9%	283	↔	58%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Mission Bay Dr	East Bound	15	20	19	24	25	469
N Mission Bay Dr	West Bound	19	24	24	29	32	486

**CLASSIFICATION**

N Mission Bay Dr Bet. De Anza Rd &amp; Mission Bay Dr

Day: Thursday  
Date: 12/3/2015City: San Diego  
Project #: CA15\_4363\_003**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
03:00	0	5	5	0	2	0	0	0	0	0	0	0	0	12
04:00	0	17	2	0	1	0	0	0	0	0	0	0	0	20
05:00	0	10	2	0	8	0	0	0	0	0	0	0	0	20
06:00	0	47	11	0	11	0	0	1	0	0	0	0	0	70
07:00	0	78	13	1	15	0	0	2	0	0	0	0	0	109
08:00	0	88	18	1	15	0	0	0	0	0	0	0	0	122
09:00	0	116	9	1	18	0	0	1	0	0	0	0	0	145
10:00	0	113	11	1	14	0	0	0	0	0	0	0	0	139
11:00	0	135	19	2	17	0	0	3	0	0	0	0	0	176
12:00 PM	0	154	23	3	17	1	1	0	0	0	0	0	0	199
13:00	0	143	20	1	21	0	0	5	0	0	0	0	0	190
14:00	0	140	22	1	17	2	0	1	0	0	0	0	0	183
15:00	1	163	25	0	23	1	0	2	0	0	0	0	0	215
16:00	1	150	28	0	13	2	0	1	0	0	0	0	0	195
17:00	0	154	23	0	12	0	1	0	0	0	0	0	0	190
18:00	1	130	17	0	22	0	0	0	0	0	0	0	0	170
19:00	0	87	11	0	13	0	0	0	0	0	0	0	0	111
20:00	0	61	12	0	7	0	0	0	0	0	0	0	0	80
21:00	0	83	11	0	6	0	0	0	0	0	0	0	0	100
22:00	0	36	6	0	4	0	0	0	0	0	0	0	0	46
23:00	0	27	3	0	0	0	0	0	0	0	0	0	0	30
<b>Totals</b>	<b>3</b>	<b>1945</b>	<b>292</b>	<b>11</b>	<b>256</b>	<b>6</b>	<b>2</b>	<b>16</b>						<b>2531</b>
<b>% of Totals</b>	<b>0%</b>	<b>77%</b>	<b>12%</b>	<b>0%</b>	<b>10%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>						<b>100%</b>

<b>AM Volumes</b>	0	617	91	6	101	0	0	7	0	0	0	0	0	822		
<b>% AM</b>		24%	4%	0%	4%			0%						32%		
<b>AM Peak Hour</b>		11:00	11:00	11:00	09:00			11:00						11:00		
<b>Volume</b>		135	19	2	18			3						176		
<b>PM Volumes</b>	3	1328	201	5	155	6	2	9	0	0	0	0	0	1709		
<b>% PM</b>	0%	52%	8%	0%	6%	0%	0%	0%						68%		
<b>PM Peak Hour</b>	15:00	15:00	16:00	12:00	15:00	14:00	12:00	13:00						15:00		
<b>Volume</b>	1	163	28	3	23	2	1	5						215		
<b>Directional Peak Periods</b>																
<b>All Classes</b>																
		<b>Volume</b>		<b>%</b>		<b>Volume</b>		<b>%</b>		<b>Volume</b>		<b>%</b>		<b>Volume</b>		<b>%</b>
		231	↔	9%		389	↔	15%		385	↔	15%		1526	↔	60%

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**VOLUME**

N Mission Bay Dr Bet. De Anza Rd & Mission Bay Dr

Day: Thursday  
 Date: 12/3/2015

City: San Diego  
 Project #: CA15\_4363\_003

DAILY TOTALS					NB	SB					Total				
					0	0	EB	WB			2,531				
							1,256	1,275							
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	0	0			12:00	0	0	20	23	43			
00:15	0	0	0	0			12:15	0	0	21	32	53			
00:30	0	0	0	0			12:30	0	0	24	29	53			
00:45	0	0	0	0			12:45	0	0	31	96	19	103	50	199
01:00	0	0	0	0			13:00	0	0	27	20	47			
01:15	0	0	0	0			13:15	0	0	27	21	48			
01:30	0	0	0	0			13:30	0	0	29	24	53			
01:45	0	0	0	0			13:45	0	0	24	107	18	83	42	190
02:00	0	0	0	0			14:00	0	0	18	21	39			
02:15	0	0	1	1	2		14:15	0	0	22	30	52			
02:30	0	0	1	1	2		14:30	0	0	19	27	46			
02:45	0	0	2	4	3	5	14:45	0	0	22	81	24	102	46	183
03:00	0	0	1	0	1		15:00	0	0	18	31	49			
03:15	0	0	1	2	3		15:15	0	0	26	35	61			
03:30	0	0	2	3	5		15:30	0	0	23	26	49			
03:45	0	0	1	5	2	7	15:45	0	0	28	95	28	120	56	215
04:00	0	0	1	2	3		16:00	0	0	23	34	57			
04:15	0	0	1	4	5		16:15	0	0	20	26	46			
04:30	0	0	2	3	5		16:30	0	0	21	29	50			
04:45	0	0	2	6	5	14	16:45	0	0	15	79	27	116	42	195
05:00	0	0	2	5	7		17:00	0	0	28	23	51			
05:15	0	0	8	0	8		17:15	0	0	21	27	48			
05:30	0	0	0	0	0		17:30	0	0	22	24	46			
05:45	0	0	1	11	4	9	17:45	0	0	14	85	31	105	45	190
06:00	0	0	6	5	11		18:00	0	0	24	23	47			
06:15	0	0	13	3	16		18:15	0	0	9	16	25			
06:30	0	0	13	10	23		18:30	0	0	29	29	58			
06:45	0	0	11	43	9	27	18:45	0	0	24	86	16	84	40	170
07:00	0	0	27	13	40		19:00	0	0	14	20	34			
07:15	0	0	15	9	24		19:15	0	0	16	17	33			
07:30	0	0	10	9	19		19:30	0	0	13	14	27			
07:45	0	0	11	63	15	46	19:45	0	0	9	52	8	59	17	111
08:00	0	0	19	16	35		20:00	0	0	14	11	25			
08:15	0	0	14	14	28		20:15	0	0	9	9	18			
08:30	0	0	13	16	29		20:30	0	0	14	9	23			
08:45	0	0	19	65	11	57	20:45	0	0	5	42	9	38	14	80
09:00	0	0	12	14	26		21:00	0	0	16	7	23			
09:15	0	0	17	14	31		21:15	0	0	17	15	32			
09:30	0	0	29	11	40		21:30	0	0	10	19	29			
09:45	0	0	28	86	20	59	21:45	0	0	8	51	8	49	16	100
10:00	0	0	20	19	39		22:00	0	0	6	4	10			
10:15	0	0	22	14	36		22:15	0	0	9	9	18			
10:30	0	0	15	18	33		22:30	0	0	2	8	10			
10:45	0	0	21	78	10	61	22:45	0	0	4	21	4	25	8	46
11:00	0	0	19	19	38		23:00	0	0	3	6	9			
11:15	0	0	28	25	53		23:15	0	0	2	2	4			
11:30	0	0	19	24	43		23:30	0	0	2	5	7			
11:45	0	0	23	89	19	87	23:45	0	0	4	11	6	19	10	30
<b>TOTALS</b>			450	372	<b>822</b>		<b>TOTALS</b>			806	903	<b>1709</b>			
<b>SPLIT %</b>			54.7%	45.3%	<b>32.5%</b>		<b>SPLIT %</b>			47.2%	52.8%	<b>67.5%</b>			

DAILY TOTALS					NB	SB					Total
					0	0	EB	WB			2,531
							1,256	1,275			

AM Peak Hour		09:30	11:45	11:45	PM Peak Hour		12:45	15:15	15:15		
AM Pk Volume		99	103	191	PM Pk Volume		98	123	223		
Pk Hr Factor		0.853	0.457	0.494	Pk Hr Factor		0.845	0.860	0.914		
7 - 9 Volume	0	0	128	103	231	4 - 6 Volume	0	0	164	221	385
7 - 9 Peak Hour		08:00	07:45	08:00	4 - 6 Peak Hour		16:45	16:00	16:00		
7 - 9 Pk Volume	0	0	65	61	122	4 - 6 Pk Volume	0	0	86	116	195
Pk Hr Factor	0.000	0.000	0.855	0.953	0.871	Pk Hr Factor	0.000	0.000	0.768	0.853	0.855



**CLASSIFICATION**

N Mission Bay Dr Bet. De Anza Rd &amp; Mission Bay Dr

Day: Friday  
Date: 12/4/2015City: San Diego  
Project #: CA15\_4363\_003**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	19	2	0	1	0	0	0	0	0	0	0	0	22
01:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9
02:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	9	3	0	2	0	0	0	0	0	0	0	0	14
05:00	0	17	3	0	9	2	0	1	0	0	0	0	0	32
06:00	0	53	5	0	4	0	0	0	0	0	0	0	0	62
07:00	0	90	16	0	13	1	0	0	0	0	0	0	0	120
08:00	1	84	13	0	12	0	0	0	0	0	0	0	0	110
09:00	1	101	13	0	13	0	0	1	0	0	0	0	0	129
10:00	3	123	30	0	11	1	0	0	0	0	0	0	0	168
11:00	1	144	16	1	21	1	0	1	0	0	0	0	0	185
12:00 PM	1	157	19	1	22	0	0	1	0	0	0	0	0	201
13:00	2	148	36	1	15	1	0	1	0	0	0	0	0	204
14:00	1	130	19	1	18	3	0	1	0	0	0	0	0	173
15:00	1	186	32	0	24	2	0	2	0	0	0	0	0	247
16:00	1	161	24	2	19	0	0	1	0	0	0	0	0	208
17:00	0	154	21	1	22	0	0	0	0	0	0	0	0	198
18:00	0	145	11	1	17	0	0	0	0	0	0	0	0	174
19:00	0	105	14	0	11	0	0	1	0	0	0	0	0	131
20:00	0	91	10	0	4	0	0	1	0	0	0	0	0	106
21:00	0	90	6	0	8	0	0	0	0	0	0	0	0	104
22:00	0	49	3	0	3	0	0	0	0	0	0	0	0	55
23:00	0	39	2	0	1	0	0	0	0	0	0	0	0	42
<b>Totals</b>	<b>12</b>	<b>2112</b>	<b>300</b>	<b>8</b>	<b>252</b>	<b>11</b>		<b>11</b>						<b>2706</b>
<b>% of Totals</b>	<b>0%</b>	<b>78%</b>	<b>11%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>		<b>0%</b>						<b>100%</b>

<b>AM Volumes</b>	6	657	103	1	88	5	0	3	0	0	0	0	0	863
<b>% AM</b>	0%	24%	4%	0%	3%	0%		0%						32%
<b>AM Peak Hour</b>	10:00	11:00	10:00	11:00	11:00	05:00		05:00						11:00
<b>Volume</b>	3	144	30	1	21	2		1						185
<b>PM Volumes</b>	6	1455	197	7	164	6	0	8	0	0	0	0	0	1843
<b>% PM</b>	0%	54%	7%	0%	6%	0%		0%						68%
<b>PM Peak Hour</b>	13:00	15:00	13:00	16:00	15:00	14:00		15:00						15:00
<b>Volume</b>	2	186	36	2	24	3		2						247
<b>Directional Peak Periods</b>			<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>		
<b>All Classes</b>	Volume		%		Volume		%	Volume		%	Volume		%	
	230	↔	8%		405	↔	15%	406	↔	15%	1665	↔	62%	

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**VOLUME**

N Mission Bay Dr Bet. De Anza Rd & Mission Bay Dr

Day: Friday  
 Date: 12/4/2015

City: San Diego  
 Project #: CA15\_4363\_003

DAILY TOTALS					NB	SB						Total
					0	0						2,706
							1,343			1,363		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	7	7	14		12:00	0	0	28	26	54
00:15	0	0	0	2	2		12:15	0	0	20	26	46
00:30	0	0	1	1	2		12:30	0	0	26	23	49
00:45	0	0	1	9	3	13	12:45	0	0	21	95	106
01:00	0	0	0	0	4	22	13:00	0	0	20	33	53
01:15	0	0	1	1	2		13:15	0	0	21	22	43
01:30	0	0	2	1	3		13:30	0	0	38	29	67
01:45	0	0	2	5	2	4	13:45	0	0	19	98	106
02:00	0	0	1	1	2		14:00	0	0	21	19	40
02:15	0	0	0	0	1		14:15	0	0	23	23	46
02:30	0	0	0	1	1		14:30	0	0	17	19	36
02:45	0	0	2	3	2	4	14:45	0	0	28	89	84
03:00	0	0	1	0	1		15:00	0	0	20	36	56
03:15	0	0	0	0	1		15:15	0	0	25	31	56
03:30	0	0	0	1	1		15:30	0	0	22	26	48
03:45	0	0	1	2	2	3	15:45	0	0	35	102	145
04:00	0	0	2	1	3		16:00	0	0	33	26	59
04:15	0	0	2	0	2		16:15	0	0	16	38	54
04:30	0	0	2	3	5		16:30	0	0	22	25	47
04:45	0	0	2	8	2	6	16:45	0	0	18	89	119
05:00	0	0	3	2	5		17:00	0	0	33	24	57
05:15	0	0	6	2	8		17:15	0	0	15	26	41
05:30	0	0	7	3	10		17:30	0	0	23	30	53
05:45	0	0	3	19	6	13	17:45	0	0	20	91	107
06:00	0	0	8	4	12		18:00	0	0	31	20	51
06:15	0	0	3	9	12		18:15	0	0	24	37	61
06:30	0	0	10	4	14		18:30	0	0	12	13	25
06:45	0	0	18	39	6	23	18:45	0	0	11	78	96
07:00	0	0	11	5	16		19:00	0	0	17	24	41
07:15	0	0	23	13	36		19:15	0	0	20	16	36
07:30	0	0	24	19	43		19:30	0	0	12	11	23
07:45	0	0	9	67	16	53	19:45	0	0	12	61	70
08:00	0	0	19	10	29		20:00	0	0	20	12	32
08:15	0	0	16	9	25		20:15	0	0	19	14	33
08:30	0	0	16	5	21		20:30	0	0	12	12	24
08:45	0	0	22	73	13	37	20:45	0	0	8	59	9
09:00	0	0	10	13	23		21:00	0	0	20	12	32
09:15	0	0	15	13	28		21:15	0	0	20	7	27
09:30	0	0	15	27	42		21:30	0	0	17	13	30
09:45	0	0	26	66	10	63	21:45	0	0	8	65	7
10:00	0	0	12	12	24		22:00	0	0	12	10	22
10:15	0	0	28	19	47		22:15	0	0	3	12	15
10:30	0	0	30	15	45		22:30	0	0	4	7	11
10:45	0	0	26	96	26	72	22:45	0	0	4	23	3
11:00	0	0	19	31	50		23:00	0	0	6	8	14
11:15	0	0	30	19	49		23:15	0	0	5	6	11
11:30	0	0	23	20	43		23:30	0	0	2	7	9
11:45	0	0	18	90	25	95	23:45	0	0	3	16	5
<b>TOTALS</b>			477	386	<b>863</b>		<b>TOTALS</b>			866	977	<b>1843</b>
<b>SPLIT %</b>			55.3%	44.7%	<b>31.9%</b>		<b>SPLIT %</b>			47.0%	53.0%	<b>68.1%</b>

DAILY TOTALS					NB	SB						Total
					0	0						2,706
							1,343			1,363		
AM Peak Hour			10:30	11:45	10:30	PM Peak Hour			15:15	15:00	15:15	
AM Pk Volume			105	100	196	PM Pk Volume			106	145	250	
Pk Hr Factor			0.875	0.490	0.942	Pk Hr Factor			0.757	0.683	0.718	
7 - 9 Volume	0	0	140	90	230	4 - 6 Volume	0	0	180	226	406	
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			17:00	16:00	16:00	
7 - 9 Pk Volume	0	0	75	58	133	4 - 6 Pk Volume	0	0	91	119	208	
Pk Hr Factor	0.000	0.000	0.781	0.763	0.773	Pk Hr Factor	0.000	0.000	0.689	0.783	0.881	

**CLASSIFICATION**

N Mission Bay Dr Bet. De Anza Rd &amp; Mission Bay Dr

Day: Saturday  
Date: 12/5/2015City: San Diego  
Project #: CA15\_4363\_003**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	35	3	0	3	0	0	0	0	0	0	0	0	41
01:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
02:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
03:00	0	10	4	0	0	0	0	0	0	0	0	0	0	14
04:00	0	10	0	0	2	0	0	1	0	0	0	0	0	13
05:00	0	15	2	0	3	0	0	0	0	0	0	0	0	20
06:00	0	36	8	0	5	0	0	0	0	0	0	0	0	49
07:00	0	55	8	0	8	0	0	0	0	0	0	0	0	71
08:00	1	126	12	0	10	0	0	1	0	0	0	0	0	150
09:00	0	146	16	0	17	0	0	1	0	0	0	0	0	180
10:00	0	182	19	0	22	0	0	0	0	0	0	0	0	223
11:00	0	209	11	2	18	0	0	0	0	0	0	0	0	240
12:00 PM	2	246	26	1	19	0	0	1	0	0	0	0	0	295
13:00	3	188	39	1	20	0	0	3	0	0	0	0	0	254
14:00	2	184	26	2	16	0	0	1	0	0	0	0	0	231
15:00	2	189	17	0	22	0	0	3	0	0	0	0	0	233
16:00	3	191	28	0	18	0	0	1	0	0	0	0	0	241
17:00	0	167	24	1	16	0	0	1	0	0	0	0	0	209
18:00	2	107	10	1	10	1	0	0	0	0	0	0	0	131
19:00	0	85	13	0	8	0	0	0	0	0	0	0	0	106
20:00	1	107	13	0	6	0	1	0	0	0	0	0	0	128
21:00	0	87	9	0	7	0	0	0	0	0	0	0	0	103
22:00	0	77	12	0	5	0	0	0	0	0	0	0	0	94
23:00	0	38	2	0	1	0	0	0	0	0	0	0	0	41
<b>Totals</b>	<b>16</b>	<b>2515</b>	<b>305</b>	<b>8</b>	<b>236</b>	<b>1</b>	<b>1</b>	<b>13</b>						<b>3095</b>
<b>% of Totals</b>	<b>1%</b>	<b>81%</b>	<b>10%</b>	<b>0%</b>	<b>8%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>						<b>100%</b>

<b>AM Volumes</b>	1	849	86	2	88	0	0	3	0	0	0	0	0	1029
<b>% AM</b>	0%	27%	3%	0%	3%			0%						33%
<b>AM Peak Hour</b>	08:00	11:00	10:00	11:00	10:00			04:00						11:00
<b>Volume</b>	1	209	19	2	22			1						240
<b>PM Volumes</b>	15	1666	219	6	148	1	1	10	0	0	0	0	0	2066
<b>% PM</b>	0%	54%	7%	0%	5%	0%	0%	0%						67%
<b>PM Peak Hour</b>	13:00	12:00	13:00	14:00	15:00	18:00	20:00	13:00						12:00
<b>Volume</b>	3	246	39	2	22	1	1	3						295
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	221	↔	7%	549	↔	18%	450	↔	15%	1875	↔	61%		

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**VOLUME**

N Mission Bay Dr Bet. De Anza Rd & Mission Bay Dr

Day: Saturday  
 Date: 12/5/2015

City: San Diego  
 Project #: CA15\_4363\_003

DAILY TOTALS						NB	SB							Total			
						0	0							3,095			
						1,557			1,538								
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL						
00:00	0	0	9	6	15	12:00	0	0	38	36	74						
00:15	0	0	4	11	15	12:15	0	0	25	49	74						
00:30	0	0	3	1	4	12:30	0	0	45	32	77						
00:45	0	0	3	19	4	22	7	41	12:45	0	0	35	143	35	152	70	295
01:00	0	0	0	2	2	13:00	0	0	35	28	63						
01:15	0	0	3	4	7	13:15	0	0	27	28	55						
01:30	0	0	0	2	2	13:30	0	0	35	30	65						
01:45	0	0	5	8	2	10	7	18	13:45	0	0	32	129	39	125	71	254
02:00	0	0	1	1	2	14:00	0	0	36	21	57						
02:15	0	0	2	1	3	14:15	0	0	27	30	57						
02:30	0	0	1	1	2	14:30	0	0	32	27	59						
02:45	0	0	2	6	1	4	3	10	14:45	0	0	29	124	29	107	58	231
03:00	0	0	2	2	4	15:00	0	0	22	39	61						
03:15	0	0	1	2	3	15:15	0	0	26	24	50						
03:30	0	0	2	0	2	15:30	0	0	31	29	60						
03:45	0	0	0	5	5	9	5	14	15:45	0	0	30	109	32	124	62	233
04:00	0	0	1	1	2	16:00	0	0	26	33	59						
04:15	0	0	0	3	3	16:15	0	0	29	30	59						
04:30	0	0	2	2	4	16:30	0	0	35	26	61						
04:45	0	0	3	6	1	7	4	13	16:45	0	0	30	120	32	121	62	241
05:00	0	0	1	3	4	17:00	0	0	26	42	68						
05:15	0	0	3	0	3	17:15	0	0	21	37	58						
05:30	0	0	6	3	9	17:30	0	0	24	19	43						
05:45	0	0	2	12	2	8	4	20	17:45	0	0	14	85	26	124	40	209
06:00	0	0	3	5	8	18:00	0	0	13	15	28						
06:15	0	0	2	2	4	18:15	0	0	11	19	30						
06:30	0	0	6	12	18	18:30	0	0	26	12	38						
06:45	0	0	9	20	10	29	19	49	18:45	0	0	16	66	19	65	35	131
07:00	0	0	6	6	12	19:00	0	0	11	15	26						
07:15	0	0	5	13	18	19:15	0	0	14	14	28						
07:30	0	0	9	9	18	19:30	0	0	11	11	22						
07:45	0	0	9	29	14	42	23	71	19:45	0	0	18	54	12	52	30	106
08:00	0	0	21	18	39	20:00	0	0	18	20	38						
08:15	0	0	21	14	35	20:15	0	0	12	13	25						
08:30	0	0	12	18	30	20:30	0	0	19	17	36						
08:45	0	0	24	78	22	72	46	150	20:45	0	0	15	64	14	64	29	128
09:00	0	0	25	10	35	21:00	0	0	18	13	31						
09:15	0	0	17	23	40	21:15	0	0	19	9	28						
09:30	0	0	27	26	53	21:30	0	0	11	9	20						
09:45	0	0	25	94	27	86	52	180	21:45	0	0	14	62	10	41	24	103
10:00	0	0	21	28	49	22:00	0	0	17	7	24						
10:15	0	0	27	24	51	22:15	0	0	20	11	31						
10:30	0	0	37	35	72	22:30	0	0	23	7	30						
10:45	0	0	29	114	22	109	51	223	22:45	0	0	6	66	3	28	9	94
11:00	0	0	30	35	65	23:00	0	0	3	6	9						
11:15	0	0	37	27	64	23:15	0	0	6	7	13						
11:30	0	0	30	20	50	23:30	0	0	2	2	4						
11:45	0	0	31	128	30	112	61	240	23:45	0	0	5	16	10	25	15	41
<b>TOTALS</b>			519	510	<b>1029</b>	<b>TOTALS</b>			1038	1028	<b>2066</b>						
<b>SPLIT %</b>			50.4%	49.6%	<b>33.2%</b>	<b>SPLIT %</b>			50.2%	49.8%	<b>66.8%</b>						

DAILY TOTALS						NB	SB							Total
						0	0							3,095
						1,557			1,538					

AM Peak Hour		11:45	11:45	11:45	PM Peak Hour		12:00	12:00	12:00		
AM Pk Volume		139	147	286	PM Pk Volume		143	152	295		
Pk Hr Factor		0.454	0.458	0.456	Pk Hr Factor		0.794	0.776	0.500		
7 - 9 Volume	0	0	107	114	221	4 - 6 Volume	0	0	205	245	450
7 - 9 Peak Hour		08:00	08:00	08:00	4 - 6 Peak Hour		16:00	16:30	16:15		
7 - 9 Pk Volume	0	0	78	72	150	4 - 6 Pk Volume	0	0	120	137	250
Pk Hr Factor	0.000	0.000	0.813	0.818	0.815	Pk Hr Factor	0.000	0.000	0.857	0.815	0.919

**SPEED**

N Mission Bay Dr Bet. De Anza Rd &amp; Mission Bay Dr

Day: Thursday  
Date: 12/3/2015City: San Diego  
Project #: CA15\_4363\_003e**East Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	1	2	1	0	0	0	0	0	0	0	0	4
03:00	0	1	2	1	0	1	0	0	0	0	0	0	0	5
04:00	0	0	1	2	2	1	0	0	0	0	0	0	0	6
05:00	0	0	0	1	3	3	3	1	0	0	0	0	0	11
06:00	0	0	8	12	12	9	2	0	0	0	0	0	0	43
07:00	0	0	10	7	27	13	6	0	0	0	0	0	0	63
08:00	2	1	4	14	17	20	6	1	0	0	0	0	0	65
09:00	0	2	9	23	34	18	0	0	0	0	0	0	0	86
10:00	0	1	2	21	32	18	3	1	0	0	0	0	0	78
11:00	1	2	4	26	35	15	5	1	0	0	0	0	0	89
12:00 PM	0	2	10	21	35	21	6	1	0	0	0	0	0	96
13:00	1	3	19	24	45	10	5	0	0	0	0	0	0	107
14:00	0	0	7	31	28	10	5	0	0	0	0	0	0	81
15:00	0	1	6	33	35	16	2	2	0	0	0	0	0	95
16:00	0	1	1	26	35	14	2	0	0	0	0	0	0	79
17:00	0	1	6	30	35	12	1	0	0	0	0	0	0	85
18:00	0	2	4	18	33	22	7	0	0	0	0	0	0	86
19:00	0	0	1	7	28	13	3	0	0	0	0	0	0	52
20:00	0	0	3	9	16	10	4	0	0	0	0	0	0	42
21:00	0	0	6	3	16	19	7	0	0	0	0	0	0	51
22:00	1	0	3	3	8	4	2	0	0	0	0	0	0	21
23:00	0	0	1	2	4	2	2	0	0	0	0	0	0	11
<b>Totals</b>	<b>5</b>	<b>17</b>	<b>108</b>	<b>316</b>	<b>481</b>	<b>251</b>	<b>71</b>	<b>7</b>						<b>1256</b>
<b>% of Totals</b>	<b>0%</b>	<b>1%</b>	<b>9%</b>	<b>25%</b>	<b>38%</b>	<b>20%</b>	<b>6%</b>	<b>1%</b>						<b>100%</b>

<b>AM Volumes</b>	3	7	41	109	163	98	25	4	0	0	0	0	0	450
<b>% AM</b>	0%	1%	3%	9%	13%	8%	2%	0%						36%
<b>AM Peak Hour</b>	08:00	09:00	07:00	11:00	11:00	08:00	07:00	05:00						11:00
<b>Volume</b>	2	2	10	26	35	20	6	1						89
<b>PM Volumes</b>	2	10	67	207	318	153	46	3	0	0	0	0	0	806
<b>% PM</b>	0%	1%	5%	16%	25%	12%	4%	0%						64%
<b>PM Peak Hour</b>	13:00	13:00	13:00	15:00	13:00	18:00	18:00	15:00						13:00
<b>Volume</b>	1	3	19	33	45	22	7	2						107
<b>Directional Peak Periods All Speeds</b>			<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>		
	Volume		Volume		Volume		Volume		Volume		Volume		Volume	
	128	↔	203	↔	164	↔	761	↔						
			%		%		%		%		%		%	
			10%		16%		13%							61%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Mission Bay Dr	East Bound	26	32	32	38	41	1256
N Mission Bay Dr	West Bound	27	33	33	39	43	1275



**SPEED**

N Mission Bay Dr Bet. De Anza Rd &amp; Mission Bay Dr

Day: Thursday  
Date: 12/3/2015City: San Diego  
Project #: CA15\_4363\_003w**West Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	3	1	0	0	0	0	0	0	0	0	5
03:00	0	0	2	1	1	2	1	0	0	0	0	0	0	7
04:00	0	0	1	8	3	2	0	0	0	0	0	0	0	14
05:00	0	1	0	1	3	3	1	0	0	0	0	0	0	9
06:00	0	0	1	8	7	6	5	0	0	0	0	0	0	27
07:00	0	0	1	10	11	19	3	2	0	0	0	0	0	46
08:00	0	0	3	6	19	21	6	1	1	0	0	0	0	57
09:00	0	0	2	11	23	19	2	2	0	0	0	0	0	59
10:00	0	0	2	11	24	16	8	0	0	0	0	0	0	61
11:00	0	1	7	14	35	24	5	1	0	0	0	0	0	87
12:00 PM	0	0	5	19	42	29	7	1	0	0	0	0	0	103
13:00	0	0	14	25	27	12	5	0	0	0	0	0	0	83
14:00	0	0	8	27	40	22	3	1	1	0	0	0	0	102
15:00	0	0	4	23	42	39	10	2	0	0	0	0	0	120
16:00	0	0	3	18	44	36	13	2	0	0	0	0	0	116
17:00	0	1	0	17	45	34	8	0	0	0	0	0	0	105
18:00	0	0	5	12	34	27	6	0	0	0	0	0	0	84
19:00	0	0	2	16	27	12	2	0	0	0	0	0	0	59
20:00	0	1	4	7	15	7	3	1	0	0	0	0	0	38
21:00	1	0	2	11	17	14	3	1	0	0	0	0	0	49
22:00	0	3	0	9	5	3	5	0	0	0	0	0	0	25
23:00	0	0	1	4	9	4	1	0	0	0	0	0	0	19
<b>Totals</b>	<b>1</b>	<b>8</b>	<b>67</b>	<b>261</b>	<b>474</b>	<b>351</b>	<b>97</b>	<b>14</b>	<b>2</b>					<b>1275</b>
<b>% of Totals</b>	<b>0%</b>	<b>1%</b>	<b>5%</b>	<b>20%</b>	<b>37%</b>	<b>28%</b>	<b>8%</b>	<b>1%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	0	3	19	73	127	112	31	6	1	0	0	0	0	372	
<b>% AM</b>		0%	1%	6%	10%	9%	2%	0%	0%					29%	
<b>AM Peak Hour</b>		02:00	11:00	11:00	11:00	11:00	10:00	07:00	08:00					11:00	
<b>Volume</b>		1	7	14	35	24	8	2	1					87	
<b>PM Volumes</b>	1	5	48	188	347	239	66	8	1	0	0	0	0	903	
<b>% PM</b>	0%	0%	4%	15%	27%	19%	5%	1%	0%					71%	
<b>PM Peak Hour</b>	21:00	22:00	13:00	14:00	17:00	15:00	16:00	15:00	14:00					15:00	
<b>Volume</b>	1	3	14	27	45	39	13	2	1					120	
<b>Directional Peak Periods All Speeds</b>															
		<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>				<b>Off Peak Volumes</b>	
		Volume		%	Volume		%	Volume		%	Volume		%		
		103	↔	8%	186	↔	15%	221	↔	17%	765	↔	60%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Mission Bay Dr	East Bound	26	32	32	38	41	1256
N Mission Bay Dr	West Bound	27	33	33	39	43	1275

**SPEED**

## N Mission Bay Dr Bet. De Anza Rd &amp; Mission Bay Dr

Day: Friday  
Date: 12/4/2015

City: San Diego  
Project #: CA15\_4363\_003e

**East Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	2	0	3	4	0	0	0	0	0	0	0	0	9
01:00	0	1	1	0	3	0	0	0	0	0	0	0	0	5
02:00	0	0	2	1	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	1	0	1	0	0	0	0	0	0	2
04:00	0	0	1	1	0	5	1	0	0	0	0	0	0	8
05:00	0	1	0	6	7	4	1	0	0	0	0	0	0	19
06:00	1	0	1	13	17	6	1	0	0	0	0	0	0	39
07:00	1	1	7	10	27	19	2	0	0	0	0	0	0	67
08:00	0	2	2	16	26	24	3	0	0	0	0	0	0	73
09:00	0	2	3	18	25	15	2	1	0	0	0	0	0	66
10:00	1	0	7	28	35	20	4	1	0	0	0	0	0	96
11:00	0	0	10	29	28	19	4	0	0	0	0	0	0	90
12:00 PM	0	0	5	24	41	18	7	0	0	0	0	0	0	95
13:00	2	2	7	30	33	21	2	1	0	0	0	0	0	98
14:00	0	1	2	24	31	27	4	0	0	0	0	0	0	89
15:00	2	2	5	33	32	23	5	0	0	0	0	0	0	102
16:00	0	0	4	25	42	17	0	1	0	0	0	0	0	89
17:00	0	0	6	35	27	19	3	1	0	0	0	0	0	91
18:00	0	1	5	22	27	19	3	0	1	0	0	0	0	78
19:00	0	1	3	14	25	13	3	1	1	0	0	0	0	61
20:00	0	0	3	13	27	15	1	0	0	0	0	0	0	59
21:00	0	3	2	23	21	13	3	0	0	0	0	0	0	65
22:00	0	0	6	4	7	2	2	2	0	0	0	0	0	23
23:00	0	0	1	3	5	5	2	0	0	0	0	0	0	16
<b>Totals</b>	<b>7</b>	<b>19</b>	<b>83</b>	<b>375</b>	<b>491</b>	<b>304</b>	<b>54</b>	<b>8</b>	<b>2</b>					<b>1343</b>
<b>% of Totals</b>	<b>1%</b>	<b>1%</b>	<b>6%</b>	<b>28%</b>	<b>37%</b>	<b>23%</b>	<b>4%</b>	<b>1%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	3	9	34	125	173	112	19	2	0	0	0	0	0	477
<b>% AM</b>	0%	1%	3%	9%	13%	8%	1%	0%						36%
<b>AM Peak Hour</b>	06:00		11:00	11:00	10:00	08:00	10:00	09:00						10:00
<b>Volume</b>	1	2	10	29	35	24	4	1						96
<b>PM Volumes</b>	4	10	49	250	318	192	35	6	2	0	0	0	0	866
<b>% PM</b>	0%	1%	4%	19%	24%	14%	3%	0%	0%					64%
<b>PM Peak Hour</b>	13:00	21:00	13:00	17:00	16:00	14:00	12:00	22:00	18:00					15:00
<b>Volume</b>	2	3	7	35	42	27	7	2	1					102
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
	Volume		%	Volume		%	Volume		%	Volume		%		
	140	↔	10%	193	↔	14%	180	↔	13%	830	↔	62%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Mission Bay Dr	East Bound	26	32	32	38	40	1343
N Mission Bay Dr	West Bound	27	33	33	39	42	1363

**SPEED**

## N Mission Bay Dr Bet. De Anza Rd &amp; Mission Bay Dr

Day: Friday  
Date: 12/4/2015

City: San Diego  
Project #: CA15\_4363\_003w

**West Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	3	4	3	1	2	0	0	0	0	0	0	13
01:00	0	0	0	0	3	1	0	0	0	0	0	0	0	4
02:00	0	0	0	2	1	0	1	0	0	0	0	0	0	4
03:00	0	0	0	0	1	1	1	0	0	0	0	0	0	3
04:00	0	0	1	2	2	1	0	0	0	0	0	0	0	6
05:00	0	0	2	4	2	3	2	0	0	0	0	0	0	13
06:00	0	0	2	5	9	3	2	1	1	0	0	0	0	23
07:00	0	1	4	12	16	14	5	0	1	0	0	0	0	53
08:00	0	0	1	6	17	12	1	0	0	0	0	0	0	37
09:00	0	0	3	7	24	21	6	1	1	0	0	0	0	63
10:00	0	0	2	20	32	10	7	1	0	0	0	0	0	72
11:00	0	1	3	15	44	25	5	1	1	0	0	0	0	95
12:00 PM	0	0	4	17	39	35	8	3	0	0	0	0	0	106
13:00	1	2	4	22	43	23	8	3	0	0	0	0	0	106
14:00	0	0	6	23	30	20	4	1	0	0	0	0	0	84
15:00	1	2	3	26	57	46	10	0	0	0	0	0	0	145
16:00	0	0	3	27	44	37	6	2	0	0	0	0	0	119
17:00	0	0	5	24	44	22	12	0	0	0	0	0	0	107
18:00	0	0	11	23	36	21	5	0	0	0	0	0	0	96
19:00	0	1	3	23	32	10	0	1	0	0	0	0	0	70
20:00	0	0	4	13	16	11	2	1	0	0	0	0	0	47
21:00	1	2	3	10	18	5	0	0	0	0	0	0	0	39
22:00	0	0	2	6	12	9	2	1	0	0	0	0	0	32
23:00	0	0	1	6	10	6	2	1	0	0	0	0	0	26
<b>Totals</b>	<b>3</b>	<b>9</b>	<b>70</b>	<b>297</b>	<b>535</b>	<b>337</b>	<b>91</b>	<b>17</b>	<b>4</b>					<b>1363</b>
<b>% of Totals</b>	<b>0%</b>	<b>1%</b>	<b>5%</b>	<b>22%</b>	<b>39%</b>	<b>25%</b>	<b>7%</b>	<b>1%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	0	2	21	77	154	92	32	4	4	0	0	0	0	386
<b>% AM</b>		0%	2%	6%	11%	7%	2%	0%	0%					28%
<b>AM Peak Hour</b>		07:00	07:00	10:00	11:00	11:00	10:00	06:00	06:00					11:00
<b>Volume</b>		1	4	20	44	25	7	1	1					95
<b>PM Volumes</b>	3	7	49	220	381	245	59	13	0	0	0	0	0	977
<b>% PM</b>	0%	1%	4%	16%	28%	18%	4%	1%						72%
<b>PM Peak Hour</b>	13:00	13:00	18:00	16:00	15:00	15:00	17:00	12:00						15:00
<b>Volume</b>	1	2	11	27	57	46	12	3						145
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
	Volume		%	Volume		%	Volume		%	Volume		%		
	90	↔	7%	212	↔	16%	226	↔	17%	835	↔	61%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Mission Bay Dr	East Bound	26	32	32	38	40	1343
N Mission Bay Dr	West Bound	27	33	33	39	42	1363

**SPEED**

N Mission Bay Dr Bet. De Anza Rd &amp; Mission Bay Dr

Day: Saturday  
Date: 12/5/2015City: San Diego  
Project #: CA15\_4363\_003e**East Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	2	3	3	10	0	0	1	0	0	0	0	19
01:00	0	0	1	2	2	3	0	0	0	0	0	0	0	8
02:00	0	0	0	2	2	1	1	0	0	0	0	0	0	6
03:00	0	0	0	3	1	1	0	0	0	0	0	0	0	5
04:00	0	1	0	0	5	0	0	0	0	0	0	0	0	6
05:00	0	0	0	3	4	4	0	1	0	0	0	0	0	12
06:00	0	0	1	6	10	2	0	1	0	0	0	0	0	20
07:00	0	1	1	5	14	7	1	0	0	0	0	0	0	29
08:00	1	0	4	20	32	15	5	1	0	0	0	0	0	78
09:00	1	1	7	24	39	15	7	0	0	0	0	0	0	94
10:00	0	1	13	38	48	10	4	0	0	0	0	0	0	114
11:00	2	6	12	39	51	18	4	0	0	0	0	0	0	132
12:00 PM	3	3	15	39	60	17	5	0	1	0	0	0	0	143
13:00	1	6	19	38	46	15	4	0	0	0	0	0	0	129
14:00	1	7	14	45	41	15	1	0	0	0	0	0	0	124
15:00	2	4	24	25	37	13	3	1	0	0	0	0	0	109
16:00	0	0	16	48	44	8	3	0	1	0	0	0	0	120
17:00	0	1	5	25	30	15	9	0	0	0	0	0	0	85
18:00	0	0	6	11	27	18	4	0	0	0	0	0	0	66
19:00	0	1	2	9	25	11	5	0	1	0	0	0	0	54
20:00	0	2	2	18	26	11	5	0	0	0	0	0	0	64
21:00	0	1	9	23	18	9	1	1	0	0	0	0	0	62
22:00	0	1	7	24	20	12	2	0	0	0	0	0	0	66
23:00	1	1	0	4	3	5	1	1	0	0	0	0	0	16
<b>Totals</b>	<b>12</b>	<b>37</b>	<b>160</b>	<b>454</b>	<b>588</b>	<b>235</b>	<b>65</b>	<b>6</b>	<b>4</b>					<b>1561</b>
<b>% of Totals</b>	<b>1%</b>	<b>2%</b>	<b>10%</b>	<b>29%</b>	<b>38%</b>	<b>15%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	4	10	41	145	211	86	22	3	1	0	0	0	0	523
<b>% AM</b>	0%	1%	3%	9%	14%	6%	1%	0%	0%					34%
<b>AM Peak Hour</b>	11:00	11:00	10:00	11:00	11:00	11:00	09:00	05:00						11:00
<b>Volume</b>	2	6	13	39	51	18	7	1	1					132
<b>PM Volumes</b>	8	27	119	309	377	149	43	3	3	0	0	0	0	1038
<b>% PM</b>	1%	2%	8%	20%	24%	10%	3%	0%	0%					66%
<b>PM Peak Hour</b>	12:00	14:00	15:00	16:00	12:00	18:00	17:00	15:00	12:00					12:00
<b>Volume</b>	3	7	24	48	60	18	9	1	1					143
<b>Directional Peak Periods</b>			<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>		
<b>All Speeds</b>	Volume		%		Volume		%	Volume		%	Volume		%	
	107	↔	7%		272	↔	17%	205	↔	13%	977	↔	63%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Mission Bay Dr	East Bound	25	31	31	37	40	1561
N Mission Bay Dr	West Bound	27	32	32	38	42	1538

**SPEED**

## N Mission Bay Dr Bet. De Anza Rd &amp; Mission Bay Dr

Day: Saturday  
Date: 12/5/2015

City: San Diego  
Project #: CA15\_4363\_003w

**West Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	2	3	7	6	3	0	1	0	0	0	0	22
01:00	0	0	1	2	2	3	1	1	0	0	0	0	0	10
02:00	0	0	0	0	4	0	0	0	0	0	0	0	0	4
03:00	0	0	2	1	2	3	0	1	0	0	0	0	0	9
04:00	0	0	0	0	4	3	0	0	0	0	0	0	0	7
05:00	0	0	1	1	3	3	0	0	0	0	0	0	0	8
06:00	0	1	1	3	11	10	2	1	0	0	0	0	0	29
07:00	0	0	1	7	12	14	6	1	1	0	0	0	0	42
08:00	0	0	2	15	32	14	9	0	0	0	0	0	0	72
09:00	0	1	2	19	37	23	3	1	0	0	0	0	0	86
10:00	0	1	11	28	36	25	7	1	0	0	0	0	0	109
11:00	0	3	7	33	43	18	5	3	0	0	0	0	0	112
12:00 PM	0	0	11	40	56	35	10	0	0	0	0	0	0	152
13:00	0	4	8	35	47	22	8	1	0	0	0	0	0	125
14:00	0	0	4	22	53	23	5	0	0	0	0	0	0	107
15:00	0	2	4	42	48	20	8	0	0	0	0	0	0	124
16:00	0	1	5	27	46	32	10	0	0	0	0	0	0	121
17:00	0	3	5	31	53	28	3	1	0	0	0	0	0	124
18:00	0	0	2	11	31	16	5	0	0	0	0	0	0	65
19:00	1	1	2	17	11	19	0	1	0	0	0	0	0	52
20:00	0	0	6	18	27	12	1	0	0	0	0	0	0	64
21:00	0	0	2	11	21	5	2	0	0	0	0	0	0	41
22:00	0	0	1	9	8	7	3	0	0	0	0	0	0	28
23:00	0	0	1	4	9	7	2	1	1	0	0	0	0	25
<b>Totals</b>	<b>1</b>	<b>17</b>	<b>81</b>	<b>379</b>	<b>603</b>	<b>348</b>	<b>93</b>	<b>13</b>	<b>3</b>					<b>1538</b>
<b>% of Totals</b>	<b>0%</b>	<b>1%</b>	<b>5%</b>	<b>25%</b>	<b>39%</b>	<b>23%</b>	<b>6%</b>	<b>1%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	0	6	30	112	193	122	36	9	2	0	0	0	0	510
<b>% AM</b>		0%	2%	7%	13%	8%	2%	1%	0%					33%
<b>AM Peak Hour</b>		11:00	10:00	11:00	11:00	10:00	08:00	11:00						11:00
<b>Volume</b>		3	11	33	43	25	9	3	1					112
<b>PM Volumes</b>	1	11	51	267	410	226	57	4	1	0	0	0	0	1028
<b>% PM</b>	0%	1%	3%	17%	27%	15%	4%	0%	0%					67%
<b>PM Peak Hour</b>	19:00	13:00	12:00	15:00	12:00	12:00	12:00	13:00	23:00					12:00
<b>Volume</b>	1	4	11	42	56	35	10	1	1					152
<b>Directional Peak Periods All Speeds</b>														
			<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>					
			Volume	%	Volume	%	Volume	%	Volume	%	Volume	%		
			114	↔ 7%	277	↔ 18%	245	↔ 16%	902	↔ 59%				

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Mission Bay Dr	East Bound	25	31	31	37	40	1561
N Mission Bay Dr	West Bound	27	32	32	38	42	1538



**CLASSIFICATION**

De Anza Rd S/O Mission Bay Dr

Day: Thursday  
Date: 12/3/2015City: San Diego  
Project #: CA15\_4363\_004**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	1	9	0	0	1	0	0	0	0	0	0	0	0	11
02:00	1	7	2	0	0	0	0	0	0	0	0	0	0	10
03:00	0	5	5	0	2	0	0	0	0	0	0	0	0	12
04:00	1	13	1	0	0	0	0	0	0	0	0	0	0	15
05:00	0	10	1	0	5	0	0	0	0	0	0	0	0	16
06:00	0	37	12	0	9	0	0	1	0	0	0	0	0	59
07:00	0	56	17	0	9	0	0	1	0	0	0	0	0	83
08:00	0	60	19	1	7	0	1	0	0	0	0	0	0	88
09:00	1	72	7	1	13	0	0	1	0	0	0	0	0	95
10:00	3	78	10	1	12	0	0	0	0	0	0	0	0	104
11:00	0	85	20	1	10	1	1	3	0	0	0	0	0	121
12:00 PM	3	106	18	0	7	2	0	0	0	0	0	0	0	136
13:00	0	83	19	1	17	2	1	5	0	0	0	0	0	128
14:00	0	91	18	0	10	1	2	1	0	0	0	0	0	123
15:00	2	103	20	1	7	2	0	0	1	0	0	0	0	136
16:00	2	91	19	0	10	1	1	0	1	0	0	0	0	125
17:00	0	93	11	0	9	0	0	0	0	0	0	0	0	113
18:00	4	91	16	0	12	0	0	1	0	0	0	0	0	124
19:00	0	62	11	0	9	0	0	0	0	0	0	0	0	82
20:00	0	39	8	0	4	0	0	0	0	0	0	0	0	51
21:00	1	68	6	0	5	0	0	0	0	0	0	0	0	80
22:00	0	31	7	0	3	0	0	0	0	0	0	0	0	41
23:00	0	25	3	0	0	0	0	0	0	0	0	0	0	28
<b>Totals</b>	<b>19</b>	<b>1315</b>	<b>250</b>	<b>6</b>	<b>161</b>	<b>9</b>	<b>6</b>	<b>13</b>	<b>2</b>					<b>1781</b>
<b>% of Totals</b>	<b>1%</b>	<b>74%</b>	<b>14%</b>	<b>0%</b>	<b>9%</b>	<b>1%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	7	432	94	4	68	1	2	6	0	0	0	0	0	614
<b>% AM</b>	0%	24%	5%	0%	4%	0%	0%	0%						34%
<b>AM Peak Hour</b>	10:00	11:00	11:00	08:00	09:00	11:00	08:00	11:00						11:00
<b>Volume</b>	3	85	20	1	13	1	1	3						121
<b>PM Volumes</b>	12	883	156	2	93	8	4	7	2	0	0	0	0	1167
<b>% PM</b>	1%	50%	9%	0%	5%	0%	0%	0%	0%					66%
<b>PM Peak Hour</b>	18:00	12:00	15:00	13:00	13:00	12:00	14:00	13:00	15:00					12:00
<b>Volume</b>	4	106	20	1	17	2	2	5	1					136
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	171	↔	10%	264	↔	15%	238	↔	13%	1108	↔	62%		

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**VOLUME**

De Anza Rd S/O Mission Bay Dr

Day: Thursday  
 Date: 12/3/2015

City: San Diego  
 Project #: CA15\_4363\_004

DAILY TOTALS					NB	SB	EB	WB	Total		
					898	883	0	0	1,781		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	0	0		12:00	13	14	0	0	27
00:15	0	0	0	0		12:15	14	24	0	0	38
00:30	0	0	0	0		12:30	13	19	0	0	32
00:45	0	0	0	0		12:45	25	65	14	71	136
01:00	1	0	0	0	1	13:00	20	11	0	0	31
01:15	0	0	0	0		13:15	18	15	0	0	33
01:30	2	2	0	0	4	13:30	21	15	0	0	36
01:45	5	8	1	3	6	13:45	17	76	11	52	128
02:00	2	1	0	0	3	14:00	14	15	0	0	29
02:15	2	2	0	0	4	14:15	13	21	0	0	34
02:30	1	1	0	0	2	14:30	6	21	0	0	27
02:45	0	5	1	5	1	14:45	14	47	19	76	123
03:00	1	0	0	0	1	15:00	11	19	0	0	30
03:15	1	2	0	0	3	15:15	15	21	0	0	36
03:30	3	3	0	0	6	15:30	12	20	0	0	32
03:45	0	5	2	7	2	15:45	19	57	19	79	136
04:00	1	2	0	0	3	16:00	11	25	0	0	36
04:15	1	4	0	0	5	16:15	11	12	0	0	23
04:30	2	1	0	0	3	16:30	16	24	0	0	40
04:45	2	6	2	9	4	16:45	9	47	17	78	125
05:00	2	2	0	0	4	17:00	21	15	0	0	36
05:15	7	0	0	0	7	17:15	15	20	0	0	35
05:30	0	0	0	0		17:30	9	7	0	0	16
05:45	1	10	4	6	5	17:45	13	58	13	55	113
06:00	7	4	0	0	11	18:00	14	22	0	0	36
06:15	13	3	0	0	16	18:15	8	14	0	0	22
06:30	13	5	0	0	18	18:30	17	23	0	0	40
06:45	11	44	3	15	14	18:45	11	50	15	74	124
07:00	21	4	0	0	25	19:00	7	20	0	0	27
07:15	16	7	0	0	23	19:15	11	13	0	0	24
07:30	9	5	0	0	14	19:30	7	11	0	0	18
07:45	11	57	10	26	21	19:45	8	33	5	49	82
08:00	14	8	0	0	22	20:00	2	8	0	0	10
08:15	14	8	0	0	22	20:15	6	8	0	0	14
08:30	12	8	0	0	20	20:30	9	8	0	0	17
08:45	19	59	5	29	24	20:45	2	19	8	32	51
09:00	11	12	0	0	23	21:00	13	7	0	0	20
09:15	14	5	0	0	19	21:15	8	16	0	0	24
09:30	21	3	0	0	24	21:30	3	17	0	0	20
09:45	17	63	12	32	29	21:45	9	33	7	47	80
10:00	16	9	0	0	25	22:00	5	3	0	0	8
10:15	21	12	0	0	33	22:15	8	9	0	0	17
10:30	10	12	0	0	22	22:30	1	7	0	0	8
10:45	16	63	8	41	24	22:45	4	18	4	23	41
11:00	13	12	0	0	25	23:00	3	6	0	0	9
11:15	17	15	0	0	32	23:15	1	2	0	0	3
11:30	16	12	0	0	28	23:30	2	4	0	0	6
11:45	19	65	17	56	36	23:45	4	10	6	18	28
<b>TOTALS</b>	<b>385</b>	<b>229</b>			<b>614</b>	<b>TOTALS</b>	<b>513</b>	<b>654</b>			<b>1167</b>
<b>SPLIT %</b>	<b>62.7%</b>	<b>37.3%</b>			<b>34.5%</b>	<b>SPLIT %</b>	<b>44.0%</b>	<b>56.0%</b>			<b>65.5%</b>

DAILY TOTALS					NB	SB	EB	WB	Total
					898	883	0	0	1,781

AM Peak Hour	09:30	11:45		11:45	PM Peak Hour	12:45	15:15		15:15
AM Pk Volume	75	74		133	PM Pk Volume	84	85		142
Pk Hr Factor	0.893	0.456		0.438	Pk Hr Factor	0.833	0.800		0.934
7 - 9 Volume	116	55	0	171	4 - 6 Volume	105	133	0	238
7 - 9 Peak Hour	08:00	07:45		08:00	4 - 6 Peak Hour	16:30	16:00		16:30
7 - 9 Pk Volume	59	34	0	88	4 - 6 Pk Volume	61	78	0	137

**CLASSIFICATION**

De Anza Rd S/O Mission Bay Dr

Day: Friday  
Date: 12/4/2015City: San Diego  
Project #: CA15\_4363\_004**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
01:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
02:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	10	2	0	2	0	0	0	0	0	0	0	0	14
05:00	0	16	3	0	8	2	0	0	0	0	0	0	0	29
06:00	0	37	6	0	3	0	0	0	0	0	0	0	0	46
07:00	0	76	10	0	10	0	0	0	0	0	0	0	0	96
08:00	1	70	10	0	10	0	0	0	0	0	0	0	0	91
09:00	1	70	12	0	4	0	0	0	1	0	0	0	0	88
10:00	3	95	20	0	8	0	0	0	0	0	0	0	0	126
11:00	3	91	10	0	17	3	0	1	0	0	0	0	0	125
12:00 PM	0	99	12	1	14	0	0	2	0	0	0	0	0	128
13:00	2	97	29	0	9	0	0	0	0	0	0	0	0	137
14:00	3	84	13	0	9	4	0	0	0	0	0	0	0	113
15:00	1	112	23	0	15	0	0	0	0	0	0	0	0	151
16:00	1	92	16	1	9	0	0	1	1	0	0	0	0	121
17:00	1	104	14	0	16	0	0	2	0	0	0	0	0	137
18:00	1	95	10	2	7	0	0	0	0	0	0	0	0	115
19:00	1	58	15	0	6	0	1	1	1	0	0	0	0	83
20:00	0	71	4	0	2	0	0	0	0	0	0	0	0	77
21:00	0	45	3	0	4	0	0	0	0	0	0	0	0	52
22:00	1	48	3	0	0	0	0	0	0	0	0	0	0	52
23:00	0	31	1	0	1	0	0	0	0	0	0	0	0	33
<b>Totals</b>	<b>19</b>	<b>1438</b>	<b>220</b>	<b>4</b>	<b>155</b>	<b>9</b>	<b>1</b>	<b>7</b>	<b>3</b>					<b>1856</b>
<b>% of Totals</b>	<b>1%</b>	<b>77%</b>	<b>12%</b>	<b>0%</b>	<b>8%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	8	502	77	0	63	5	0	1	1	0	0	0	0	657
<b>% AM</b>	0%	27%	4%		3%	0%		0%	0%					35%
<b>AM Peak Hour</b>	10:00	10:00	10:00		11:00	11:00		11:00	09:00					10:00
<b>Volume</b>	3	95	20		17	3		1	1					126
<b>PM Volumes</b>	11	936	143	4	92	4	1	6	2	0	0	0	0	1199
<b>% PM</b>	1%	50%	8%	0%	5%	0%	0%	0%	0%					65%
<b>PM Peak Hour</b>	14:00	15:00	13:00	18:00	17:00	14:00	19:00	12:00	16:00					15:00
<b>Volume</b>	3	112	29	2	16	4	1	2	1					151
<b>Directional Peak Periods</b>			<b>AM 7-9</b>				<b>NOON 12-2</b>			<b>PM 4-6</b>		<b>Off Peak Volumes</b>		
<b>All Classes</b>	Volume			%		Volume		%	Volume		%	Volume		%
	187	↔		10%		265	↔	14%	258	↔	14%	1146	↔	62%

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**VOLUME**

De Anza Rd S/O Mission Bay Dr

Day: Friday  
 Date: 12/4/2015

City: San Diego  
 Project #: CA15\_4363\_004

DAILY TOTALS						NB	SB	EB	WB	Total	
						928	928	0	0	1,856	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	5	7	0	0	12	12:00	14	14	0	0	28
00:15	0	2	0	0	2	12:15	15	18	0	0	33
00:30	1	1	0	0	2	12:30	15	12	0	0	27
00:45	1	7	3	13	4	12:45	17	61	23	67	40
01:00	0	0	0	0	0	13:00	15	19	0	0	34
01:15	1	1	0	0	2	13:15	14	14	0	0	28
01:30	2	1	0	0	3	13:30	31	18	0	0	49
01:45	1	4	3	5	4	13:45	14	74	12	63	26
02:00	1	1	0	0	2	14:00	13	18	0	0	31
02:15	0	0	0	0	0	14:15	13	15	0	0	28
02:30	0	1	0	0	1	14:30	13	14	0	0	27
02:45	2	3	2	4	4	14:45	14	53	13	60	27
03:00	2	0	0	0	2	15:00	14	22	0	0	36
03:15	0	0	0	0	0	15:15	12	23	0	0	35
03:30	0	1	0	0	1	15:30	16	16	0	0	32
03:45	1	3	2	3	3	15:45	20	62	28	89	48
04:00	2	1	0	0	3	16:00	18	14	0	0	32
04:15	2	1	0	0	3	16:15	8	21	0	0	29
04:30	2	3	0	0	5	16:30	12	15	0	0	27
04:45	2	8	1	6	3	16:45	6	44	27	77	33
05:00	3	2	0	0	5	17:00	16	15	0	0	31
05:15	6	1	0	0	7	17:15	19	18	0	0	37
05:30	6	2	0	0	8	17:30	16	18	0	0	34
05:45	3	18	6	11	9	17:45	16	67	19	70	35
06:00	7	2	0	0	9	18:00	23	14	0	0	37
06:15	3	2	0	0	5	18:15	14	26	0	0	40
06:30	11	4	0	0	15	18:30	8	8	0	0	16
06:45	16	37	1	9	17	18:45	5	50	17	65	22
07:00	12	4	0	0	16	19:00	12	13	0	0	25
07:15	21	8	0	0	29	19:15	9	10	0	0	19
07:30	21	10	0	0	31	19:30	8	9	0	0	17
07:45	10	64	10	32	20	19:45	9	38	13	45	22
08:00	21	10	0	0	31	20:00	3	11	0	0	14
08:15	15	6	0	0	21	20:15	13	15	0	0	28
08:30	15	5	0	0	20	20:30	7	12	0	0	19
08:45	13	64	6	27	19	20:45	8	31	8	46	16
09:00	10	4	0	0	14	21:00	5	11	0	0	16
09:15	10	7	0	0	17	21:15	3	7	0	0	10
09:30	13	20	0	0	33	21:30	4	8	0	0	12
09:45	19	52	5	36	24	21:45	6	18	8	34	14
10:00	11	10	0	0	21	22:00	10	9	0	0	19
10:15	25	15	0	0	40	22:15	3	12	0	0	15
10:30	23	11	0	0	34	22:30	5	6	0	0	11
10:45	13	72	18	54	31	22:45	3	21	4	31	7
11:00	12	19	0	0	31	23:00	5	5	0	0	10
11:15	20	9	0	0	29	23:15	4	6	0	0	10
11:30	22	13	0	0	35	23:30	2	7	0	0	9
11:45	11	65	19	60	30	23:45	1	12	3	21	4
<b>TOTALS</b>	<b>397</b>	<b>260</b>			<b>657</b>	<b>TOTALS</b>	<b>531</b>	<b>668</b>			<b>1199</b>
<b>SPLIT %</b>	<b>60.4%</b>	<b>39.6%</b>			<b>35.4%</b>	<b>SPLIT %</b>	<b>44.3%</b>	<b>55.7%</b>			<b>64.6%</b>

DAILY TOTALS						NB	SB	EB	WB	Total
						928	928	0	0	1,856

AM Peak Hour	09:45	11:30			10:15	PM Peak Hour	12:45	15:00			12:45
AM Pk Volume	78	64			136	PM Pk Volume	77	89			151
Pk Hr Factor	0.780	0.605			0.850	Pk Hr Factor	0.581	0.705			0.770
7 - 9 Volume	128	59	0	0	187	4 - 6 Volume	111	147	0	0	258
7 - 9 Peak Hour	07:15	07:15			07:15	4 - 6 Peak Hour	17:00	16:15			17:00
7 - 9 Pk Volume	73	38	0	0	111	4 - 6 Pk Volume	67	78	0	0	137
Pk Hr Factor	0.869	0.950	0.000	0.000	0.895	Pk Hr Factor	0.882	0.722	0.000	0.000	0.926

**CLASSIFICATION**

De Anza Rd S/O Mission Bay Dr

Day: Saturday  
Date: 12/5/2015City: San Diego  
Project #: CA15\_4363\_004**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	33	5	0	2	0	0	0	0	0	0	0	0	40
01:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	10	2	0	0	0	0	0	0	0	0	0	0	12
04:00	0	10	0	0	1	0	0	0	0	0	0	0	0	11
05:00	0	9	1	0	3	0	0	0	0	0	0	0	0	13
06:00	0	29	2	0	2	0	0	0	0	0	0	0	0	33
07:00	0	44	7	0	5	0	0	0	0	0	0	0	0	56
08:00	1	102	6	0	5	0	0	1	0	0	0	0	0	115
09:00	0	91	13	0	9	0	0	0	0	0	0	0	0	113
10:00	0	134	15	0	11	1	0	0	0	0	0	0	0	161
11:00	0	133	9	1	13	0	0	0	0	0	0	0	0	156
12:00 PM	1	147	22	0	7	1	0	0	2	0	0	0	0	180
13:00	0	107	18	1	11	0	1	3	0	0	0	0	0	141
14:00	1	109	20	0	13	0	1	0	0	0	0	0	0	144
15:00	1	128	15	0	15	0	0	0	0	0	0	0	0	159
16:00	1	126	21	0	13	0	0	0	0	0	0	0	0	161
17:00	1	130	21	0	9	0	0	0	0	0	0	0	0	161
18:00	0	81	9	0	8	0	0	0	0	0	0	0	0	98
19:00	0	55	10	0	5	1	0	0	0	0	0	0	0	71
20:00	0	86	7	0	5	1	1	0	0	0	0	0	0	100
21:00	0	76	6	0	7	1	0	0	0	0	0	0	0	90
22:00	0	76	12	0	3	1	0	0	0	0	0	0	0	92
23:00	0	30	3	0	0	0	0	0	0	0	0	0	0	33
<b>Totals</b>	<b>6</b>	<b>1766</b>	<b>225</b>	<b>2</b>	<b>147</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>2</b>					<b>2161</b>
<b>% of Totals</b>	<b>0%</b>	<b>82%</b>	<b>10%</b>	<b>0%</b>	<b>7%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	1	615	61	1	51	1	0	1	0	0	0	0	0	731
<b>% AM</b>	0%	28%	3%	0%	2%	0%		0%						34%
<b>AM Peak Hour</b>	08:00	10:00	10:00	11:00	11:00	10:00		08:00						10:00
<b>Volume</b>	1	134	15	1	13	1		1						161
<b>PM Volumes</b>	5	1151	164	1	96	5	3	3	2	0	0	0	0	1430
<b>% PM</b>	0%	53%	8%	0%	4%	0%	0%	0%	0%					66%
<b>PM Peak Hour</b>	12:00	12:00	12:00	13:00	15:00	12:00	13:00	13:00	12:00					12:00
<b>Volume</b>	1	147	22	1	15	1	1	3	2					180
<b>Directional Peak Periods</b>			<b>AM 7-9</b>				<b>NOON 12-2</b>			<b>PM 4-6</b>		<b>Off Peak Volumes</b>		
<b>All Classes</b>	Volume			%		Volume		%	Volume		%	Volume		%
	171	↔		8%		321	↔	15%	322	↔	15%	1347	↔	62%

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**VOLUME**

De Anza Rd S/O Mission Bay Dr

Day: Saturday  
 Date: 12/5/2015

City: San Diego  
 Project #: CA15\_4363\_004

DAILY TOTALS					NB	SB	EB	WB	Total							
					1,072	1,089	0	0	2,161							
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL					
00:00	8	7	0	0	15	12:00	21	16	0	0	37					
00:15	4	11	0	0	15	12:15	17	32	0	0	49					
00:30	3	1	0	0	4	12:30	29	21	0	0	50					
00:45	2	17	4	23	0	0	6	40	23	90	21	90	0	0	44	180
01:00	0	2	0	0	2	13:00	24	18	0	0	42					
01:15	2	3	0	0	5	13:15	13	12	0	0	25					
01:30	0	2	0	0	2	13:30	20	19	0	0	39					
01:45	4	6	1	8	0	0	5	14	16	73	19	68	0	0	35	141
02:00	0	1	0	0	1	14:00	16	19	0	0	35					
02:15	0	1	0	0	1	14:15	14	20	0	0	34					
02:30	1	1	0	0	2	14:30	19	19	0	0	38					
02:45	2	3	1	4	0	0	3	7	18	67	19	77	0	0	37	144
03:00	3	2	0	0	5	15:00	18	28	0	0	46					
03:15	0	2	0	0	2	15:15	21	15	0	0	36					
03:30	2	0	0	0	2	15:30	20	14	0	0	34					
03:45	0	5	3	7	0	0	3	12	15	74	28	85	0	0	43	159
04:00	1	1	0	0	2	16:00	17	26	0	0	43					
04:15	0	2	0	0	2	16:15	14	26	0	0	40					
04:30	1	2	0	0	3	16:30	19	20	0	0	39					
04:45	3	5	1	6	0	0	4	11	15	65	24	96	0	0	39	161
05:00	1	3	0	0	4	17:00	13	36	0	0	49					
05:15	3	0	0	0	3	17:15	17	32	0	0	49					
05:30	4	1	0	0	5	17:30	12	19	0	0	31					
05:45	1	9	0	4	0	0	1	13	11	53	21	108	0	0	32	161
06:00	2	3	0	0	5	18:00	7	8	0	0	15					
06:15	3	1	0	0	4	18:15	8	17	0	0	25					
06:30	5	5	0	0	10	18:30	20	13	0	0	33					
06:45	7	17	7	16	0	0	14	33	9	44	16	54	0	0	25	98
07:00	5	2	0	0	7	19:00	7	10	0	0	17					
07:15	5	9	0	0	14	19:15	5	10	0	0	15					
07:30	6	7	0	0	13	19:30	8	7	0	0	15					
07:45	10	26	12	30	0	0	22	56	14	34	10	37	0	0	24	71
08:00	19	15	0	0	34	20:00	13	15	0	0	28					
08:15	14	10	0	0	24	20:15	8	10	0	0	18					
08:30	12	11	0	0	23	20:30	15	15	0	0	30					
08:45	20	65	14	50	0	0	34	115	12	48	12	52	0	0	24	100
09:00	20	7	0	0	27	21:00	14	13	0	0	27					
09:15	12	15	0	0	27	21:15	14	7	0	0	21					
09:30	17	13	0	0	30	21:30	10	9	0	0	19					
09:45	20	69	9	44	0	0	29	113	13	51	10	39	0	0	23	90
10:00	14	17	0	0	31	22:00	17	7	0	0	24					
10:15	21	15	0	0	36	22:15	18	9	0	0	27					
10:30	30	28	0	0	58	22:30	22	6	0	0	28					
10:45	20	85	16	76	0	0	36	161	7	64	6	28	0	0	13	92
11:00	21	20	0	0	41	23:00	2	5	0	0	7					
11:15	29	13	0	0	42	23:15	4	4	0	0	8					
11:30	21	12	0	0	33	23:30	2	3	0	0	5					
11:45	19	90	21	66	0	0	40	156	4	12	9	21	0	0	13	33
<b>TOTALS</b>	<b>397</b>	<b>334</b>			<b>731</b>	<b>TOTALS</b>	<b>675</b>	<b>755</b>			<b>1430</b>					
<b>SPLIT %</b>	<b>54.3%</b>	<b>45.7%</b>			<b>33.8%</b>	<b>SPLIT %</b>	<b>47.2%</b>	<b>52.8%</b>			<b>66.2%</b>					

DAILY TOTALS					NB	SB	EB	WB	Total
					1,072	1,089	0	0	2,161

AM Peak Hour	10:30	11:45			10:30	PM Peak Hour	12:15	16:30			12:15
AM Pk Volume	100	90			177	PM Pk Volume	93	112			185
Pk Hr Factor	0.833	0.440			0.763	Pk Hr Factor	0.833	0.750			0.925
7 - 9 Volume	91	80	0	0	171	4 - 6 Volume	118	204	0	0	322
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:00	16:30			16:30
7 - 9 Pk Volume	65	50	0	0	115	4 - 6 Pk Volume	65	112	0	0	176
Pk Hr Factor	0.813	0.833	0.000	0.000	0.846	Pk Hr Factor	0.855	0.778	0.000	0.000	0.898



**SPEED**

De Anza Rd S/O Mission Bay Dr

Day: Thursday  
Date: 12/3/2015City: San Diego  
Project #: CA15\_4363\_004n**North Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	7	0	1	0	0	0	0	0	0	0	0	0	0	8
02:00	3	2	0	0	0	0	0	0	0	0	0	0	0	5
03:00	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:00	2	3	1	0	0	0	0	0	0	0	0	0	0	6
05:00	1	5	4	0	0	0	0	0	0	0	0	0	0	10
06:00	17	21	6	0	0	0	0	0	0	0	0	0	0	44
07:00	13	35	9	0	0	0	0	0	0	0	0	0	0	57
08:00	11	37	11	0	0	0	0	0	0	0	0	0	0	59
09:00	28	32	3	0	0	0	0	0	0	0	0	0	0	63
10:00	23	34	6	0	0	0	0	0	0	0	0	0	0	63
11:00	30	27	8	0	0	0	0	0	0	0	0	0	0	65
12:00 PM	21	39	5	0	0	0	0	0	0	0	0	0	0	65
13:00	28	42	6	0	0	0	0	0	0	0	0	0	0	76
14:00	13	28	6	0	0	0	0	0	0	0	0	0	0	47
15:00	22	33	2	0	0	0	0	0	0	0	0	0	0	57
16:00	18	25	4	0	0	0	0	0	0	0	0	0	0	47
17:00	23	30	4	1	0	0	0	0	0	0	0	0	0	58
18:00	9	33	8	0	0	0	0	0	0	0	0	0	0	50
19:00	6	24	3	0	0	0	0	0	0	0	0	0	0	33
20:00	4	12	3	0	0	0	0	0	0	0	0	0	0	19
21:00	7	19	7	0	0	0	0	0	0	0	0	0	0	33
22:00	4	6	8	0	0	0	0	0	0	0	0	0	0	18
23:00	2	5	2	1	0	0	0	0	0	0	0	0	0	10
<b>Totals</b>	<b>296</b>	<b>493</b>	<b>107</b>	<b>2</b>										<b>898</b>
<b>% of Totals</b>	<b>33%</b>	<b>55%</b>	<b>12%</b>	<b>0%</b>										<b>100%</b>

<b>AM Volumes</b>	139	197	49	0	0	0	0	0	0	0	0	0	0	385
<b>% AM</b>	15%	22%	5%											43%
<b>AM Peak Hour</b>	11:00	08:00	08:00											11:00
<b>Volume</b>	30	37	11											65
<b>PM Volumes</b>	157	296	58	2	0	0	0	0	0	0	0	0	0	513
<b>% PM</b>	17%	33%	6%	0%										57%
<b>PM Peak Hour</b>	13:00	13:00	18:00	17:00										13:00
<b>Volume</b>	28	42	8	1										76
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
	Volume		%	Volume		%	Volume		%	Volume		%		
	116	↔	13%	141	↔	16%	105	↔	12%	536	↔	60%		

Street Name	Direction	Percentiles					ADT
		15th	50th	Average	85th	95th	
De Anza Rd	North Bound	10	17	16	20	23	898
De Anza Rd	South Bound	12	17	17	20	23	883

# SPEED

De Anza Rd S/O Mission Bay Dr

Day: Thursday  
Date: 12/3/2015

City: San Diego  
Project #: CA15\_4363\_004s

## South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
02:00	2	2	1	0	0	0	0	0	0	0	0	0	0	5
03:00	2	4	1	0	0	0	0	0	0	0	0	0	0	7
04:00	1	8	0	0	0	0	0	0	0	0	0	0	0	9
05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
06:00	7	7	1	0	0	0	0	0	0	0	0	0	0	15
07:00	4	18	4	0	0	0	0	0	0	0	0	0	0	26
08:00	4	20	5	0	0	0	0	0	0	0	0	0	0	29
09:00	7	18	7	0	0	0	0	0	0	0	0	0	0	32
10:00	10	23	8	0	0	0	0	0	0	0	0	0	0	41
11:00	18	34	4	0	0	0	0	0	0	0	0	0	0	56
12:00 PM	17	47	6	1	0	0	0	0	0	0	0	0	0	71
13:00	19	28	5	0	0	0	0	0	0	0	0	0	0	52
14:00	25	46	5	0	0	0	0	0	0	0	0	0	0	76
15:00	16	50	13	0	0	0	0	0	0	0	0	0	0	79
16:00	8	53	17	0	0	0	0	0	0	0	0	0	0	78
17:00	7	38	10	0	0	0	0	0	0	0	0	0	0	55
18:00	10	49	15	0	0	0	0	0	0	0	0	0	0	74
19:00	11	33	5	0	0	0	0	0	0	0	0	0	0	49
20:00	2	27	2	1	0	0	0	0	0	0	0	0	0	32
21:00	11	29	7	0	0	0	0	0	0	0	0	0	0	47
22:00	6	15	2	0	0	0	0	0	0	0	0	0	0	23
23:00	4	12	2	0	0	0	0	0	0	0	0	0	0	18
<b>Totals</b>	<b>191</b>	<b>568</b>	<b>122</b>	<b>2</b>										<b>883</b>
<b>% of Totals</b>	<b>22%</b>	<b>64%</b>	<b>14%</b>	<b>0%</b>										<b>100%</b>

<b>AM Volumes</b>	55	141	33	0	0	0	0	0	0	0	0	0	0	229
<b>% AM</b>	6%	16%	4%											26%
<b>AM Peak Hour</b>	11:00	11:00	10:00											11:00
<b>Volume</b>	18	34	8											56
<b>PM Volumes</b>	136	427	89	2	0	0	0	0	0	0	0	0	0	654
<b>% PM</b>	15%	48%	10%	0%										74%
<b>PM Peak Hour</b>	14:00	16:00	16:00	12:00										15:00
<b>Volume</b>	25	53	17	1										79
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>				<b>Off Peak Volumes</b>	
	Volume		%		Volume		%	Volume		%	Volume		%	
	55	↔	6%		123	↔	14%	133	↔	15%	572	↔	65%	

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
De Anza Rd	North Bound	10	17	16	20	23	898
De Anza Rd	South Bound	12	17	17	20	23	883

**SPEED**

De Anza Rd S/O Mission Bay Dr

Day: Friday

Date: 12/4/2015

City: San Diego

Project #: CA15\_4363\_004n

**North Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	4	3	0	0	0	0	0	0	0	0	0	0	0	7
01:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4
02:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	1	0	2	0	0	0	0	0	0	0	0	0	0	3
04:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
05:00	5	12	1	0	0	0	0	0	0	0	0	0	0	18
06:00	5	27	5	0	0	0	0	0	0	0	0	0	0	37
07:00	15	42	7	0	0	0	0	0	0	0	0	0	0	64
08:00	11	46	7	0	0	0	0	0	0	0	0	0	0	64
09:00	12	32	8	0	0	0	0	0	0	0	0	0	0	52
10:00	22	39	10	1	0	0	0	0	0	0	0	0	0	72
11:00	24	37	4	0	0	0	0	0	0	0	0	0	0	65
12:00 PM	18	39	4	0	0	0	0	0	0	0	0	0	0	61
13:00	23	45	6	0	0	0	0	0	0	0	0	0	0	74
14:00	10	32	11	0	0	0	0	0	0	0	0	0	0	53
15:00	18	37	7	0	0	0	0	0	0	0	0	0	0	62
16:00	14	24	5	1	0	0	0	0	0	0	0	0	0	44
17:00	21	43	3	0	0	0	0	0	0	0	0	0	0	67
18:00	7	33	10	0	0	0	0	0	0	0	0	0	0	50
19:00	6	26	6	0	0	0	0	0	0	0	0	0	0	38
20:00	4	23	4	0	0	0	0	0	0	0	0	0	0	31
21:00	8	6	4	0	0	0	0	0	0	0	0	0	0	18
22:00	4	11	6	0	0	0	0	0	0	0	0	0	0	21
23:00	3	7	2	0	0	0	0	0	0	0	0	0	0	12
<b>Totals</b>	<b>239</b>	<b>572</b>	<b>115</b>	<b>2</b>										<b>928</b>
<b>% of Totals</b>	<b>26%</b>	<b>62%</b>	<b>12%</b>	<b>0%</b>										<b>100%</b>

<b>AM Volumes</b>	103	246	47	1	0	0	0	0	0	0	0	0	0	397
<b>% AM</b>	11%	27%	5%	0%										43%
<b>AM Peak Hour</b>	11:00	08:00	10:00	10:00										10:00
<b>Volume</b>	24	46	10	1										72
<b>PM Volumes</b>	136	326	68	1	0	0	0	0	0	0	0	0	0	531
<b>% PM</b>	15%	35%	7%	0%										57%
<b>PM Peak Hour</b>	13:00	13:00	14:00	16:00										13:00
<b>Volume</b>	23	45	11	1										74
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
	Volume		%	Volume	%	Volume	%	Volume	%					
	128	↔	14%	135	↔	111	↔	12%	554	↔	60%			

Street Name	Direction	Percentiles					ADT
		15th	50th	Average	85th	95th	
De Anza Rd	North Bound	11	17	16	20	23	928
De Anza Rd	South Bound	12	17	17	20	23	928

# SPEED

## De Anza Rd S/O Mission Bay Dr

Day: Friday  
Date: 12/4/2015

City: San Diego  
Project #: CA15\_4363\_004s

### South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	4	8	1	0	0	0	0	0	0	0	0	0	0	13
01:00	1	4	0	0	0	0	0	0	0	0	0	0	0	5
02:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	5	1	0	0	0	0	0	0	0	0	0	0	0	6
05:00	2	9	0	0	0	0	0	0	0	0	0	0	0	11
06:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
07:00	10	20	2	0	0	0	0	0	0	0	0	0	0	32
08:00	3	20	4	0	0	0	0	0	0	0	0	0	0	27
09:00	4	25	7	0	0	0	0	0	0	0	0	0	0	36
10:00	14	35	5	0	0	0	0	0	0	0	0	0	0	54
11:00	20	33	7	0	0	0	0	0	0	0	0	0	0	60
12:00 PM	17	42	8	0	0	0	0	0	0	0	0	0	0	67
13:00	14	40	8	1	0	0	0	0	0	0	0	0	0	63
14:00	15	40	5	0	0	0	0	0	0	0	0	0	0	60
15:00	12	61	16	0	0	0	0	0	0	0	0	0	0	89
16:00	8	57	12	0	0	0	0	0	0	0	0	0	0	77
17:00	18	42	10	0	0	0	0	0	0	0	0	0	0	70
18:00	12	45	8	0	0	0	0	0	0	0	0	0	0	65
19:00	4	35	5	1	0	0	0	0	0	0	0	0	0	45
20:00	11	24	11	0	0	0	0	0	0	0	0	0	0	46
21:00	7	24	3	0	0	0	0	0	0	0	0	0	0	34
22:00	4	22	5	0	0	0	0	0	0	0	0	0	0	31
23:00	3	16	2	0	0	0	0	0	0	0	0	0	0	21
<b>Totals</b>	<b>189</b>	<b>615</b>	<b>122</b>	<b>2</b>										<b>928</b>
<b>% of Totals</b>	<b>20%</b>	<b>66%</b>	<b>13%</b>	<b>0%</b>										<b>100%</b>

<b>AM Volumes</b>	64	167	29	0	0	0	0	0	0	0	0	0	0	260
<b>% AM</b>	7%	18%	3%											28%
<b>AM Peak Hour</b>	11:00	10:00	09:00											11:00
<b>Volume</b>	20	35	7											60
<b>PM Volumes</b>	125	448	93	2	0	0	0	0	0	0	0	0	0	668
<b>% PM</b>	13%	48%	10%	0%										72%
<b>PM Peak Hour</b>	17:00	15:00	15:00	13:00										15:00
<b>Volume</b>	18	61	16	1										89
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
	Volume		%	Volume		%	Volume		%	Volume		%		
	59	↔	6%	130	↔	14%	147	↔	16%	592	↔	64%		

Street Name	Direction	Percentiles					ADT
		15th	50th	Average	85th	95th	
De Anza Rd	North Bound	11	17	16	20	23	928
De Anza Rd	South Bound	12	17	17	20	23	928

**SPEED**

De Anza Rd S/O Mission Bay Dr

Day: Saturday  
Date: 12/5/2015City: San Diego  
Project #: CA15\_4363\_004n**North Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	3	10	4	0	0	0	0	0	0	0	0	0	0	17
01:00	2	3	1	0	0	0	0	0	0	0	0	0	0	6
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
03:00	1	2	2	0	0	0	0	0	0	0	0	0	0	5
04:00	4	1	0	0	0	0	0	0	0	0	0	0	0	5
05:00	2	5	2	0	0	0	0	0	0	0	0	0	0	9
06:00	5	9	3	0	0	0	0	0	0	0	0	0	0	17
07:00	5	17	4	0	0	0	0	0	0	0	0	0	0	26
08:00	13	44	8	0	0	0	0	0	0	0	0	0	0	65
09:00	23	41	5	0	0	0	0	0	0	0	0	0	0	69
10:00	47	32	6	0	0	0	0	0	0	0	0	0	0	85
11:00	38	46	6	0	0	0	0	0	0	0	0	0	0	90
12:00 PM	38	44	8	0	0	0	0	0	0	0	0	0	0	90
13:00	30	33	10	0	0	0	0	0	0	0	0	0	0	73
14:00	27	38	2	0	0	0	0	0	0	0	0	0	0	67
15:00	32	36	6	0	0	0	0	0	0	0	0	0	0	74
16:00	27	35	3	0	0	0	0	0	0	0	0	0	0	65
17:00	20	25	8	0	0	0	0	0	0	0	0	0	0	53
18:00	11	25	8	0	0	0	0	0	0	0	0	0	0	44
19:00	9	20	5	0	0	0	0	0	0	0	0	0	0	34
20:00	12	28	8	0	0	0	0	0	0	0	0	0	0	48
21:00	16	28	7	0	0	0	0	0	0	0	0	0	0	51
22:00	24	37	3	0	0	0	0	0	0	0	0	0	0	64
23:00	3	7	2	0	0	0	0	0	0	0	0	0	0	12
<b>Totals</b>	<b>392</b>	<b>568</b>	<b>112</b>											<b>1072</b>
<b>% of Totals</b>	<b>37%</b>	<b>53%</b>	<b>10%</b>											<b>100%</b>

<b>AM Volumes</b>	143	212	42	0	0	0	0	0	0	0	0	0	0	397
<b>% AM</b>	13%	20%	4%											37%
<b>AM Peak Hour</b>	10:00	11:00	08:00											11:00
<b>Volume</b>	47	46	8											90
<b>PM Volumes</b>	249	356	70	0	0	0	0	0	0	0	0	0	0	675
<b>% PM</b>	23%	33%	7%											63%
<b>PM Peak Hour</b>	12:00	12:00	13:00											12:00
<b>Volume</b>	38	44	10											90
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Speeds</b>	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
	91	↔	8%	163	↔	15%	118	↔	11%	700	↔	65%		

Street Name	Direction	Percentiles					ADT
		15th	50th	Average	85th	95th	
De Anza Rd	North Bound	9	16	15	20	23	1072
De Anza Rd	South Bound	13	17	17	20	23	1089

# SPEED

## De Anza Rd S/O Mission Bay Dr

Day: Saturday  
Date: 12/5/2015

City: San Diego  
Project #: CA15\_4363\_004s

### South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	2	17	4	0	0	0	0	0	0	0	0	0	0	23
01:00	1	4	3	0	0	0	0	0	0	0	0	0	0	8
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
03:00	2	4	1	0	0	0	0	0	0	0	0	0	0	7
04:00	1	4	1	0	0	0	0	0	0	0	0	0	0	6
05:00	1	1	2	0	0	0	0	0	0	0	0	0	0	4
06:00	2	8	6	0	0	0	0	0	0	0	0	0	0	16
07:00	4	21	5	0	0	0	0	0	0	0	0	0	0	30
08:00	9	33	8	0	0	0	0	0	0	0	0	0	0	50
09:00	12	25	7	0	0	0	0	0	0	0	0	0	0	44
10:00	17	49	10	0	0	0	0	0	0	0	0	0	0	76
11:00	17	43	6	0	0	0	0	0	0	0	0	0	0	66
12:00 PM	17	62	11	0	0	0	0	0	0	0	0	0	0	90
13:00	22	38	8	0	0	0	0	0	0	0	0	0	0	68
14:00	21	53	3	0	0	0	0	0	0	0	0	0	0	77
15:00	22	58	5	0	0	0	0	0	0	0	0	0	0	85
16:00	16	69	11	0	0	0	0	0	0	0	0	0	0	96
17:00	9	88	11	0	0	0	0	0	0	0	0	0	0	108
18:00	7	43	4	0	0	0	0	0	0	0	0	0	0	54
19:00	8	23	6	0	0	0	0	0	0	0	0	0	0	37
20:00	4	42	6	0	0	0	0	0	0	0	0	0	0	52
21:00	7	28	4	0	0	0	0	0	0	0	0	0	0	39
22:00	6	20	2	0	0	0	0	0	0	0	0	0	0	28
23:00	1	19	1	0	0	0	0	0	0	0	0	0	0	21
<b>Totals</b>	<b>208</b>	<b>756</b>	<b>125</b>											<b>1089</b>
<b>% of Totals</b>	<b>19%</b>	<b>69%</b>	<b>11%</b>											<b>100%</b>

<b>AM Volumes</b>	68	213	53	0	0	0	0	0	0	0	0	0	0	334
<b>% AM</b>	6%	20%	5%											31%
<b>AM Peak Hour</b>	10:00	10:00	10:00											10:00
<b>Volume</b>	17	49	10											76
<b>PM Volumes</b>	140	543	72	0	0	0	0	0	0	0	0	0	0	755
<b>% PM</b>	13%	50%	7%											69%
<b>PM Peak Hour</b>	13:00	17:00	12:00											17:00
<b>Volume</b>	22	88	11											108
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
	Volume		%	Volume		%	Volume		%	Volume		%		
	80	↔	7%	158	↔	15%	204	↔	19%	647	↔	59%		

Street Name	Direction	Percentiles					ADT
		15th	50th	Average	85th	95th	
De Anza Rd	North Bound	9	16	15	20	23	1072
De Anza Rd	South Bound	13	17	17	20	23	1089



**CLASSIFICATION**

Entrance To De Anza on De Anza Bay Dr

Day: Thursday  
Date: 12/17/2015City: San Diego  
Project #: CA15\_4363\_005**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
01:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
02:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
05:00	0	5	3	0	3	0	0	0	0	0	0	0	0	11
06:00	0	21	3	0	2	0	0	0	0	0	0	0	0	26
07:00	0	51	11	0	6	0	0	0	0	0	0	0	0	68
08:00	0	56	13	0	5	0	0	0	0	0	0	0	0	74
09:00	1	42	15	0	12	1	0	0	0	0	0	0	0	71
10:00	0	73	13	0	5	0	0	0	0	0	0	0	0	91
11:00	2	75	13	0	9	0	0	0	0	0	0	0	0	99
12:00 PM	2	81	11	0	10	1	0	2	0	0	0	0	0	107
13:00	1	76	10	1	9	3	0	1	0	0	0	0	0	101
14:00	1	73	8	0	5	3	0	0	0	0	0	0	0	90
15:00	1	79	14	0	9	3	1	0	0	0	0	0	0	107
16:00	1	72	16	0	12	0	1	1	0	0	0	0	0	103
17:00	1	76	9	0	8	0	0	0	0	0	0	0	0	94
18:00	1	74	9	0	5	0	0	0	0	0	0	0	0	89
19:00	2	50	10	0	4	0	0	0	0	0	0	0	0	66
20:00	0	40	7	0	2	0	0	0	0	0	0	0	0	49
21:00	0	39	8	0	2	0	0	0	0	0	0	0	0	49
22:00	0	31	5	0	1	0	0	0	0	0	0	0	0	37
23:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18
<b>Totals</b>	<b>13</b>	<b>1059</b>	<b>184</b>	<b>1</b>	<b>109</b>	<b>11</b>	<b>2</b>	<b>4</b>						<b>1383</b>
<b>% of Totals</b>	<b>1%</b>	<b>77%</b>	<b>13%</b>	<b>0%</b>	<b>8%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>						<b>100%</b>

<b>AM Volumes</b>	3	352	75	0	42	1	0	0	0	0	0	0	0	473		
<b>% AM</b>	0%	25%	5%		3%	0%								34%		
<b>AM Peak Hour</b>	11:00	11:00	09:00		09:00	09:00								11:00		
<b>Volume</b>	2	75	15		12	1								99		
<b>PM Volumes</b>	10	707	109	1	67	10	2	4	0	0	0	0	0	910		
<b>% PM</b>	1%	51%	8%	0%	5%	1%	0%	0%						66%		
<b>PM Peak Hour</b>	12:00	12:00	16:00	13:00	16:00	13:00	15:00	12:00						12:00		
<b>Volume</b>	2	81	16	1	12	3	1	2						107		
<b>Directional Peak Periods</b>			<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>				
<b>All Classes</b>	Volume		%		Volume		%		Volume		%		Volume		%	
	142		↔ 10%		208		↔ 15%		197		↔ 14%		836		↔ 60%	

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**VOLUME**

Entrance To De Anza on De Anza Bay Dr

Day: Thursday  
 Date: 12/17/2015

City: San Diego  
 Project #: CA15\_4363\_005

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	701	682	1,383	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	0	0	1	3	4	12:00	0	0	15	7	22
00:15	0	0	2	2	4	12:15	0	0	11	16	27
00:30	0	0	0	1	1	12:30	0	0	17	16	33
00:45	0	0	2	5	7	12:45	0	0	12	55	67
01:00	0	0	1	1	2	13:00	0	0	15	13	28
01:15	0	0	1	0	1	13:15	0	0	14	14	28
01:30	0	0	0	1	1	13:30	0	0	14	6	20
01:45	0	0	0	2	3	13:45	0	0	13	56	69
02:00	0	0	0	0	0	14:00	0	0	8	9	17
02:15	0	0	0	2	2	14:15	0	0	7	17	24
02:30	0	0	1	0	1	14:30	0	0	9	11	20
02:45	0	0	2	3	5	14:45	0	0	15	39	54
03:00	0	0	0	0	0	15:00	0	0	6	13	19
03:15	0	0	1	1	2	15:15	0	0	14	10	24
03:30	0	0	1	0	1	15:30	0	0	10	14	24
03:45	0	0	1	3	4	15:45	0	0	18	48	66
04:00	0	0	0	1	1	16:00	0	0	14	22	36
04:15	0	0	1	1	2	16:15	0	0	4	14	18
04:30	0	0	2	0	2	16:30	0	0	5	17	22
04:45	0	0	0	3	3	16:45	0	0	9	32	41
05:00	0	0	2	0	2	17:00	0	0	10	22	32
05:15	0	0	2	0	2	17:15	0	0	15	10	25
05:30	0	0	5	0	5	17:30	0	0	11	9	20
05:45	0	0	2	11	13	17:45	0	0	6	42	48
06:00	0	0	5	1	6	18:00	0	0	10	12	22
06:15	0	0	3	0	3	18:15	0	0	11	14	25
06:30	0	0	10	0	10	18:30	0	0	9	12	21
06:45	0	0	6	24	30	18:45	0	0	9	39	48
07:00	0	0	7	2	9	19:00	0	0	7	16	23
07:15	0	0	16	4	20	19:15	0	0	5	9	14
07:30	0	0	11	5	16	19:30	0	0	8	10	18
07:45	0	0	14	48	62	19:45	0	0	5	25	30
08:00	0	0	17	6	23	20:00	0	0	6	6	12
08:15	0	0	12	6	18	20:15	0	0	7	8	15
08:30	0	0	13	5	18	20:30	0	0	8	1	9
08:45	0	0	10	52	62	20:45	0	0	8	29	37
09:00	0	0	12	4	16	21:00	0	0	6	12	18
09:15	0	0	5	5	10	21:15	0	0	2	8	10
09:30	0	0	16	8	24	21:30	0	0	3	7	10
09:45	0	0	14	47	61	21:45	0	0	4	15	19
10:00	0	0	19	9	28	22:00	0	0	4	3	7
10:15	0	0	9	8	17	22:15	0	0	5	9	14
10:30	0	0	12	13	25	22:30	0	0	3	4	7
10:45	0	0	11	51	62	22:45	0	0	4	16	20
11:00	0	0	15	10	25	23:00	0	0	0	5	5
11:15	0	0	17	11	28	23:15	0	0	2	2	4
11:30	0	0	9	12	21	23:30	0	0	0	3	3
11:45	0	0	11	52	63	23:45	0	0	2	4	6
<b>TOTALS</b>			301	172	473	<b>TOTALS</b>			400	510	910
<b>SPLIT %</b>			63.6%	36.4%	34.2%	<b>SPLIT %</b>			44.0%	56.0%	65.8%

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	701	682	1,383	
AM Peak Hour			07:15	11:45	11:45	PM Peak Hour			12:30	15:45	15:15
AM Pk Volume			58	53	107	PM Pk Volume			56	75	124
Pk Hr Factor			0.853	0.375	0.470	Pk Hr Factor			0.933	0.807	0.775
7 - 9 Volume	0	0	100	42	142	4 - 6 Volume	0	0	74	123	197
7 - 9 Peak Hour			07:15	07:30	07:15	4 - 6 Peak Hour			16:45	16:00	16:30
7 - 9 Pk Volume	0	0	58	26	82	4 - 6 Pk Volume	0	0	45	71	106
Pk Hr Factor	0.000	0.000	0.853	0.722	0.891	Pk Hr Factor	0.000	0.000	0.750	0.807	0.828

**CLASSIFICATION**

Entrance To De Anza on De Anza Bay Dr

Day: Friday

Date: 12/18/2015

City: San Diego

Project #: CA15\_4363\_005

**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	19
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10
03:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
04:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
05:00	0	7	3	0	4	0	0	0	0	0	0	0	0	14
06:00	2	29	5	0	7	0	0	0	0	0	0	0	0	43
07:00	0	38	10	0	8	1	0	1	0	0	0	0	0	58
08:00	3	48	11	0	2	0	0	1	0	0	0	0	0	65
09:00	5	51	9	0	4	0	0	1	0	0	0	0	0	70
10:00	0	70	12	1	4	0	0	0	0	0	0	0	0	87
11:00	0	53	10	1	9	2	0	0	0	0	0	0	0	75
12:00 PM	1	63	10	0	6	2	1	1	0	0	0	0	0	84
13:00	1	92	17	0	8	1	0	0	0	0	0	0	0	119
14:00	1	79	13	0	9	4	0	0	0	0	0	0	0	106
15:00	0	78	16	1	8	0	0	0	0	0	0	0	0	103
16:00	0	90	14	0	12	0	0	3	0	0	0	0	0	119
17:00	0	84	13	0	12	0	0	0	0	0	0	0	0	109
18:00	0	84	7	0	9	0	0	1	0	0	0	0	0	101
19:00	0	65	10	0	7	0	0	0	1	0	0	0	0	83
20:00	0	40	5	0	8	0	0	0	0	0	0	0	0	53
21:00	0	48	2	0	2	0	0	0	0	0	0	0	0	52
22:00	0	46	4	0	1	0	0	0	0	0	0	0	0	51
23:00	0	26	3	0	2	0	0	0	0	0	0	0	0	31
<b>Totals</b>	<b>13</b>	<b>1137</b>	<b>180</b>	<b>3</b>	<b>123</b>	<b>10</b>	<b>1</b>	<b>8</b>	<b>1</b>					<b>1476</b>
<b>% of Totals</b>	<b>1%</b>	<b>77%</b>	<b>12%</b>	<b>0%</b>	<b>8%</b>	<b>1%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	10	342	66	2	39	3	0	3	0	0	0	0	0	465	
<b>% AM</b>	1%	23%	4%	0%	3%	0%		0%						32%	
<b>AM Peak Hour</b>	09:00	10:00	10:00	10:00	11:00	11:00		07:00						10:00	
<b>Volume</b>	5	70	12	1	9	2		1						87	
<b>PM Volumes</b>	3	795	114	1	84	7	1	5	1	0	0	0	0	1011	
<b>% PM</b>	0%	54%	8%	0%	6%	0%	0%	0%	0%					68%	
<b>PM Peak Hour</b>	12:00	13:00	13:00	15:00	16:00	14:00	12:00	16:00	19:00					13:00	
<b>Volume</b>	1	92	17	1	12	4	1	3	1					119	
<b>Directional Peak Periods</b>			<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>			<b>Off Peak Volumes</b>	
<b>All Classes</b>			Volume		%	Volume		%	Volume		%	Volume		%	
			123	↔	8%	203	↔	14%	228	↔	15%	922	↔	62%	

**Classification Definitions**

<b>1</b> Motorcycles	<b>4</b> Buses	<b>7</b> >=4-Axle Single Units	<b>10</b> >=6-Axle Single Trailers	<b>13</b> >=7-Axle Multi-Trailers
<b>2</b> Passenger Cars	<b>5</b> 2-Axle, 6-Tire Single Units	<b>8</b> <=4-Axle Single Trailers	<b>11</b> <=5-Axle Multi-Trailers	
<b>3</b> 2-Axle, 4-Tire Single Units	<b>6</b> 3-Axle Single Units	<b>9</b> 5-Axle Single Trailers	<b>12</b> 6-Axle Multi-Trailers	

**VOLUME**

Entrance To De Anza on De Anza Bay Dr

Day: Friday  
 Date: 12/18/2015

City: San Diego  
 Project #: CA15\_4363\_005

DAILY TOTALS						NB	SB	EB	WB	Total		
						0	0	743	733	1,476		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	3	1	4	12:00	0	0	11	14	25	
00:15	0	0	3	4	7	12:15	0	0	6	11	17	
00:30	0	0	3	3	6	12:30	0	0	13	11	24	
00:45	0	0	2	11	0	12:45	0	0	10	40	8	44
01:00	0	0	1	2	3	13:00	0	0	21	22	43	
01:15	0	0	0	0	2	13:15	0	0	11	16	27	
01:30	0	0	0	2	2	13:30	0	0	18	12	30	
01:45	0	0	0	1	1	13:45	0	0	10	60	9	59
02:00	0	0	0	0	2	14:00	0	0	14	14	28	
02:15	0	0	0	2	5	14:15	0	0	13	15	28	
02:30	0	0	2	3	5	14:30	0	0	10	15	25	
02:45	0	0	2	4	1	14:45	0	0	11	48	14	58
03:00	0	0	0	1	1	15:00	0	0	12	12	24	
03:15	0	0	0	3	3	15:15	0	0	13	13	26	
03:30	0	0	2	0	2	15:30	0	0	12	14	26	
03:45	0	0	1	3	1	15:45	0	0	9	46	18	57
04:00	0	0	2	1	3	16:00	0	0	8	17	25	
04:15	0	0	2	1	3	16:15	0	0	10	15	25	
04:30	0	0	3	0	3	16:30	0	0	13	24	37	
04:45	0	0	0	7	1	16:45	0	0	13	44	19	75
05:00	0	0	2	0	2	17:00	0	0	11	21	32	
05:15	0	0	4	1	5	17:15	0	0	13	20	33	
05:30	0	0	3	0	3	17:30	0	0	12	14	26	
05:45	0	0	3	12	1	17:45	0	0	9	45	9	64
06:00	0	0	6	4	10	18:00	0	0	8	8	16	
06:15	0	0	9	1	10	18:15	0	0	17	21	38	
06:30	0	0	14	1	15	18:30	0	0	7	18	25	
06:45	0	0	5	34	3	18:45	0	0	9	41	13	60
07:00	0	0	9	1	10	19:00	0	0	11	14	25	
07:15	0	0	17	4	21	19:15	0	0	10	11	21	
07:30	0	0	9	5	14	19:30	0	0	5	12	17	
07:45	0	0	9	44	4	19:45	0	0	9	35	11	48
08:00	0	0	13	3	16	20:00	0	0	9	11	20	
08:15	0	0	10	3	13	20:15	0	0	11	7	18	
08:30	0	0	14	7	21	20:30	0	0	4	8	12	
08:45	0	0	12	49	3	20:45	0	0	0	24	3	29
09:00	0	0	10	6	16	21:00	0	0	9	7	16	
09:15	0	0	15	6	21	21:15	0	0	7	7	14	
09:30	0	0	14	5	19	21:30	0	0	4	4	8	
09:45	0	0	10	49	4	21:45	0	0	4	24	10	28
10:00	0	0	21	10	31	22:00	0	0	8	6	14	
10:15	0	0	11	8	19	22:15	0	0	3	7	10	
10:30	0	0	10	8	18	22:30	0	0	5	8	13	
10:45	0	0	12	54	7	22:45	0	0	4	20	10	31
11:00	0	0	8	5	13	23:00	0	0	5	4	9	
11:15	0	0	12	8	20	23:15	0	0	1	5	6	
11:30	0	0	11	7	18	23:30	0	0	1	5	6	
11:45	0	0	8	39	16	23:45	0	0	2	9	8	22
<b>TOTALS</b>			307	158	465	<b>TOTALS</b>			436	575	1011	
<b>SPLIT %</b>			66.0%	34.0%	31.5%	<b>SPLIT %</b>			43.1%	56.9%	68.5%	

DAILY TOTALS						NB	SB	EB	WB	Total	
						0	0	743	733	1,476	
AM Peak Hour			09:15	11:45	11:45	PM Peak Hour			12:45	16:30	16:30
AM Pk Volume			60	52	90	PM Pk Volume			53	84	134
Pk Hr Factor			0.714	0.469	0.490	Pk Hr Factor			0.736	0.762	0.905
7 - 9 Volume	0	0	93	30	123	4 - 6 Volume	0	0	89	139	228
7 - 9 Peak Hour			08:00	07:45	08:00	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	49	17	65	4 - 6 Pk Volume	0	0	50	84	134
Pk Hr Factor	0.000	0.000	0.875	0.607	0.774	Pk Hr Factor	0.000	0.000	0.962	0.875	0.905

**CLASSIFICATION**

Entrance To De Anza on De Anza Bay Dr

Day: Saturday  
Date: 12/19/2015City: San Diego  
Project #: CA15\_4363\_005**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	12
01:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	5	3	0	4	0	0	0	0	0	0	0	0	12
06:00	0	18	2	0	3	0	0	0	0	0	0	0	0	23
07:00	0	42	6	0	3	0	0	0	0	0	0	0	0	51
08:00	0	57	12	0	4	0	0	0	0	0	0	0	0	73
09:00	0	70	13	0	6	0	0	0	0	0	0	0	0	89
10:00	1	98	8	1	11	0	0	1	0	0	0	0	0	120
11:00	0	100	12	1	10	2	0	0	0	0	0	0	0	125
12:00 PM	0	105	7	0	11	0	0	0	0	0	0	0	0	123
13:00	0	86	17	1	11	1	0	1	0	0	0	0	0	117
14:00	2	106	20	0	12	1	0	1	0	0	0	0	0	142
15:00	2	109	18	0	4	0	0	1	0	0	0	0	0	134
16:00	5	110	13	0	9	0	0	0	0	0	0	0	0	137
17:00	0	57	11	0	5	0	0	0	0	0	0	0	0	73
18:00	0	66	8	0	1	0	0	0	0	0	0	0	0	75
19:00	1	59	5	0	3	0	0	0	0	0	0	0	0	68
20:00	0	46	4	0	2	0	0	0	0	0	0	0	0	52
21:00	1	41	8	0	2	0	0	0	0	0	0	0	0	52
22:00	0	62	3	0	0	0	0	0	0	0	0	0	0	65
23:00	0	23	2	0	1	0	0	0	0	0	0	0	0	26
<b>Totals</b>	<b>12</b>	<b>1295</b>	<b>176</b>	<b>3</b>	<b>104</b>	<b>4</b>		<b>4</b>						<b>1598</b>
<b>% of Totals</b>	<b>1%</b>	<b>81%</b>	<b>11%</b>	<b>0%</b>	<b>7%</b>	<b>0%</b>		<b>0%</b>						<b>100%</b>

<b>AM Volumes</b>	1	425	60	2	43	2	0	1	0	0	0	0	0	534
<b>% AM</b>	0%	27%	4%	0%	3%	0%		0%						33%
<b>AM Peak Hour</b>	10:00	11:00	09:00	10:00	10:00	11:00		10:00						11:00
<b>Volume</b>	1	100	13	1	11	2		1						125
<b>PM Volumes</b>	11	870	116	1	61	2	0	3	0	0	0	0	0	1064
<b>% PM</b>	1%	54%	7%	0%	4%	0%		0%						67%
<b>PM Peak Hour</b>	16:00	16:00	14:00	13:00	14:00	13:00		13:00						14:00
<b>Volume</b>	5	110	20	1	12	1		1						142
<b>Directional Peak Periods</b>			<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>		<b>Off Peak Volumes</b>	
<b>All Classes</b>	Volume			%		Volume		%	Volume		%	Volume	%	
	124	↔		8%		240	↔	15%	210	↔	13%	1024	↔	64%

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**VOLUME**

Entrance To De Anza on De Anza Bay Dr

Day: Saturday  
 Date: 12/19/2015

City: San Diego  
 Project #: CA15\_4363\_005

DAILY TOTALS				NB	SB	EB	WB	Total
				0	0	801	797	1,598

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00	0	0	4	1	5	12:00	0	0	16	14	30			
00:15	0	0	2	2	4	12:15	0	0	14	19	33			
00:30	0	0	0	0		12:30	0	0	18	16	34			
00:45	0	0	0	6	3	12:45	0	0	6	54	26	123		
01:00	0	0	0	2	2	13:00	0	0	22	18	40			
01:15	0	0	1	0	1	13:15	0	0	15	14	29			
01:30	0	0	2	0	2	13:30	0	0	9	12	21			
01:45	0	0	1	4	3	13:45	0	0	11	57	16	60	27	117
02:00	0	0	0	4	4	14:00	0	0	15	18	33			
02:15	0	0	1	3	4	14:15	0	0	16	20	36			
02:30	0	0	1	2	3	14:30	0	0	21	24	45			
02:45	0	0	1	3	0	14:45	0	0	13	65	15	77	28	142
03:00	0	0	0	1	1	15:00	0	0	16	15	31			
03:15	0	0	0	1	1	15:15	0	0	13	21	34			
03:30	0	0	0	0		15:30	0	0	12	18	30			
03:45	0	0	0	1	3	15:45	0	0	13	54	26	80	39	134
04:00	0	0	2	1	3	16:00	0	0	16	18	34			
04:15	0	0	0	0		16:15	0	0	13	17	30			
04:30	0	0	1	1	2	16:30	0	0	21	16	37			
04:45	0	0	0	3	0	16:45	0	0	12	62	24	75	36	137
05:00	0	0	0	0		17:00	0	0	9	15	24			
05:15	0	0	2	1	3	17:15	0	0	6	13	19			
05:30	0	0	4	0	4	17:30	0	0	7	4	11			
05:45	0	0	4	10	1	17:45	0	0	7	29	12	44	19	73
06:00	0	0	3	0	3	18:00	0	0	13	14	27			
06:15	0	0	3	1	4	18:15	0	0	5	6	11			
06:30	0	0	7	1	8	18:30	0	0	13	8	21			
06:45	0	0	4	17	4	18:45	0	0	9	40	7	35	16	75
07:00	0	0	4	5	9	19:00	0	0	4	8	12			
07:15	0	0	8	2	10	19:15	0	0	10	9	19			
07:30	0	0	5	4	9	19:30	0	0	8	11	19			
07:45	0	0	14	31	9	19:45	0	0	8	30	10	38	18	68
08:00	0	0	18	4	22	20:00	0	0	7	4	11			
08:15	0	0	5	5	10	20:15	0	0	8	4	12			
08:30	0	0	13	10	23	20:30	0	0	7	8	15			
08:45	0	0	10	46	8	20:45	0	0	5	27	9	25	14	52
09:00	0	0	12	4	16	21:00	0	0	9	5	14			
09:15	0	0	21	4	25	21:15	0	0	5	6	11			
09:30	0	0	14	11	25	21:30	0	0	5	6	11			
09:45	0	0	16	63	7	21:45	0	0	3	22	13	30	16	52
10:00	0	0	23	14	37	22:00	0	0	5	7	12			
10:15	0	0	11	8	19	22:15	0	0	7	8	15			
10:30	0	0	20	12	32	22:30	0	0	7	10	17			
10:45	0	0	15	69	17	22:45	0	0	8	27	13	38	21	65
11:00	0	0	15	12	27	23:00	0	0	5	3	8			
11:15	0	0	19	13	32	23:15	0	0	3	3	6			
11:30	0	0	22	14	36	23:30	0	0	1	3	4			
11:45	0	0	16	72	14	23:45	0	0	1	10	7	16	8	26
<b>TOTALS</b>			324	210	534	<b>TOTALS</b>			477	587	1064			
<b>SPLIT %</b>			60.7%	39.3%	33.4%	<b>SPLIT %</b>			44.8%	55.2%	66.6%			

DAILY TOTALS				NB	SB	EB	WB	Total
				0	0	801	797	1,598

AM Peak Hour		09:15	11:45	11:30	PM Peak Hour		14:15	15:15	14:00		
AM Pk Volume		74	63	129	PM Pk Volume		54	83	142		
Pk Hr Factor		0.804	0.500	0.667	Pk Hr Factor		0.844	0.740	0.789		
7 - 9 Volume	0	0	77	47	124	4 - 6 Volume	0	0	91	119	210
7 - 9 Peak Hour		07:45	07:45	07:45	4 - 6 Peak Hour		16:00	16:00	16:00		
7 - 9 Pk Volume	0	0	50	28	78	4 - 6 Pk Volume	0	0	62	75	137
Pk Hr Factor	0.000	0.000	0.694	0.700	0.848	Pk Hr Factor	0.000	0.000	0.738	0.781	0.926



# SPEED

## Entrance To De Anza on De Anza Bay Dr

Day: Thursday  
Date: 12/17/2015

City: San Diego  
Project #: CA15\_4363\_005e

### East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	11	0	0	0	0	0	0	0	0	0	0	0	0	11
06:00	24	0	0	0	0	0	0	0	0	0	0	0	0	24
07:00	48	0	0	0	0	0	0	0	0	0	0	0	0	48
08:00	52	0	0	0	0	0	0	0	0	0	0	0	0	52
09:00	47	0	0	0	0	0	0	0	0	0	0	0	0	47
10:00	51	0	0	0	0	0	0	0	0	0	0	0	0	51
11:00	51	1	0	0	0	0	0	0	0	0	0	0	0	52
12:00 PM	53	2	0	0	0	0	0	0	0	0	0	0	0	55
13:00	56	0	0	0	0	0	0	0	0	0	0	0	0	56
14:00	39	0	0	0	0	0	0	0	0	0	0	0	0	39
15:00	47	1	0	0	0	0	0	0	0	0	0	0	0	48
16:00	32	0	0	0	0	0	0	0	0	0	0	0	0	32
17:00	42	0	0	0	0	0	0	0	0	0	0	0	0	42
18:00	39	0	0	0	0	0	0	0	0	0	0	0	0	39
19:00	25	0	0	0	0	0	0	0	0	0	0	0	0	25
20:00	28	1	0	0	0	0	0	0	0	0	0	0	0	29
21:00	15	0	0	0	0	0	0	0	0	0	0	0	0	15
22:00	16	0	0	0	0	0	0	0	0	0	0	0	0	16
23:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Totals</b>	<b>695</b>	<b>6</b>												<b>701</b>
<b>% of Totals</b>	<b>99%</b>	<b>1%</b>												<b>100%</b>

<b>AM Volumes</b>	299	2	0	0	0	0	0	0	0	0	0	0	0	301
<b>% AM</b>	43%	0%												43%
<b>AM Peak Hour</b>	08:00													08:00
<b>Volume</b>	52	1												52
<b>PM Volumes</b>	396	4	0	0	0	0	0	0	0	0	0	0	0	400
<b>% PM</b>	56%	1%												57%
<b>PM Peak Hour</b>	13:00	12:00												13:00
<b>Volume</b>	56	2												56
<b>Directional Peak Periods All Speeds</b>			<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>		
	Volume		Volume	%	Volume	%	Volume	%	Volume	%	Volume	%		
	100	↔	111	14%	111	16%	74	11%	74	11%	416	59%		

Street Name	Direction	Percentiles					ADT
		15th	50th	Average	85th	95th	
Entrance To De Anza	East Bound	7	10	10	14	15	701
Entrance To De Anza	West Bound	7	10	10	14	15	682

# SPEED

## Entrance To De Anza on De Anza Bay Dr

Day: Thursday  
Date: 12/17/2015

City: San Diego  
Project #: CA15\_4363\_005w

### West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	6	1	0	0	0	0	0	0	0	0	0	0	0	7
01:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00	20	0	0	0	0	0	0	0	0	0	0	0	0	20
08:00	22	0	0	0	0	0	0	0	0	0	0	0	0	22
09:00	23	1	0	0	0	0	0	0	0	0	0	0	0	24
10:00	39	1	0	0	0	0	0	0	0	0	0	0	0	40
11:00	47	0	0	0	0	0	0	0	0	0	0	0	0	47
12:00 PM	49	3	0	0	0	0	0	0	0	0	0	0	0	52
13:00	41	4	0	0	0	0	0	0	0	0	0	0	0	45
14:00	49	2	0	0	0	0	0	0	0	0	0	0	0	51
15:00	56	3	0	0	0	0	0	0	0	0	0	0	0	59
16:00	71	0	0	0	0	0	0	0	0	0	0	0	0	71
17:00	49	3	0	0	0	0	0	0	0	0	0	0	0	52
18:00	50	0	0	0	0	0	0	0	0	0	0	0	0	50
19:00	41	0	0	0	0	0	0	0	0	0	0	0	0	41
20:00	19	1	0	0	0	0	0	0	0	0	0	0	0	20
21:00	34	0	0	0	0	0	0	0	0	0	0	0	0	34
22:00	20	1	0	0	0	0	0	0	0	0	0	0	0	21
23:00	11	3	0	0	0	0	0	0	0	0	0	0	0	14
<b>Totals</b>	<b>658</b>	<b>24</b>												<b>682</b>
<b>% of Totals</b>	<b>96%</b>	<b>4%</b>												<b>100%</b>

<b>AM Volumes</b>	168	4	0	0	0	0	0	0	0	0	0	0	0	172
<b>% AM</b>	25%	1%												25%
<b>AM Peak Hour</b>	11:00													11:00
<b>Volume</b>	47	1												47
<b>PM Volumes</b>	490	20	0	0	0	0	0	0	0	0	0	0	0	510
<b>% PM</b>	72%	3%												75%
<b>PM Peak Hour</b>	16:00	13:00												16:00
<b>Volume</b>	71	4												71
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>		<b>Off Peak Volumes</b>					
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
	42	↔	6%	97	↔	14%	123	↔	18%	420	↔	62%		

Street Name	Direction	Percentiles					ADT
		15th	50th	Average	85th	95th	
Entrance To De Anza	East Bound	7	10	10	14	15	701
Entrance To De Anza	West Bound	7	10	10	14	15	682

# SPEED

## Entrance To De Anza on De Anza Bay Dr

Day: Friday  
Date: 12/18/2015

City: San Diego  
Project #: CA15\_4363\_005e

### East Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	11	0	0	0	0	0	0	0	0	0	0	0	0	11
01:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	7	0	0	0	0	0	0	0	0	0	0	0	0	7
05:00	12	0	0	0	0	0	0	0	0	0	0	0	0	12
06:00	34	0	0	0	0	0	0	0	0	0	0	0	0	34
07:00	43	1	0	0	0	0	0	0	0	0	0	0	0	44
08:00	49	0	0	0	0	0	0	0	0	0	0	0	0	49
09:00	49	0	0	0	0	0	0	0	0	0	0	0	0	49
10:00	54	0	0	0	0	0	0	0	0	0	0	0	0	54
11:00	39	0	0	0	0	0	0	0	0	0	0	0	0	39
12:00 PM	40	0	0	0	0	0	0	0	0	0	0	0	0	40
13:00	59	1	0	0	0	0	0	0	0	0	0	0	0	60
14:00	48	0	0	0	0	0	0	0	0	0	0	0	0	48
15:00	46	0	0	0	0	0	0	0	0	0	0	0	0	46
16:00	44	0	0	0	0	0	0	0	0	0	0	0	0	44
17:00	45	0	0	0	0	0	0	0	0	0	0	0	0	45
18:00	40	1	0	0	0	0	0	0	0	0	0	0	0	41
19:00	35	0	0	0	0	0	0	0	0	0	0	0	0	35
20:00	24	0	0	0	0	0	0	0	0	0	0	0	0	24
21:00	24	0	0	0	0	0	0	0	0	0	0	0	0	24
22:00	20	0	0	0	0	0	0	0	0	0	0	0	0	20
23:00	9	0	0	0	0	0	0	0	0	0	0	0	0	9
<b>Totals</b>	<b>740</b>	<b>3</b>												<b>743</b>
<b>% of Totals</b>	<b>100%</b>	<b>0%</b>												<b>100%</b>

<b>AM Volumes</b>	306	1	0	0	0	0	0	0	0	0	0	0	0	307
<b>% AM</b>	41%	0%												41%
<b>AM Peak Hour</b>	10:00	07:00												10:00
<b>Volume</b>	54	1												54
<b>PM Volumes</b>	434	2	0	0	0	0	0	0	0	0	0	0	0	436
<b>% PM</b>	58%	0%												59%
<b>PM Peak Hour</b>	13:00	13:00												13:00
<b>Volume</b>	59	1												60
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>		<b>Off Peak Volumes</b>					
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
	93	↔ 13%	100	↔ 13%	89	↔ 12%	461	↔ 62%						

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Entrance To De Anza	East Bound	7	10	10	14	15	743
Entrance To De Anza	West Bound	7	10	10	14	15	733

# SPEED

## Entrance To De Anza on De Anza Bay Dr

Day: Friday  
Date: 12/18/2015

City: San Diego  
Project #: CA15\_4363\_005w

### West Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	5	3	0	0	0	0	0	0	0	0	0	0	0	8
01:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	5	1	0	0	0	0	0	0	0	0	0	0	0	6
03:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	9	0	0	0	0	0	0	0	0	0	0	0	0	9
07:00	14	0	0	0	0	0	0	0	0	0	0	0	0	14
08:00	15	1	0	0	0	0	0	0	0	0	0	0	0	16
09:00	21	0	0	0	0	0	0	0	0	0	0	0	0	21
10:00	33	0	0	0	0	0	0	0	0	0	0	0	0	33
11:00	33	3	0	0	0	0	0	0	0	0	0	0	0	36
12:00 PM	42	2	0	0	0	0	0	0	0	0	0	0	0	44
13:00	57	2	0	0	0	0	0	0	0	0	0	0	0	59
14:00	56	2	0	0	0	0	0	0	0	0	0	0	0	58
15:00	55	2	0	0	0	0	0	0	0	0	0	0	0	57
16:00	71	4	0	0	0	0	0	0	0	0	0	0	0	75
17:00	62	2	0	0	0	0	0	0	0	0	0	0	0	64
18:00	56	4	0	0	0	0	0	0	0	0	0	0	0	60
19:00	46	2	0	0	0	0	0	0	0	0	0	0	0	48
20:00	28	1	0	0	0	0	0	0	0	0	0	0	0	29
21:00	28	0	0	0	0	0	0	0	0	0	0	0	0	28
22:00	31	0	0	0	0	0	0	0	0	0	0	0	0	31
23:00	22	0	0	0	0	0	0	0	0	0	0	0	0	22
<b>Totals</b>	<b>704</b>	<b>29</b>												<b>733</b>
<b>% of Totals</b>	<b>96%</b>	<b>4%</b>												<b>100%</b>

<b>AM Volumes</b>	150	8	0	0	0	0	0	0	0	0	0	0	0	158
<b>% AM</b>	20%	1%												22%
<b>AM Peak Hour</b>	10:00													11:00
<b>Volume</b>	33	3												36
<b>PM Volumes</b>	554	21	0	0	0	0	0	0	0	0	0	0	0	575
<b>% PM</b>	76%	3%												78%
<b>PM Peak Hour</b>	16:00	16:00												16:00
<b>Volume</b>	71	4												75
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>		<b>Off Peak Volumes</b>					
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
	30	↔ 4%	103	↔ 14%	139	↔ 19%	461	↔ 63%						

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Entrance To De Anza	East Bound	7	10	10	14	15	743
Entrance To De Anza	West Bound	7	10	10	14	15	733

**SPEED**

## Entrance To De Anza on De Anza Bay Dr

Day: Saturday  
Date: 12/19/2015

City: San Diego  
Project #: CA15\_4363\_005e

**East Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	10	0	0	0	0	0	0	0	0	0	0	0	0	10
06:00	16	1	0	0	0	0	0	0	0	0	0	0	0	17
07:00	30	1	0	0	0	0	0	0	0	0	0	0	0	31
08:00	44	2	0	0	0	0	0	0	0	0	0	0	0	46
09:00	63	0	0	0	0	0	0	0	0	0	0	0	0	63
10:00	68	1	0	0	0	0	0	0	0	0	0	0	0	69
11:00	71	1	0	0	0	0	0	0	0	0	0	0	0	72
12:00 PM	54	0	0	0	0	0	0	0	0	0	0	0	0	54
13:00	57	0	0	0	0	0	0	0	0	0	0	0	0	57
14:00	65	0	0	0	0	0	0	0	0	0	0	0	0	65
15:00	54	0	0	0	0	0	0	0	0	0	0	0	0	54
16:00	62	0	0	0	0	0	0	0	0	0	0	0	0	62
17:00	29	0	0	0	0	0	0	0	0	0	0	0	0	29
18:00	40	0	0	0	0	0	0	0	0	0	0	0	0	40
19:00	30	0	0	0	0	0	0	0	0	0	0	0	0	30
20:00	27	0	0	0	0	0	0	0	0	0	0	0	0	27
21:00	22	0	0	0	0	0	0	0	0	0	0	0	0	22
22:00	27	0	0	0	0	0	0	0	0	0	0	0	0	27
23:00	9	1	0	0	0	0	0	0	0	0	0	0	0	10
<b>Totals</b>	<b>794</b>	<b>7</b>												<b>801</b>
<b>% of Totals</b>	<b>99%</b>	<b>1%</b>												<b>100%</b>

<b>AM Volumes</b>	318	6	0	0	0	0	0	0	0	0	0	0	0	324
<b>% AM</b>	40%	1%												40%
<b>AM Peak Hour</b>	11:00	08:00												11:00
<b>Volume</b>	71	2												72
<b>PM Volumes</b>	476	1	0	0	0	0	0	0	0	0	0	0	0	477
<b>% PM</b>	59%	0%												60%
<b>PM Peak Hour</b>	14:00	23:00												14:00
<b>Volume</b>	65	1												65
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>		<b>Off Peak Volumes</b>					
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%		
	77	↔	10%	111	↔	14%	91	↔	11%	522	↔	65%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Entrance To De Anza	East Bound	7	10	10	14	15	801
Entrance To De Anza	West Bound	7	10	10	14	15	797

**SPEED**

## Entrance To De Anza on De Anza Bay Dr

Day: Saturday  
Date: 12/19/2015

City: San Diego  
Project #: CA15\_4363\_005w

**West Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	8	1	0	0	0	0	0	0	0	0	0	0	0	9
03:00	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00	6	0	0	0	0	0	0	0	0	0	0	0	0	6
07:00	19	1	0	0	0	0	0	0	0	0	0	0	0	20
08:00	25	2	0	0	0	0	0	0	0	0	0	0	0	27
09:00	26	0	0	0	0	0	0	0	0	0	0	0	0	26
10:00	49	2	0	0	0	0	0	0	0	0	0	0	0	51
11:00	49	4	0	0	0	0	0	0	0	0	0	0	0	53
12:00 PM	66	3	0	0	0	0	0	0	0	0	0	0	0	69
13:00	59	1	0	0	0	0	0	0	0	0	0	0	0	60
14:00	74	3	0	0	0	0	0	0	0	0	0	0	0	77
15:00	79	1	0	0	0	0	0	0	0	0	0	0	0	80
16:00	72	3	0	0	0	0	0	0	0	0	0	0	0	75
17:00	43	1	0	0	0	0	0	0	0	0	0	0	0	44
18:00	33	2	0	0	0	0	0	0	0	0	0	0	0	35
19:00	37	1	0	0	0	0	0	0	0	0	0	0	0	38
20:00	25	0	0	0	0	0	0	0	0	0	0	0	0	25
21:00	30	0	0	0	0	0	0	0	0	0	0	0	0	30
22:00	37	1	0	0	0	0	0	0	0	0	0	0	0	38
23:00	16	0	0	0	0	0	0	0	0	0	0	0	0	16
<b>Totals</b>	<b>769</b>	<b>28</b>												<b>797</b>
<b>% of Totals</b>	<b>96%</b>	<b>4%</b>												<b>100%</b>

<b>AM Volumes</b>	198	12	0	0	0	0	0	0	0	0	0	0	0	210
<b>% AM</b>	25%	2%												26%
<b>AM Peak Hour</b>	10:00	11:00												11:00
<b>Volume</b>	49	4												53
<b>PM Volumes</b>	571	16	0	0	0	0	0	0	0	0	0	0	0	587
<b>% PM</b>	72%	2%												74%
<b>PM Peak Hour</b>	15:00	12:00												15:00
<b>Volume</b>	79	3												80
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>				<b>PM 4-6</b>		<b>Off Peak Volumes</b>					
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
	47	↔	6%	129	↔	16%	119	↔	15%	502	↔	63%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Entrance To De Anza	East Bound	7	10	10	14	15	801
Entrance To De Anza	West Bound	7	10	10	14	15	797



**CLASSIFICATION**

Mission Bay Dr S/O N Mission Bay Dr

Day: Thursday  
Date: 12/3/2015City: San Diego  
Project #: CA15\_4363\_006**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	6	4	0	2	0	0	0	0	0	0	0	0	12
04:00	0	12	4	0	0	0	0	0	2	0	0	0	0	18
05:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24
06:00	0	67	18	0	7	1	0	0	0	0	0	0	0	93
07:00	0	249	36	10	16	0	0	1	0	0	0	0	0	312
08:00	1	321	44	5	15	0	0	2	0	0	0	0	0	388
09:00	1	193	26	2	6	0	0	0	0	0	0	0	0	228
10:00	1	164	21	0	11	0	0	0	0	0	0	0	0	197
11:00	0	151	29	0	14	0	0	2	0	0	0	0	0	196
12:00 PM	1	182	31	2	15	1	0	0	0	0	0	0	0	232
13:00	0	161	31	1	12	0	0	2	0	0	0	0	0	207
14:00	0	182	24	1	8	0	0	0	0	0	0	0	0	215
15:00	1	349	54	0	14	1	0	2	0	0	0	0	0	421
16:00	0	512	72	1	14	0	0	1	0	0	0	0	0	600
17:00	1	486	66	1	14	0	0	1	0	0	0	0	0	569
18:00	0	289	39	0	18	0	0	0	0	0	0	0	0	346
19:00	0	97	5	0	5	0	0	0	0	0	0	0	0	107
20:00	1	76	8	0	2	0	0	0	0	0	0	0	0	87
21:00	0	64	11	1	0	0	0	0	0	0	0	0	0	76
22:00	0	41	5	1	4	0	0	0	0	0	0	0	0	51
23:00	0	21	4	0	0	0	0	0	0	0	0	0	0	25
<b>Totals</b>	<b>7</b>	<b>3644</b>	<b>537</b>	<b>25</b>	<b>177</b>	<b>3</b>		<b>11</b>	<b>2</b>					<b>4406</b>
<b>% of Totals</b>	<b>0%</b>	<b>83%</b>	<b>12%</b>	<b>1%</b>	<b>4%</b>	<b>0%</b>		<b>0%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	3	1184	187	17	71	1	0	5	2	0	0	0	0	1470
<b>% AM</b>	0%	27%	4%	0%	2%	0%		0%	0%					33%
<b>AM Peak Hour</b>	08:00	08:00	08:00	07:00	07:00	06:00		08:00	04:00					08:00
<b>Volume</b>	1	321	44	10	16	1		2	2					388
<b>PM Volumes</b>	4	2460	350	8	106	2	0	6	0	0	0	0	0	2936
<b>% PM</b>	0%	56%	8%	0%	2%	0%		0%						67%
<b>PM Peak Hour</b>	12:00	16:00	16:00	12:00	18:00	12:00		13:00						16:00
<b>Volume</b>	1	512	72	2	18	1		2						600
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume	%	Volume	%	Volume	%	Volume	%						
	700	↔	16%	439	↔	10%	1169	↔	27%					
										2098	↔	48%		

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**VOLUME**

Mission Bay Dr S/O N Mission Bay Dr

Day: Thursday  
 Date: 12/3/2015

City: San Diego  
 Project #: CA15\_4363\_006

DAILY TOTALS						NB	SB	EB	WB	Total		
						1,996	2,410	0	0	4,406		
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL	
00:00	0	0	0	0		12:00	31	25	0	0	56	
00:15	0	0	0	0		12:15	39	26	0	0	65	
00:30	0	0	0	0		12:30	29	29	0	0	58	
00:45	0	0	0	0		12:45	30	129	23	103	232	
01:00	0	0	0	0		13:00	28	17	0	0	45	
01:15	0	0	0	0		13:15	21	31	0	0	52	
01:30	0	0	0	0		13:30	25	26	0	0	51	
01:45	0	0	0	0		13:45	25	99	34	108	207	
02:00	0	0	0	0		14:00	28	23	0	0	51	
02:15	0	0	0	0		14:15	32	17	0	0	49	
02:30	0	0	0	0		14:30	36	25	0	0	61	
02:45	1	1	1	1	2	2	14:45	27	123	27	92	215
03:00	0	0	0	0		15:00	37	33	0	0	70	
03:15	2	2	0	0	4	15:15	38	64	0	0	102	
03:30	4	1	0	0	5	15:30	37	78	0	0	115	
03:45	1	7	2	5	3	12	15:45	32	144	102	277	421
04:00	2	2	0	0	4	16:00	39	131	0	0	170	
04:15	3	1	0	0	4	16:15	27	108	0	0	135	
04:30	0	2	0	0	2	16:30	49	108	0	0	157	
04:45	2	7	6	11	8	18	16:45	32	147	106	453	600
05:00	3	3	0	0	6	17:00	28	129	0	0	157	
05:15	1	2	0	0	3	17:15	50	109	0	0	159	
05:30	0	1	0	0	1	17:30	30	95	0	0	125	
05:45	9	13	5	11	14	24	17:45	39	147	89	422	569
06:00	7	7	0	0	14	18:00	21	76	0	0	97	
06:15	3	8	0	0	11	18:15	19	78	0	0	97	
06:30	13	15	0	0	28	18:30	30	76	0	0	106	
06:45	27	50	13	43	40	93	18:45	20	90	26	256	346
07:00	29	17	0	0	46	19:00	17	10	0	0	27	
07:15	41	31	0	0	72	19:15	17	16	0	0	33	
07:30	59	25	0	0	84	19:30	14	6	0	0	20	
07:45	77	206	33	106	110	312	19:45	16	64	11	43	107
08:00	71	31	0	0	102	20:00	18	12	0	0	30	
08:15	96	32	0	0	128	20:15	8	10	0	0	18	
08:30	67	24	0	0	91	20:30	11	4	0	0	15	
08:45	49	283	18	105	67	388	20:45	13	50	11	37	87
09:00	43	23	0	0	66	21:00	14	11	0	0	25	
09:15	28	24	0	0	52	21:15	9	9	0	0	18	
09:30	26	25	0	0	51	21:30	14	5	0	0	19	
09:45	30	127	29	101	59	228	21:45	9	46	5	30	76
10:00	22	22	0	0	44	22:00	9	2	0	0	11	
10:15	22	26	0	0	48	22:15	11	8	0	0	19	
10:30	34	17	0	0	51	22:30	11	4	0	0	15	
10:45	25	103	29	94	54	197	22:45	3	34	3	17	51
11:00	24	15	0	0	39	23:00	7	3	0	0	10	
11:15	27	25	0	0	52	23:15	0	2	0	0	2	
11:30	32	25	0	0	57	23:30	5	2	0	0	7	
11:45	28	111	20	85	48	196	23:45	3	15	3	10	25
<b>TOTALS</b>	<b>908</b>	<b>562</b>			<b>1470</b>	<b>TOTALS</b>	<b>1088</b>	<b>1848</b>			<b>2936</b>	
<b>SPLIT %</b>	<b>61.8%</b>	<b>38.2%</b>			<b>33.4%</b>	<b>SPLIT %</b>	<b>37.1%</b>	<b>62.9%</b>			<b>66.6%</b>	

DAILY TOTALS						NB	SB	EB	WB	Total
						1,996	2,410	0	0	4,406

AM Peak Hour	07:45	07:30			07:45	PM Peak Hour	16:30	16:00			16:30
AM Pk Volume	311	121			431	PM Pk Volume	159	453			611
Pk Hr Factor	0.810	0.917			0.842	Pk Hr Factor	0.735	0.876			0.961
7 - 9 Volume	489	211	0	0	700	4 - 6 Volume	294	875	0	0	1169
7 - 9 Peak Hour	07:45	07:30			07:45	4 - 6 Peak Hour	16:30	16:00			16:30
7 - 9 Pk Volume	311	121	0	0	431	4 - 6 Pk Volume	159	453	0	0	611
Pk Hr Factor	0.810	0.917	0.000	0.000	0.842	Pk Hr Factor	0.795	0.865	0.000	0.000	0.961

**CLASSIFICATION**

Mission Bay Dr S/O N Mission Bay Dr

Day: Friday  
Date: 12/4/2015City: San Diego  
Project #: CA15\_4363\_006**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	14	4	0	0	0	0	0	0	0	0	0	0	18
01:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15
02:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:00	0	7	5	0	1	0	0	0	0	0	0	0	0	13
05:00	0	27	5	0	2	1	0	0	0	0	0	0	0	35
06:00	0	63	6	0	5	0	0	0	0	0	0	0	0	74
07:00	0	212	25	9	12	0	0	0	0	0	0	0	0	258
08:00	0	184	23	3	10	0	0	0	1	0	0	0	0	221
09:00	0	119	23	0	6	0	0	1	0	0	0	0	0	149
10:00	2	135	34	0	9	0	0	0	0	0	0	0	0	180
11:00	0	158	26	1	14	0	0	0	1	0	0	0	0	200
12:00 PM	3	203	21	1	12	1	0	1	0	0	0	0	0	242
13:00	0	164	35	1	8	0	0	1	0	0	0	0	0	209
14:00	2	215	25	0	10	0	0	0	0	0	0	0	0	252
15:00	1	453	81	0	22	0	0	3	0	0	0	0	0	560
16:00	1	531	84	3	18	1	0	1	0	0	0	0	0	639
17:00	0	537	72	3	16	0	0	0	0	0	0	0	0	628
18:00	2	317	42	0	11	0	0	0	0	0	0	0	0	372
19:00	1	154	15	0	7	0	0	1	0	0	0	0	0	178
20:00	0	75	6	0	2	0	0	1	0	0	0	0	0	84
21:00	1	70	9	0	0	0	0	0	0	0	0	0	0	80
22:00	0	58	2	0	1	0	0	0	0	0	0	0	0	61
23:00	0	37	3	0	4	0	0	0	0	0	0	0	0	44
<b>Totals</b>	<b>13</b>	<b>3755</b>	<b>550</b>	<b>21</b>	<b>171</b>	<b>3</b>		<b>9</b>	<b>2</b>					<b>4524</b>
<b>% of Totals</b>	<b>0%</b>	<b>83%</b>	<b>12%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>		<b>0%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	2	941	155	13	60	1	0	1	2	0	0	0	0	1175
<b>% AM</b>	0%	21%	3%	0%	1%	0%		0%	0%					26%
<b>AM Peak Hour</b>	10:00	07:00	10:00	07:00	11:00	05:00		09:00	08:00					07:00
<b>Volume</b>	2	212	34	9	14	1		1	1					258
<b>PM Volumes</b>	11	2814	395	8	111	2	0	8	0	0	0	0	0	3349
<b>% PM</b>	0%	62%	9%	0%	2%	0%		0%						74%
<b>PM Peak Hour</b>	12:00	17:00	16:00	16:00	15:00	12:00		15:00						16:00
<b>Volume</b>	3	537	84	3	22	1		3						639
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume		%	Volume		%	Volume		%	Volume		%		
	479	↔	11%	451	↔	10%	1267	↔	28%	2327	↔	51%		

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**VOLUME**

Mission Bay Dr S/O N Mission Bay Dr

Day: Friday  
 Date: 12/4/2015

City: San Diego  
 Project #: CA15\_4363\_006

DAILY TOTALS						NB	SB	EB	WB	Total	
						1,876	2,648	0	0	4,524	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	4	2	0	0	6	12:00	33	18	0	0	51
00:15	2	1	0	0	3	12:15	38	27	0	0	65
00:30	4	2	0	0	6	12:30	35	35	0	0	70
00:45	2	12	1	6	3	12:45	36	142	20	100	56
01:00	0	1	0	0	1	13:00	33	23	0	0	56
01:15	2	1	0	0	3	13:15	31	20	0	0	51
01:30	4	1	0	0	5	13:30	34	23	0	0	57
01:45	3	9	3	6	6	13:45	19	117	26	92	45
02:00	0	2	0	0	2	14:00	26	20	0	0	46
02:15	1	2	0	0	3	14:15	35	32	0	0	67
02:30	1	3	0	0	4	14:30	28	33	0	0	61
02:45	0	2	0	7	9	14:45	37	126	41	126	78
03:00	0	1	0	0	1	15:00	30	58	0	0	88
03:15	0	0	0	0	0	15:15	40	80	0	0	120
03:30	0	1	0	0	1	15:30	47	118	0	0	165
03:45	0	1	3	0	1	15:45	56	173	131	387	187
04:00	1	2	0	0	3	16:00	34	132	0	0	166
04:15	0	3	0	0	3	16:15	41	132	0	0	173
04:30	2	1	0	0	3	16:30	40	109	0	0	149
04:45	2	5	2	8	4	16:45	41	156	110	483	151
05:00	3	4	0	0	7	17:00	44	120	0	0	164
05:15	4	1	0	0	5	17:15	43	137	0	0	180
05:30	6	4	0	0	10	17:30	28	108	0	0	136
05:45	6	19	7	16	13	17:45	30	145	118	483	148
06:00	6	4	0	0	10	18:00	19	80	0	0	99
06:15	9	16	0	0	25	18:15	29	80	0	0	109
06:30	3	9	0	0	12	18:30	14	76	0	0	90
06:45	10	28	17	46	27	18:45	19	81	55	291	74
07:00	20	9	0	0	29	19:00	20	38	0	0	58
07:15	42	24	0	0	66	19:15	20	29	0	0	49
07:30	63	26	0	0	89	19:30	23	12	0	0	35
07:45	50	175	24	83	74	19:45	24	87	12	91	36
08:00	39	20	0	0	59	20:00	13	14	0	0	27
08:15	35	28	0	0	63	20:15	12	12	0	0	24
08:30	30	18	0	0	48	20:30	11	11	0	0	22
08:45	29	133	22	88	51	20:45	7	43	4	41	11
09:00	24	9	0	0	33	21:00	11	11	0	0	22
09:15	26	25	0	0	51	21:15	11	9	0	0	20
09:30	28	15	0	0	43	21:30	12	6	0	0	18
09:45	12	90	10	59	22	21:45	14	48	6	32	20
10:00	20	18	0	0	38	22:00	14	7	0	0	21
10:15	18	15	0	0	33	22:15	10	3	0	0	13
10:30	32	24	0	0	56	22:30	10	4	0	0	14
10:45	29	99	24	81	53	22:45	9	43	4	18	13
11:00	35	20	0	0	55	23:00	13	5	0	0	18
11:15	27	25	0	0	52	23:15	7	4	0	0	11
11:30	29	21	0	0	50	23:30	5	6	0	0	11
11:45	24	115	19	85	43	23:45	3	28	1	16	4
<b>TOTALS</b>	<b>687</b>	<b>488</b>			<b>1175</b>	<b>TOTALS</b>	<b>1189</b>	<b>2160</b>			<b>3349</b>
<b>SPLIT %</b>	<b>58.5%</b>	<b>41.5%</b>			<b>26.0%</b>	<b>SPLIT %</b>	<b>35.5%</b>	<b>64.5%</b>			<b>74.0%</b>

DAILY TOTALS						NB	SB	EB	WB	Total
						1,876	2,648	0	0	4,524

AM Peak Hour	07:15	11:45			07:15	PM Peak Hour	15:30	15:30			15:30
AM Pk Volume	194	99			288	PM Pk Volume	178	513			691
Pk Hr Factor	0.770	0.487			0.809	Pk Hr Factor	0.951	0.915			0.924
7 - 9 Volume	308	171	0	0	479	4 - 6 Volume	301	966	0	0	1267
7 - 9 Peak Hour	07:15	07:30			07:15	4 - 6 Peak Hour	16:30	16:00			16:30
7 - 9 Pk Volume	194	98	0	0	288	4 - 6 Pk Volume	168	483	0	0	644
Pk Hr Factor	0.770	0.875	0.000	0.000	0.809	Pk Hr Factor	0.955	0.915	0.000	0.000	0.894

**CLASSIFICATION**

Mission Bay Dr S/O N Mission Bay Dr

Day: Saturday  
Date: 12/5/2015City: San Diego  
Project #: CA15\_4363\_006**Summary**

Time	# 1	# 2	# 3	# 4	# 5	# 6	# 7	# 8	# 9	# 10	# 11	# 12	# 13	Total
00:00 AM	0	25	1	0	1	0	0	0	0	0	0	0	0	27
01:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
02:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
03:00	0	10	2	0	1	0	0	0	0	0	0	0	0	13
04:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
05:00	0	19	3	0	2	0	0	0	0	0	0	0	0	24
06:00	0	37	4	0	2	0	0	0	0	0	0	0	0	43
07:00	0	95	14	0	6	0	0	0	0	0	0	0	0	115
08:00	0	151	16	0	5	0	0	0	0	0	0	0	0	172
09:00	1	202	17	0	5	0	0	0	1	0	0	0	0	226
10:00	0	238	30	0	11	0	0	0	0	0	0	0	0	279
11:00	7	255	29	4	11	0	0	0	0	0	0	0	0	306
12:00 PM	7	280	21	0	9	0	0	2	0	0	0	0	0	319
13:00	1	219	31	1	13	0	0	0	0	0	0	0	0	265
14:00	2	246	23	1	7	0	0	0	1	0	0	0	0	280
15:00	1	246	29	1	11	0	0	0	0	0	0	0	0	288
16:00	1	222	29	0	12	0	0	1	0	0	0	0	0	265
17:00	2	171	23	0	2	0	0	2	0	0	0	0	0	200
18:00	2	111	14	1	6	0	0	0	0	0	0	0	0	134
19:00	0	92	9	0	3	0	0	0	0	0	0	0	0	104
20:00	0	83	10	0	5	0	0	0	0	0	0	0	0	98
21:00	0	65	7	0	5	0	0	0	0	0	0	0	0	77
22:00	1	51	1	0	1	0	0	0	0	0	0	0	0	54
23:00	0	35	2	0	0	0	0	0	0	0	0	0	0	37
<b>Totals</b>	<b>25</b>	<b>2883</b>	<b>324</b>	<b>8</b>	<b>118</b>			<b>5</b>	<b>2</b>					<b>3365</b>
<b>% of Totals</b>	<b>1%</b>	<b>86%</b>	<b>10%</b>	<b>0%</b>	<b>4%</b>			<b>0%</b>	<b>0%</b>					<b>100%</b>

<b>AM Volumes</b>	8	1062	125	4	44	0	0	0	1	0	0	0	0	1244
<b>% AM</b>	0%	32%	4%	0%	1%				0%					37%
<b>AM Peak Hour</b>	11:00	11:00	10:00	11:00	10:00				09:00					11:00
<b>Volume</b>	7	255	30	4	11				1					306
<b>PM Volumes</b>	17	1821	199	4	74	0	0	5	1	0	0	0	0	2121
<b>% PM</b>	1%	54%	6%	0%	2%			0%	0%					63%
<b>PM Peak Hour</b>	12:00	12:00	13:00	13:00	13:00			12:00	14:00					12:00
<b>Volume</b>	7	280	31	1	13			2	1					319
<b>Directional Peak Periods</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
<b>All Classes</b>	Volume	%	Volume	%	Volume	%	Volume	%						
	287	↔	9%	584	↔	17%	465	↔	14%					
										2029	↔	60%		

**Classification Definitions**

1 Motorcycles	4 Buses	7 >=4-Axle Single Units	10 >=6-Axle Single Trailers	13 >=7-Axle Multi-Trailers
2 Passenger Cars	5 2-Axle, 6-Tire Single Units	8 <=4-Axle Single Trailers	11 <=5-Axle Multi-Trailers	
3 2-Axle, 4-Tire Single Units	6 3-Axle Single Units	9 5-Axle Single Trailers	12 6-Axle Multi-Trailers	

**VOLUME**

Mission Bay Dr S/O N Mission Bay Dr

Day: Saturday  
 Date: 12/5/2015

City: San Diego  
 Project #: CA15\_4363\_006

DAILY TOTALS						NB	SB	EB	WB	Total	
						1,961	1,404	0	0	3,365	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	5	2	0	0	7	12:00	33	27	0	0	60
00:15	6	7	0	0	13	12:15	61	29	0	0	90
00:30	1	0	0	0	1	12:30	42	40	0	0	82
00:45	6	18	0	9	6	12:45	55	191	32	128	87
01:00	5	3	0	0	8	13:00	42	29	0	0	71
01:15	2	2	0	0	4	13:15	34	22	0	0	56
01:30	1	2	0	0	3	13:30	40	27	0	0	67
01:45	2	10	1	8	3	13:45	43	159	28	106	71
02:00	2	0	0	0	2	14:00	36	30	0	0	66
02:15	1	1	0	0	2	14:15	41	27	0	0	68
02:30	2	0	0	0	2	14:30	38	26	0	0	64
02:45	0	5	2	3	2	14:45	50	165	32	115	82
03:00	3	1	0	0	4	15:00	43	29	0	0	72
03:15	1	2	0	0	3	15:15	28	35	0	0	63
03:30	0	2	0	0	2	15:30	42	41	0	0	83
03:45	4	8	0	5	4	15:45	43	156	27	132	70
04:00	1	6	0	0	7	16:00	38	37	0	0	75
04:15	1	2	0	0	3	16:15	31	29	0	0	60
04:30	0	0	0	0	0	16:30	33	27	0	0	60
04:45	1	3	2	10	3	16:45	41	143	29	122	70
05:00	4	1	0	0	5	17:00	36	18	0	0	54
05:15	0	4	0	0	4	17:15	43	22	0	0	65
05:30	4	3	0	0	7	17:30	21	19	0	0	40
05:45	4	12	4	12	8	17:45	23	123	18	77	41
06:00	4	3	0	0	7	18:00	16	14	0	0	30
06:15	2	6	0	0	8	18:15	24	19	0	0	43
06:30	11	5	0	0	16	18:30	14	19	0	0	33
06:45	8	25	4	18	12	18:45	19	73	9	61	28
07:00	13	8	0	0	21	19:00	15	11	0	0	26
07:15	13	14	0	0	27	19:15	16	10	0	0	26
07:30	18	12	0	0	30	19:30	14	12	0	0	26
07:45	29	73	8	42	37	19:45	13	58	13	46	26
08:00	31	11	0	0	42	20:00	17	3	0	0	20
08:15	19	19	0	0	38	20:15	17	3	0	0	20
08:30	27	15	0	0	42	20:30	16	14	0	0	30
08:45	26	103	24	69	50	20:45	15	65	13	33	28
09:00	37	26	0	0	63	21:00	12	4	0	0	16
09:15	26	28	0	0	54	21:15	7	7	0	0	14
09:30	40	25	0	0	65	21:30	12	8	0	0	20
09:45	27	130	17	96	44	21:45	18	49	9	28	27
10:00	43	24	0	0	67	22:00	7	4	0	0	11
10:15	43	31	0	0	74	22:15	10	10	0	0	20
10:30	52	26	0	0	78	22:30	11	6	0	0	17
10:45	31	169	29	110	60	22:45	4	32	2	22	6
11:00	43	26	0	0	69	23:00	7	3	0	0	10
11:15	47	36	0	0	83	23:15	5	3	0	0	8
11:30	36	41	0	0	77	23:30	7	3	0	0	10
11:45	38	164	39	142	77	23:45	8	27	1	10	9
<b>TOTALS</b>	<b>720</b>	<b>524</b>			<b>1244</b>	<b>TOTALS</b>	<b>1241</b>	<b>880</b>			<b>2121</b>
<b>SPLIT %</b>	<b>57.9%</b>	<b>42.1%</b>			<b>37.0%</b>	<b>SPLIT %</b>	<b>58.5%</b>	<b>41.5%</b>			<b>63.0%</b>

DAILY TOTALS						NB	SB	EB	WB	Total
						1,961	1,404	0	0	3,365

AM Peak Hour	11:45	11:15			11:45	PM Peak Hour	12:15	15:15			12:15
AM Pk Volume	174	143			309	PM Pk Volume	200	140			330
Pk Hr Factor	0.467	0.872			0.445	Pk Hr Factor	0.777	0.811			0.917
7 - 9 Volume	176	111	0	0	287	4 - 6 Volume	266	199	0	0	465
7 - 9 Peak Hour	07:45	08:00			08:00	4 - 6 Peak Hour	16:30	16:00			16:00
7 - 9 Pk Volume	106	69	0	0	172	4 - 6 Pk Volume	153	122	0	0	265
Pk Hr Factor	0.855	0.719	0.000	0.000	0.860	Pk Hr Factor	0.890	0.824	0.000	0.000	0.883

**SPEED**

## Mission Bay Dr S/O N Mission Bay Dr

Day: Thursday  
Date: 12/3/2015

City: San Diego  
Project #: CA15\_4363\_006n

**North Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	1	2	1	1	0	1	1	0	0	0	0	7
04:00	0	0	2	0	2	2	1	0	0	0	0	0	0	7
05:00	0	0	0	4	3	3	3	0	0	0	0	0	0	13
06:00	0	0	0	9	7	18	11	4	1	0	0	0	0	50
07:00	1	0	0	9	44	58	59	27	7	1	0	0	0	206
08:00	0	0	2	6	46	127	77	17	7	1	0	0	0	283
09:00	0	0	2	7	32	49	30	7	0	0	0	0	0	127
10:00	0	0	0	4	20	50	20	6	3	0	0	0	0	103
11:00	0	0	2	4	32	37	27	9	0	0	0	0	0	111
12:00 PM	0	0	2	10	35	39	37	4	2	0	0	0	0	129
13:00	0	0	1	9	26	32	24	7	0	0	0	0	0	99
14:00	0	0	0	6	37	52	24	3	1	0	0	0	0	123
15:00	0	0	0	1	31	58	41	11	2	0	0	0	0	144
16:00	1	0	3	2	26	69	30	13	3	0	0	0	0	147
17:00	0	0	1	17	45	51	27	6	0	0	0	0	0	147
18:00	0	0	0	7	21	45	12	3	1	1	0	0	0	90
19:00	0	0	0	7	21	22	11	3	0	0	0	0	0	64
20:00	0	0	1	4	18	16	10	1	0	0	0	0	0	50
21:00	0	0	1	4	15	15	6	4	1	0	0	0	0	46
22:00	0	1	0	4	14	9	2	3	1	0	0	0	0	34
23:00	0	0	0	1	8	2	3	1	0	0	0	0	0	15
<b>Totals</b>	<b>2</b>	<b>1</b>	<b>18</b>	<b>117</b>	<b>484</b>	<b>756</b>	<b>455</b>	<b>130</b>	<b>30</b>	<b>3</b>				<b>1996</b>
<b>% of Totals</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>6%</b>	<b>24%</b>	<b>38%</b>	<b>23%</b>	<b>7%</b>	<b>2%</b>	<b>0%</b>				<b>100%</b>

<b>AM Volumes</b>	1	0	9	45	187	346	228	71	19	2	0	0	0	908
<b>% AM</b>	0%		0%	2%	9%	17%	11%	4%	1%	0%				45%
<b>AM Peak Hour</b>	07:00		04:00	06:00	08:00	08:00	08:00	07:00	07:00	07:00				08:00
<b>Volume</b>	1		2	9	46	127	77	27	7	1				283
<b>PM Volumes</b>	1	1	9	72	297	410	227	59	11	1	0	0	0	1088
<b>% PM</b>	0%	0%	0%	4%	15%	21%	11%	3%	1%	0%				55%
<b>PM Peak Hour</b>	16:00	22:00	16:00	17:00	17:00	16:00	15:00	16:00	16:00	18:00				16:00
<b>Volume</b>	1	1	3	17	45	69	41	13	3	1				147
<b>Directional Peak Periods All Speeds</b>			<b>AM 7-9</b>			<b>NOON 12-2</b>			<b>PM 4-6</b>			<b>Off Peak Volumes</b>		
	Volume		Volume		Volume		Volume		Volume		Volume		Volume	
	489	↔	228	↔	294	↔	985	↔						
			%		%		%		%		%		%	
			24%		11%		15%		49%					

Street Name	Direction	Percentiles					ADT
		15th	50th	Average	85th	95th	
Mission Bay Dr	North Bound	32	37	38	44	47	1996
Mission Bay Dr	South Bound	32	38	38	43	46	2410



**SPEED**

## Mission Bay Dr S/O N Mission Bay Dr

Day: Thursday  
Date: 12/3/2015

City: San Diego  
Project #: CA15\_4363\_006s

## South Bound

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	2	1	1	0	1	0	0	0	0	0	0	5
04:00	1	0	1	4	2	3	0	0	0	0	0	0	0	11
05:00	0	0	2	1	2	3	2	1	0	0	0	0	0	11
06:00	0	0	0	2	15	18	5	1	1	1	0	0	0	43
07:00	0	0	0	3	24	38	26	15	0	0	0	0	0	106
08:00	0	0	0	9	33	32	23	8	0	0	0	0	0	105
09:00	0	0	5	14	35	33	14	0	0	0	0	0	0	101
10:00	0	0	2	4	26	38	16	8	0	0	0	0	0	94
11:00	0	0	1	4	37	25	15	3	0	0	0	0	0	85
12:00 PM	1	1	2	3	36	42	15	3	0	0	0	0	0	103
13:00	0	0	2	11	31	34	24	6	0	0	0	0	0	108
14:00	0	0	2	3	24	41	16	6	0	0	0	0	0	92
15:00	0	2	0	10	49	107	86	21	2	0	0	0	0	277
16:00	0	0	2	9	78	166	160	34	4	0	0	0	0	453
17:00	0	4	3	12	73	194	115	19	2	0	0	0	0	422
18:00	0	0	0	5	45	100	92	12	2	0	0	0	0	256
19:00	1	1	1	4	11	14	7	4	0	0	0	0	0	43
20:00	0	0	2	5	9	13	7	1	0	0	0	0	0	37
21:00	0	0	0	4	7	13	5	1	0	0	0	0	0	30
22:00	0	0	1	3	6	5	2	0	0	0	0	0	0	17
23:00	0	0	1	1	4	3	0	1	0	0	0	0	0	10
<b>Totals</b>	<b>3</b>	<b>8</b>	<b>29</b>	<b>113</b>	<b>548</b>	<b>922</b>	<b>631</b>	<b>144</b>	<b>11</b>	<b>1</b>				<b>2410</b>
<b>% of Totals</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>5%</b>	<b>23%</b>	<b>38%</b>	<b>26%</b>	<b>6%</b>	<b>0%</b>	<b>0%</b>				<b>100%</b>

<b>AM Volumes</b>	1	0	13	43	175	190	102	36	1	1	0	0	0	562
<b>% AM</b>	0%		1%	2%	7%	8%	4%	1%	0%	0%				23%
<b>AM Peak Hour</b>	04:00		09:00	09:00	11:00	07:00	07:00	07:00	06:00	06:00				07:00
<b>Volume</b>	1		5	14	37	38	26	15	1	1				106
<b>PM Volumes</b>	2	8	16	70	373	732	529	108	10	0	0	0	0	1848
<b>% PM</b>	0%	0%	1%	3%	15%	30%	22%	4%	0%					77%
<b>PM Peak Hour</b>	12:00	17:00	17:00	17:00	16:00	17:00	16:00	16:00	16:00					16:00
<b>Volume</b>	1	4	3	12	78	194	160	34	4					453
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>				<b>Off Peak Volumes</b>	
	Volume		%		Volume		%		Volume		%	Volume		%
	211	↔	9%		211	↔	9%		875	↔	36%	1113	↔	46%

Street Name	Direction	Percentiles					ADT
		15th	50th	Average	85th	95th	
Mission Bay Dr	North Bound	32	37	38	44	47	1996
Mission Bay Dr	South Bound	32	38	38	43	46	2410

**SPEED**

## Mission Bay Dr S/O N Mission Bay Dr

Day: Friday  
Date: 12/4/2015

City: San Diego  
Project #: CA15\_4363\_006n

**North Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	1	3	2	3	1	0	2	0	0	0	0	12
01:00	1	0	1	3	0	1	2	0	1	0	0	0	0	9
02:00	0	0	0	0	1	0	0	1	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	2	3	0	0	0	0	0	0	0	0	5
05:00	0	0	0	1	11	1	3	3	0	0	0	0	0	19
06:00	0	0	0	0	5	12	5	5	1	0	0	0	0	28
07:00	0	0	1	4	24	78	52	15	1	0	0	0	0	175
08:00	0	0	0	2	21	45	50	12	3	0	0	0	0	133
09:00	0	0	0	5	21	23	32	9	0	0	0	0	0	90
10:00	0	0	0	0	22	40	26	9	2	0	0	0	0	99
11:00	0	0	0	6	19	42	33	13	2	0	0	0	0	115
12:00 PM	0	0	1	9	37	56	28	9	2	0	0	0	0	142
13:00	0	0	0	3	26	41	41	3	1	2	0	0	0	117
14:00	0	0	1	4	29	44	32	15	1	0	0	0	0	126
15:00	2	1	0	4	23	72	56	14	1	0	0	0	0	173
16:00	0	0	0	3	27	67	47	12	0	0	0	0	0	156
17:00	0	0	1	12	52	49	24	6	1	0	0	0	0	145
18:00	0	0	0	6	30	24	19	1	1	0	0	0	0	81
19:00	0	0	1	14	29	20	15	7	1	0	0	0	0	87
20:00	0	0	1	10	9	15	7	1	0	0	0	0	0	43
21:00	0	0	0	5	15	19	6	3	0	0	0	0	0	48
22:00	0	0	0	4	11	12	13	3	0	0	0	0	0	43
23:00	0	0	1	0	6	10	6	3	2	0	0	0	0	28
<b>Totals</b>	<b>3</b>	<b>1</b>	<b>9</b>	<b>100</b>	<b>423</b>	<b>674</b>	<b>498</b>	<b>144</b>	<b>22</b>	<b>2</b>				<b>1876</b>
<b>% of Totals</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>5%</b>	<b>23%</b>	<b>36%</b>	<b>27%</b>	<b>8%</b>	<b>1%</b>	<b>0%</b>				<b>100%</b>

<b>AM Volumes</b>	1	0	3	26	129	245	204	67	12	0	0	0	0	687
<b>% AM</b>	0%		0%	1%	7%	13%	11%	4%	1%					37%
<b>AM Peak Hour</b>	01:00			11:00	07:00	07:00	07:00	07:00	08:00					07:00
<b>Volume</b>	1		1	6	24	78	52	15	3					175
<b>PM Volumes</b>	2	1	6	74	294	429	294	77	10	2	0	0	0	1189
<b>% PM</b>	0%	0%	0%	4%	16%	23%	16%	4%	1%	0%				63%
<b>PM Peak Hour</b>	15:00	15:00	12:00	19:00	17:00	15:00	15:00	14:00	12:00	13:00				15:00
<b>Volume</b>	2	1	1	14	52	72	56	15	2	2				173
<b>Directional Peak Periods All Speeds</b>			<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>		<b>Off Peak Volumes</b>	
			Volume		%	Volume		%	Volume		%	Volume		%
			308	↔	16%	259	↔	14%	301	↔	16%	1008	↔	54%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Mission Bay Dr	North Bound	32	38	38	44	48	1876
Mission Bay Dr	South Bound	32	38	38	44	47	2648

**SPEED**

Mission Bay Dr S/O N Mission Bay Dr

Day: Friday  
Date: 12/4/2015City: San Diego  
Project #: CA15\_4363\_006s**South Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	2	2	1	0	1	0	0	0	0	0	6
01:00	0	0	0	4	1	1	0	0	0	0	0	0	0	6
02:00	0	0	1	1	4	1	0	0	0	0	0	0	0	7
03:00	0	0	0	2	0	0	1	0	0	0	0	0	0	3
04:00	0	1	0	5	2	0	0	0	0	0	0	0	0	8
05:00	0	0	1	5	3	6	1	0	0	0	0	0	0	16
06:00	0	0	1	1	9	16	17	1	1	0	0	0	0	46
07:00	0	0	2	8	20	25	24	3	1	0	0	0	0	83
08:00	0	0	1	6	20	44	12	5	0	0	0	0	0	88
09:00	0	0	2	10	21	13	13	0	0	0	0	0	0	59
10:00	1	1	2	7	22	26	18	4	0	0	0	0	0	81
11:00	0	0	2	6	26	30	16	5	0	0	0	0	0	85
12:00 PM	0	0	1	5	22	39	30	3	0	0	0	0	0	100
13:00	0	0	2	11	27	31	16	4	1	0	0	0	0	92
14:00	0	0	0	5	22	50	36	10	3	0	0	0	0	126
15:00	0	0	1	8	53	149	140	29	7	0	0	0	0	387
16:00	0	0	3	12	82	194	147	37	8	0	0	0	0	483
17:00	1	0	0	15	95	193	146	31	1	1	0	0	0	483
18:00	0	1	1	3	68	104	84	26	3	1	0	0	0	291
19:00	0	0	0	7	23	35	17	7	2	0	0	0	0	91
20:00	0	0	0	4	7	17	10	3	0	0	0	0	0	41
21:00	0	0	1	2	10	8	9	2	0	0	0	0	0	32
22:00	0	1	0	2	7	5	2	1	0	0	0	0	0	18
23:00	0	0	2	1	7	6	0	0	0	0	0	0	0	16
<b>Totals</b>	<b>2</b>	<b>4</b>	<b>23</b>	<b>132</b>	<b>553</b>	<b>994</b>	<b>739</b>	<b>172</b>	<b>27</b>	<b>2</b>				<b>2648</b>
<b>% of Totals</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>5%</b>	<b>21%</b>	<b>38%</b>	<b>28%</b>	<b>6%</b>	<b>1%</b>	<b>0%</b>				<b>100%</b>

<b>AM Volumes</b>	1	2	12	57	130	163	102	19	2	0	0	0	0	488
<b>% AM</b>	0%	0%	0%	2%	5%	6%	4%	1%	0%					18%
<b>AM Peak Hour</b>	10:00	04:00	07:00	09:00	11:00	08:00	07:00	08:00	06:00					08:00
<b>Volume</b>	1	1	2	10	26	44	24	5	1					88
<b>PM Volumes</b>	1	2	11	75	423	831	637	153	25	2	0	0	0	2160
<b>% PM</b>	0%	0%	0%	3%	16%	31%	24%	6%	1%	0%				82%
<b>PM Peak Hour</b>	17:00	18:00	16:00	17:00	17:00	16:00	16:00	16:00	16:00	17:00				16:00
<b>Volume</b>	1	1	3	15	95	194	147	37	8	1				483
<b>Directional Peak Periods All Speeds</b>	<b>AM 7-9</b>		<b>NOON 12-2</b>		<b>PM 4-6</b>		<b>Off Peak Volumes</b>							
	Volume		Volume		Volume		Volume		Volume		Volume		Volume	
	171	↔	192	↔	966	↔	1319	↔						
		6%		7%		36%								50%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Mission Bay Dr	North Bound	32	38	38	44	48	1876
Mission Bay Dr	South Bound	32	38	38	44	47	2648

**SPEED**

## Mission Bay Dr S/O N Mission Bay Dr

Day: Saturday  
Date: 12/5/2015

City: San Diego  
Project #: CA15\_4363\_006n

**North Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	1	1	5	6	1	3	1	0	0	0	0	18
01:00	0	0	1	3	3	0	2	0	1	0	0	0	0	10
02:00	1	0	0	0	0	3	0	0	1	0	0	0	0	5
03:00	0	0	0	2	0	3	2	1	0	0	0	0	0	8
04:00	0	0	0	0	3	0	0	0	0	0	0	0	0	3
05:00	0	0	1	2	5	1	2	1	0	0	0	0	0	12
06:00	0	0	0	0	3	10	7	5	0	0	0	0	0	25
07:00	0	0	1	6	15	21	19	9	2	0	0	0	0	73
08:00	0	1	4	6	26	36	21	6	2	1	0	0	0	103
09:00	0	0	0	6	47	42	26	6	3	0	0	0	0	130
10:00	0	0	4	16	55	62	25	7	0	0	0	0	0	169
11:00	0	1	4	10	40	57	39	10	1	2	0	0	0	164
12:00 PM	0	0	3	18	57	73	32	6	2	0	0	0	0	191
13:00	0	0	1	16	44	60	26	11	1	0	0	0	0	159
14:00	1	1	0	8	42	66	38	9	0	0	0	0	0	165
15:00	0	0	0	7	37	67	37	6	2	0	0	0	0	156
16:00	0	0	1	3	35	55	36	11	2	0	0	0	0	143
17:00	0	0	0	13	47	43	16	2	2	0	0	0	0	123
18:00	0	0	3	3	25	22	11	8	1	0	0	0	0	73
19:00	0	0	0	6	14	22	12	4	0	0	0	0	0	58
20:00	0	0	0	12	19	18	14	2	0	0	0	0	0	65
21:00	0	0	0	7	12	16	12	1	1	0	0	0	0	49
22:00	0	0	0	3	8	11	9	1	0	0	0	0	0	32
23:00	0	0	0	2	3	13	4	2	2	1	0	0	0	27
<b>Totals</b>	<b>2</b>	<b>3</b>	<b>24</b>	<b>150</b>	<b>545</b>	<b>707</b>	<b>391</b>	<b>111</b>	<b>24</b>	<b>4</b>				<b>1961</b>
<b>% of Totals</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>8%</b>	<b>28%</b>	<b>36%</b>	<b>20%</b>	<b>6%</b>	<b>1%</b>	<b>0%</b>				<b>100%</b>

<b>AM Volumes</b>	1	2	16	52	202	241	144	48	11	3	0	0	0	720
<b>% AM</b>	0%	0%	1%	3%	10%	12%	7%	2%	1%	0%				37%
<b>AM Peak Hour</b>	02:00	08:00	08:00	10:00	10:00	10:00	11:00	11:00	09:00	11:00				10:00
<b>Volume</b>	1	1	4	16	55	62	39	10	3	2				169
<b>PM Volumes</b>	1	1	8	98	343	466	247	63	13	1	0	0	0	1241
<b>% PM</b>	0%	0%	0%	5%	17%	24%	13%	3%	1%	0%				63%
<b>PM Peak Hour</b>	14:00	14:00	12:00	12:00	12:00	12:00	14:00	13:00	12:00	23:00				12:00
<b>Volume</b>	1	1	3	18	57	73	38	11	2	1				191
<b>Directional Peak Periods All Speeds</b>			<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>		<b>Off Peak Volumes</b>	
			Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
			176		9%	350		18%	266		14%	1169		60%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Mission Bay Dr	North Bound	31	37	37	43	47	1961
Mission Bay Dr	South Bound	30	36	35	42	45	1404

**SPEED**

## Mission Bay Dr S/O N Mission Bay Dr

Day: Saturday  
Date: 12/5/2015

City: San Diego  
Project #: CA15\_4363\_006s

**South Bound**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
00:00 AM	0	0	0	1	1	5	2	0	0	0	0	0	0	9
01:00	0	0	1	3	2	0	2	0	0	0	0	0	0	8
02:00	0	0	0	0	0	3	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	3	2	0	0	0	0	0	0	5
04:00	0	1	0	5	2	0	2	0	0	0	0	0	0	10
05:00	0	0	1	2	6	3	0	0	0	0	0	0	0	12
06:00	0	0	1	4	4	5	2	2	0	0	0	0	0	18
07:00	0	1	2	6	9	13	9	2	0	0	0	0	0	42
08:00	0	0	0	4	15	30	19	0	0	1	0	0	0	69
09:00	0	2	2	13	32	34	10	1	1	1	0	0	0	96
10:00	0	0	1	18	46	34	8	3	0	0	0	0	0	110
11:00	0	4	9	20	47	41	15	6	0	0	0	0	0	142
12:00 PM	1	5	3	18	42	38	13	6	2	0	0	0	0	128
13:00	0	0	3	8	28	39	24	4	0	0	0	0	0	106
14:00	2	4	2	9	34	45	16	3	0	0	0	0	0	115
15:00	0	1	1	8	34	66	16	3	3	0	0	0	0	132
16:00	0	0	4	18	38	38	16	7	1	0	0	0	0	122
17:00	0	0	0	8	25	27	13	4	0	0	0	0	0	77
18:00	0	1	1	5	15	22	13	3	1	0	0	0	0	61
19:00	0	1	1	3	13	14	11	3	0	0	0	0	0	46
20:00	0	0	0	3	11	8	10	0	0	1	0	0	0	33
21:00	0	0	1	6	8	4	9	0	0	0	0	0	0	28
22:00	0	0	2	3	6	8	2	1	0	0	0	0	0	22
23:00	0	0	0	0	4	3	2	1	0	0	0	0	0	10
<b>Totals</b>	<b>3</b>	<b>20</b>	<b>35</b>	<b>165</b>	<b>422</b>	<b>483</b>	<b>216</b>	<b>49</b>	<b>8</b>	<b>3</b>				<b>1404</b>
<b>% of Totals</b>	<b>0%</b>	<b>1%</b>	<b>2%</b>	<b>12%</b>	<b>30%</b>	<b>34%</b>	<b>15%</b>	<b>3%</b>	<b>1%</b>	<b>0%</b>				<b>100%</b>

<b>AM Volumes</b>	0	8	17	76	164	171	71	14	1	2	0	0	0	524	
<b>% AM</b>		1%	1%	5%	12%	12%	5%	1%	0%	0%				37%	
<b>AM Peak Hour</b>		11:00	11:00	11:00	11:00	11:00	08:00	11:00	09:00	08:00				11:00	
<b>Volume</b>		4	9	20	47	41	19	6	1	1				142	
<b>PM Volumes</b>	3	12	18	89	258	312	145	35	7	1	0	0	0	880	
<b>% PM</b>	0%	1%	1%	6%	18%	22%	10%	2%	0%	0%				63%	
<b>PM Peak Hour</b>	14:00	12:00	16:00	12:00	12:00	15:00	13:00	16:00	15:00	20:00				15:00	
<b>Volume</b>	2	5	4	18	42	66	24	7	3	1				132	
<b>Directional Peak Periods All Speeds</b>															
		<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>				<b>Off Peak Volumes</b>	
		Volume		%	Volume		%	Volume		%	Volume		%		
		111	↔	8%	234	↔	17%	199	↔	14%	860	↔	61%		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Mission Bay Dr	North Bound	31	37	37	43	47	1961
Mission Bay Dr	South Bound	30	36	35	42	45	1404

# ITM Peak Hour Summary

Prepared by:

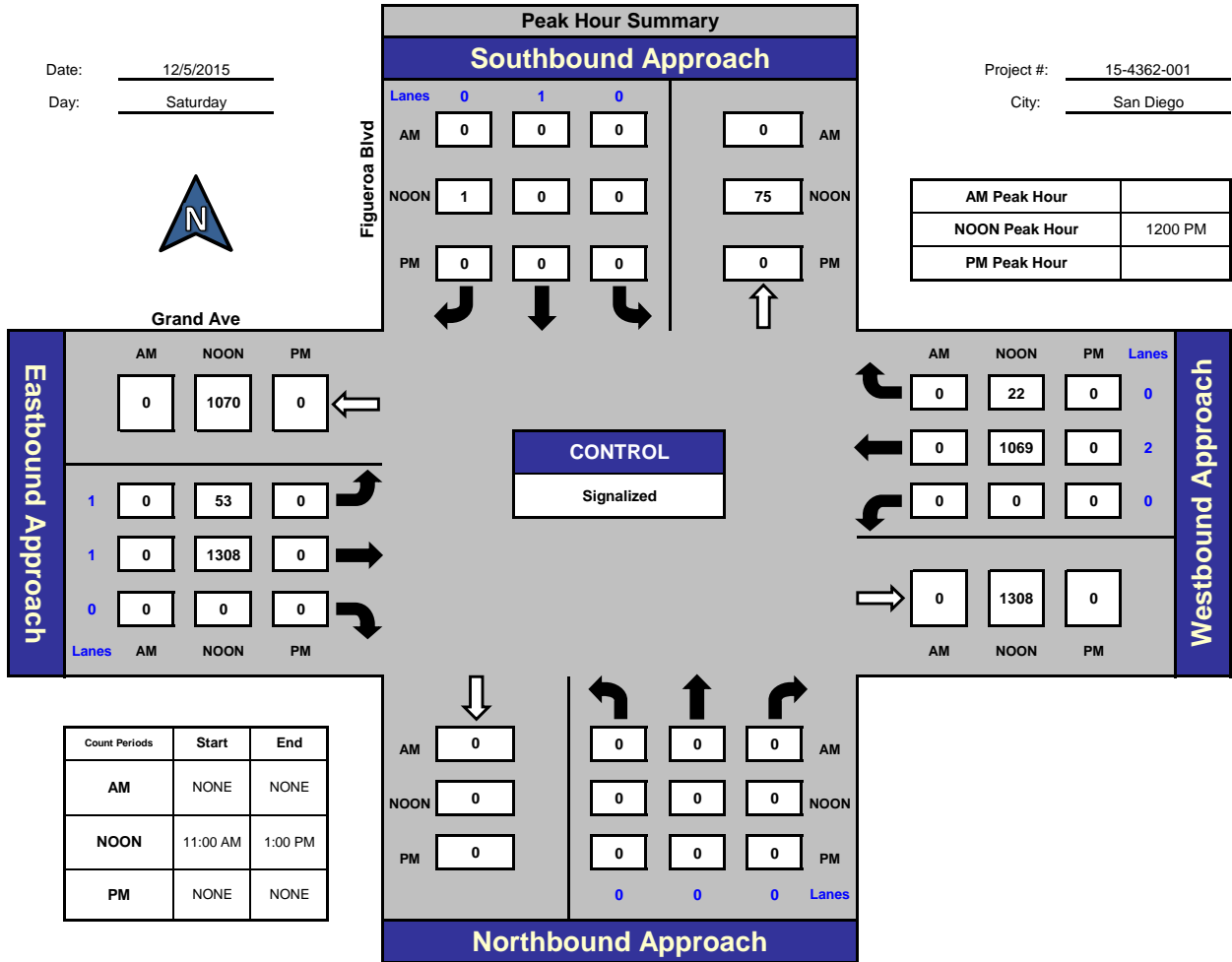


National Data & Surveying Services

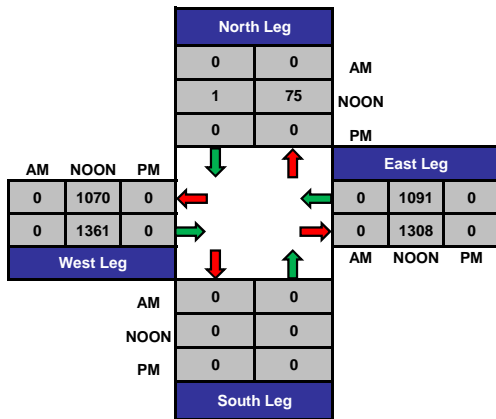
## Figueroa Blvd and Grand Ave., San Diego

Date: 12/5/2015  
Day: Saturday

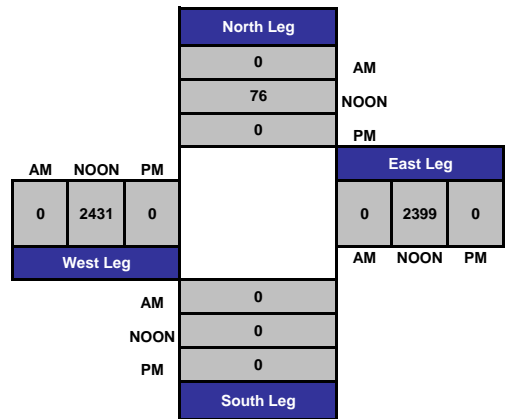
Project #: 15-4362-001  
City: San Diego



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4362-001

Day: Saturday

City: San Diego

Date: 12/5/2015

NS/EW Streets:	AM												TOTAL
	Figueroa Blvd			Figueroa Blvd			Grand Ave			Grand Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	1	0	1	1	0	0	2	0	

UTURNS			
NB	SB	EB	WB

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000			0.000			0.000			0.000			0.000

CONTROL : Signalized



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4362-001

Day: Saturday

City: San Diego

Date: 12/5/2015

PM

NS/EW Streets:	Figueroa Blvd			Figueroa Blvd			Grand Ave			Grand Ave			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	1	0	1	1	0	0	2	0	

UTURNS			
NB	SB	EB	WB

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000			0.000			0.000			0.000			0.000

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4362-001

Day: Saturday

City: San Diego

Date: 12/5/2015

NOON

NS/EW Streets:	Figueroa Blvd		Figueroa Blvd			Grand Ave			Grand Ave			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
11:00 AM	0	0	0	0	0	0	13	308	0	0	240	7	568
11:15 AM	0	0	0	0	0	0	17	301	0	0	280	6	604
11:30 AM	0	0	0	0	0	0	8	333	0	0	287	5	633
11:45 AM	0	0	0	0	0	0	12	307	0	0	225	4	548
12:00 PM	0	0	0	0	0	0	16	371	0	0	239	1	627
12:15 PM	0	0	0	0	0	0	17	308	0	0	282	10	617
12:30 PM	0	0	0	0	0	0	14	323	0	0	265	5	607
12:45 PM	0	0	0	0	0	1	6	306	0	0	283	6	602
<b>TOTAL VOLUMES :</b>	0	0	0	0	0	1	103	2557	0	0	2101	44	4806
<b>APPROACH %'s :</b>	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	3.87%	96.13%	0.00%	0.00%	97.95%	2.05%	
<b>PEAK HR START TIME :</b>	1200 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	0	0	0	0	0	1	53	1308	0	0	1069	22	2453
<b>PEAK HR FACTOR :</b>	0.000			0.250			0.879			0.934			0.978

UTURNS			
NB	SB	EB	WB
0	0	4	0
0	0	5	0
0	0	3	0
0	0	5	0
0	0	4	0
0	0	8	0
0	0	7	0
0	0	3	0
0	0	39	0

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:

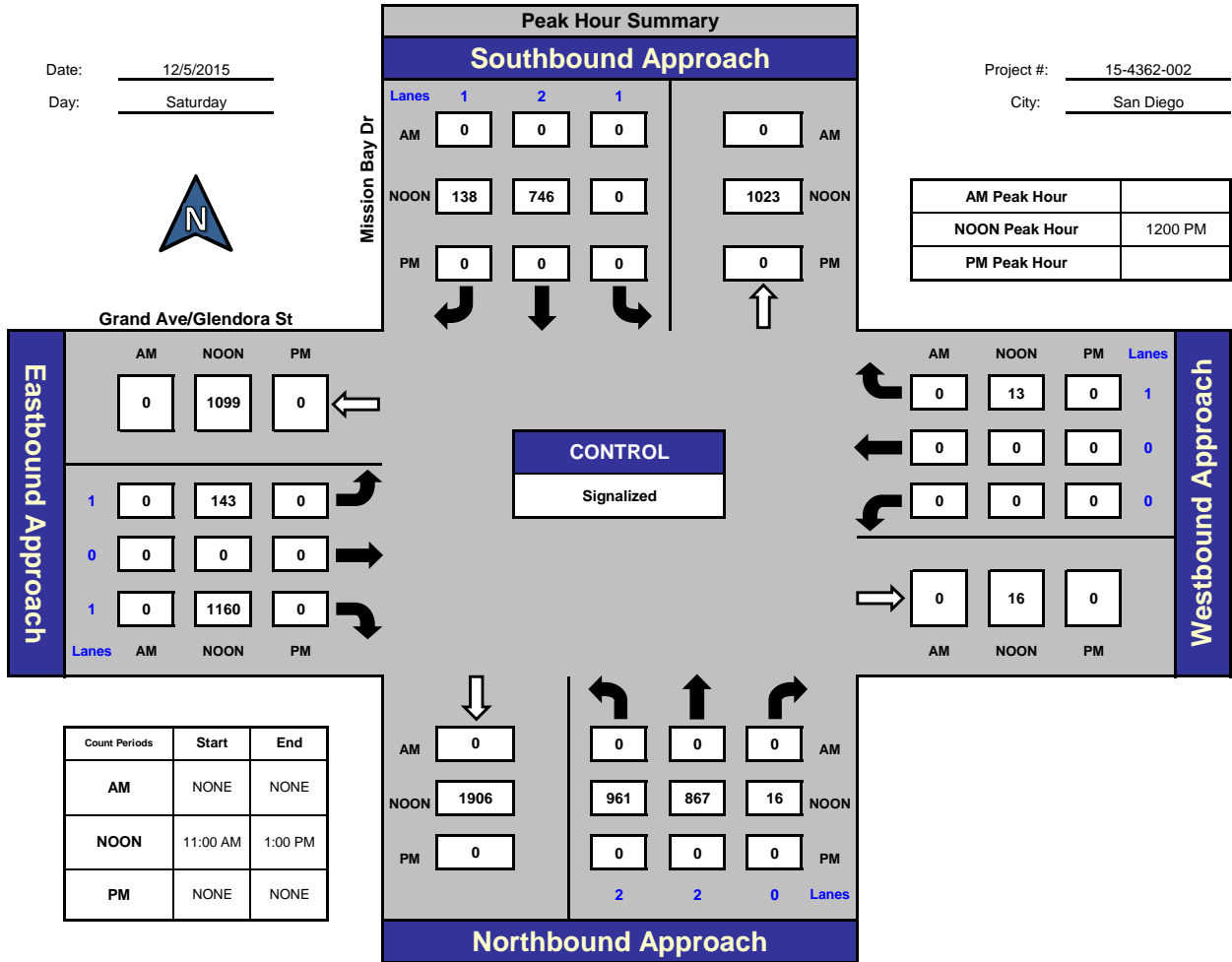


National Data & Surveying Services

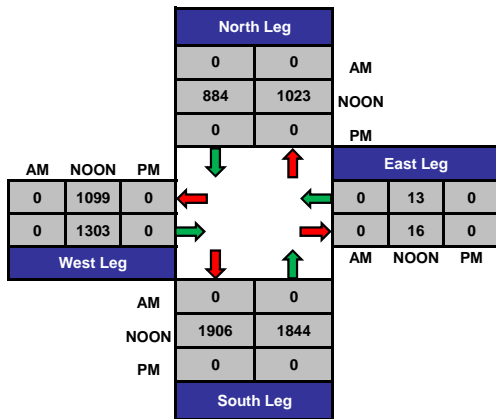
## Mission Bay Dr and Grand Ave/Glendor St, San Diego

Date: 12/5/2015  
Day: Saturday

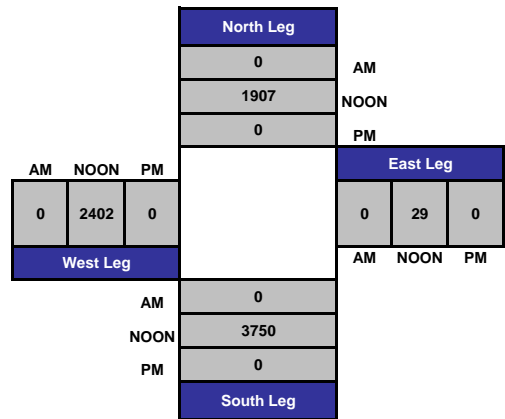
Project #: 15-4362-002  
City: San Diego



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4362-002

Day: Saturday

City: San Diego

Date: 12/5/2015

AM

NS/EW Streets:	Mission Bay Dr		Mission Bay Dr			Grand Ave/Glendora St			Grand Ave/Glendora St			TOTAL	
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	2	0	1	2	1	1	0	1	0	0	1	

UTURNS			
NB	SB	EB	WB

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000			0.000			0.000			0.000			0.000

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4362-002

Day: Saturday

City: San Diego

Date: 12/5/2015

PM

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			Grand Ave/Glendora St			Grand Ave/Glendora St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	2	0	1	2	1	1	0	1	0	0	1	

UTURNS			
NB	SB	EB	WB
0	0	0	0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000			0.000			0.000			0.000			0.000

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4362-002

Day: Saturday

City: San Diego

Date: 12/5/2015

NOON

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			Grand Ave/Glendora St			Grand Ave/Glendora St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	2	0	1	2	1	1	0	1	0	0	1	
11:00 AM	214	186	5	0	160	27	35	0	264	0	0	2	893
11:15 AM	270	187	1	0	183	29	42	0	266	0	0	2	980
11:30 AM	247	183	3	0	195	40	48	0	281	0	0	0	997
11:45 AM	187	155	8	0	162	26	35	0	271	0	0	4	848
12:00 PM	216	214	6	0	174	35	41	0	329	0	0	0	1015
12:15 PM	249	238	1	0	198	41	25	0	285	0	0	3	1040
12:30 PM	248	199	4	0	187	23	42	0	273	0	0	6	982
12:45 PM	248	216	5	0	187	39	35	0	273	0	0	4	1007
<b>TOTAL VOLUMES :</b>	1879	1578	33	0	1446	260	303	0	2242	0	0	21	7762
<b>APPROACH %'s :</b>	53.84%	45.21%	0.95%	0.00%	84.76%	15.24%	11.91%	0.00%	88.09%	0.00%	0.00%	100.00%	
<b>PEAK HR START TIME :</b>	1200 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	961	867	16	0	746	138	143	0	1160	0	0	13	4044
<b>PEAK HR FACTOR :</b>	0.945			0.925			0.880			0.542			0.972

UTURNS			
NB	SB	EB	WB
1	0	0	0
4	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
7	0	0	0

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:

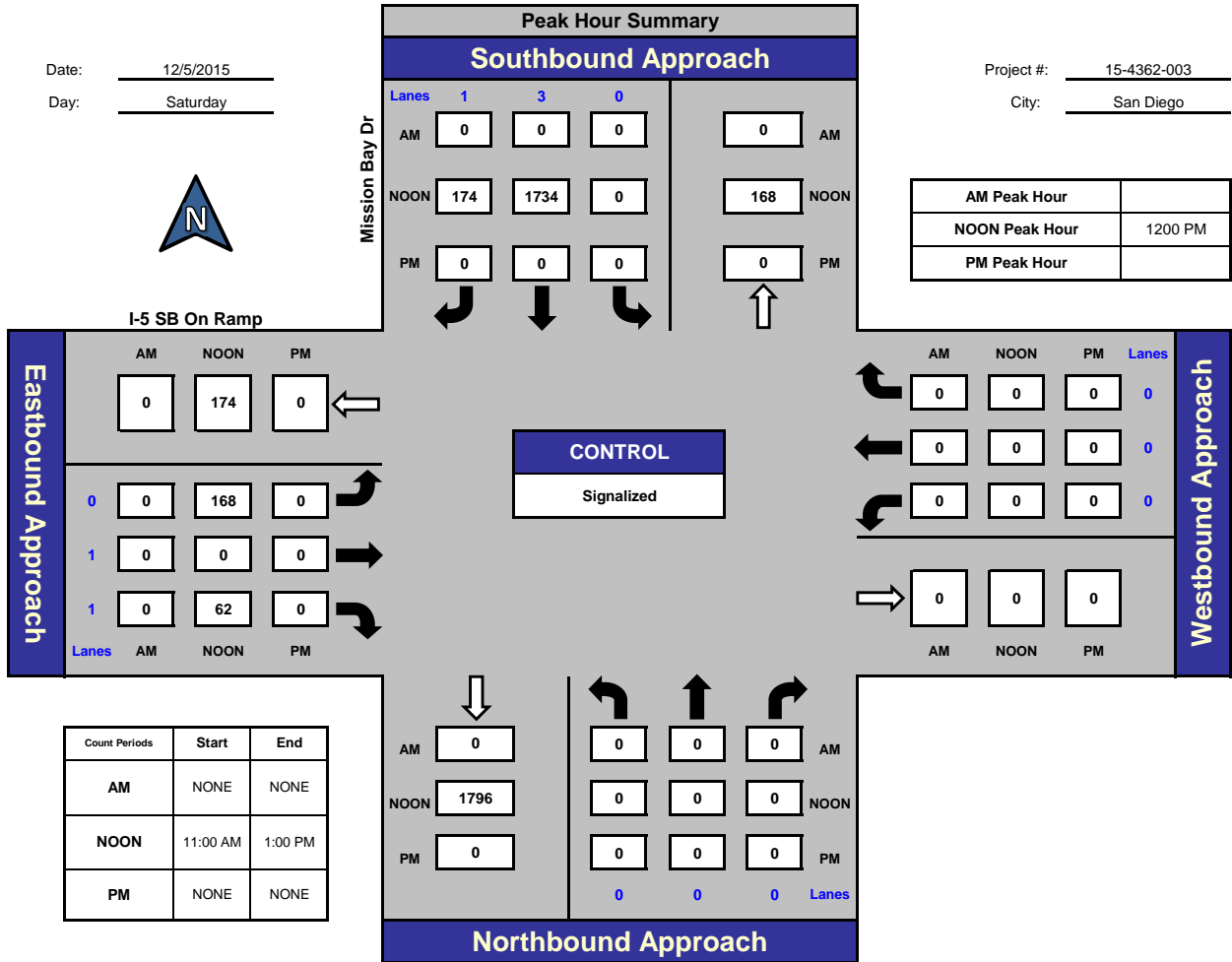


National Data & Surveying Services

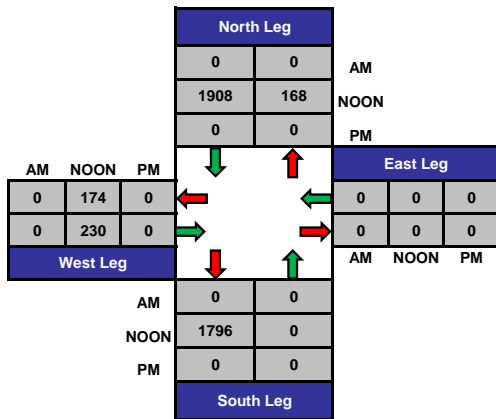
## Mission Bay Dr and I-5 SB On Ramp, San Diego

Date: 12/5/2015  
Day: Saturday

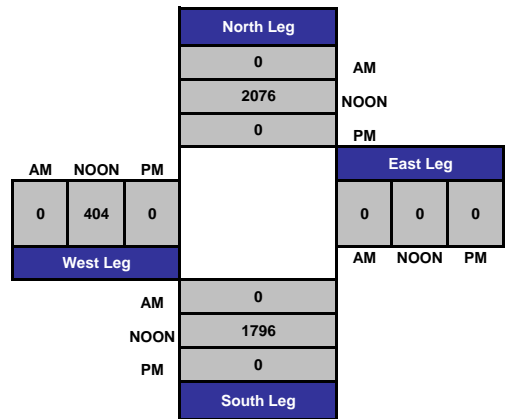
Project #: 15-4362-003  
City: San Diego



### Total Ins & Outs



### Total Volume Per Leg





# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4362-003

Day: Saturday

City: San Diego

Date: 12/5/2015

NS/EW Streets:	AM												TOTAL
	Mission Bay Dr			Mission Bay Dr			I-5 SB On Ramp			I-5 SB On Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	3	1	0	1	1	0	0	0	

UTURNS			
NB	SB	EB	WB

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000			0.000			0.000			0.000			0.000

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4362-003

Day: Saturday

City: San Diego

Date: 12/5/2015

PM

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			I-5 SB On Ramp			I-5 SB On Ramp			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	3	1	0	1	1	0	0	0	

UTURNS			
NB	SB	EB	WB
0	0	0	0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000			0.000			0.000			0.000			0.000

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4362-003

Day: Saturday

City: San Diego

Date: 12/5/2015

NOON

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			I-5 SB On Ramp			I-5 SB On Ramp			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	0	0	0	3	1	0	1	1	0	0	0	
11:00 AM	0	0	0	0	381	35	37	0	14	0	0	0	467
11:15 AM	0	0	0	0	427	29	37	0	16	0	0	0	509
11:30 AM	0	0	0	0	427	44	33	0	12	0	0	0	516
11:45 AM	0	0	0	0	389	40	32	0	14	0	0	0	475
12:00 PM	0	0	0	0	472	42	34	0	19	0	0	0	567
12:15 PM	0	0	0	0	415	53	41	0	17	0	0	0	526
12:30 PM	0	0	0	0	435	39	45	0	15	0	0	0	534
12:45 PM	0	0	0	0	412	40	48	0	11	0	0	0	511
<b>TOTAL VOLUMES :</b>	0	0	0	0	3358	322	307	0	118	0	0	0	4105
<b>APPROACH %'s :</b>	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	91.25%	8.75%	72.24%	0.00%	27.76%	#DIV/0!	#DIV/0!	#DIV/0!	
<b>PEAK HR START TIME :</b>	1200 PM												
<b>PEAK HR VOL :</b>	0	0	0	0	1734	174	168	0	62	0	0	0	2138
<b>PEAK HR FACTOR :</b>	0.000			0.928			0.958			0.000			0.943

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized

# ITM Peak Hour Summary

Prepared by:

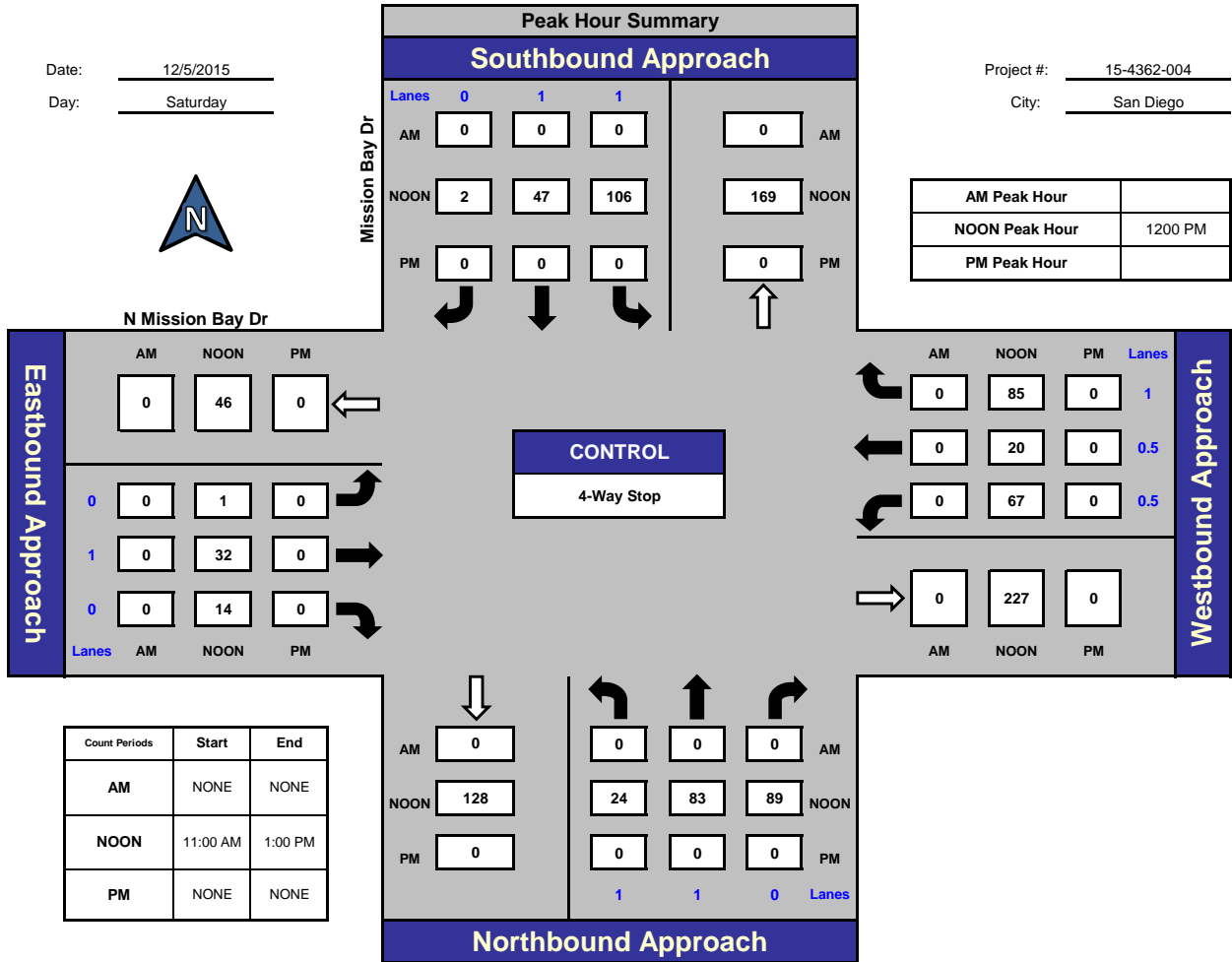


National Data & Surveying Services

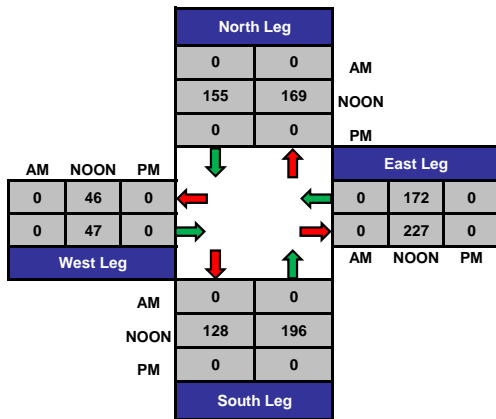
## Mission Bay Dr and N Mission Bay Dr, San Diego

Date: 12/5/2015  
Day: Saturday

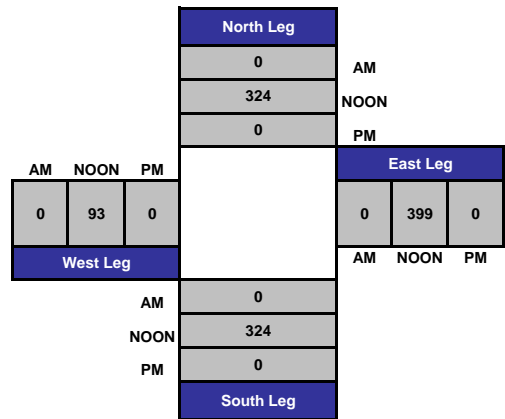
Project #: 15-4362-004  
City: San Diego



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4362-004

Day: Saturday

City: San Diego

Date: 12/5/2015

NS/EW Streets:	AM												TOTAL
	Mission Bay Dr			Mission Bay Dr			N Mission Bay Dr			N Mission Bay Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	0	1	0	0.5	0.5	1	

UTURNS			
NB	SB	EB	WB

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000			0.000			0.000			0.000			0.000

CONTROL : 4-Way Stop

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4362-004

Day: Saturday

City: San Diego

Date: 12/5/2015

PM

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			N Mission Bay Dr			N Mission Bay Dr			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	0	1	0	0.5	0.5	1	

UTURNS			
NB	SB	EB	WB

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000			0.000			0.000			0.000			0.000

CONTROL : 4-Way Stop

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4362-004

Day: Saturday

City: San Diego

Date: 12/5/2015

NOON

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			N Mission Bay Dr			N Mission Bay Dr			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	1	1	0	1	1	0	0	1	0	0.5	0.5	1	
11:00 AM	3	20	23	28	4	0	0	7	5	14	2	21	127
11:15 AM	9	20	16	30	20	0	0	4	1	17	4	8	129
11:30 AM	7	15	17	21	11	0	1	9	6	26	8	9	130
11:45 AM	6	18	8	23	14	0	1	8	2	25	6	10	121
12:00 PM	3	17	18	31	7	0	1	6	2	13	4	23	125
12:15 PM	9	26	24	24	10	0	0	8	3	18	6	28	156
12:30 PM	5	16	22	29	16	0	0	10	6	17	5	18	144
12:45 PM	7	24	25	22	14	2	0	8	3	19	5	16	145
<b>TOTAL VOLUMES :</b>	49	156	153	208	96	2	3	60	28	149	40	133	1077
<b>APPROACH %'s :</b>	13.69%	43.58%	42.74%	67.97%	31.37%	0.65%	3.30%	65.93%	30.77%	46.27%	12.42%	41.30%	
<b>PEAK HR START TIME :</b>	1200 PM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	24	83	89	106	47	2	1	32	14	67	20	85	570
<b>PEAK HR FACTOR :</b>	0.831			0.861			0.734			0.827			0.913

UTURNS			
NB	SB	EB	WB
0	0	0	1
0	1	0	1
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	2
0	1	0	6

CONTROL : 4-Way Stop



# ITM Peak Hour Summary

Prepared by:



National Data & Surveying Services

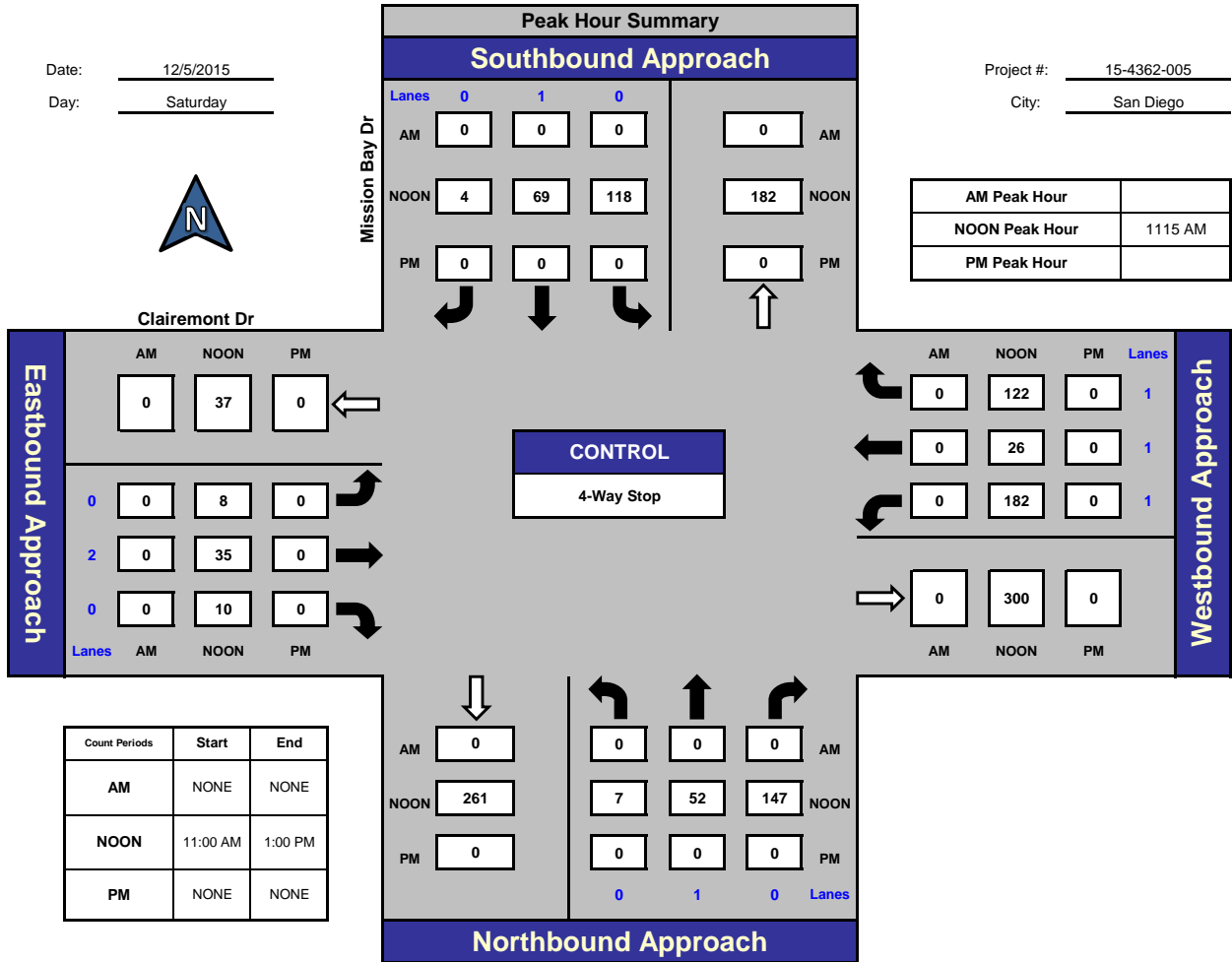
## Mission Bay Dr and Clairemont Dr, San Diego

Date: 12/5/2015

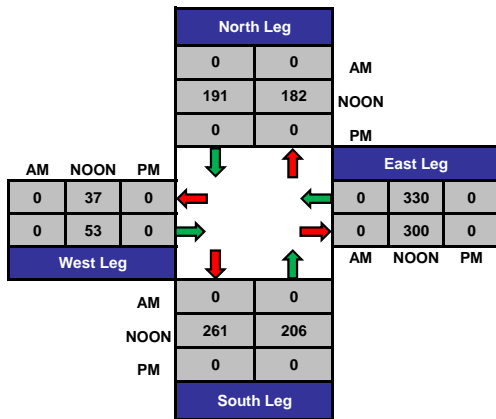
Day: Saturday

Project #: 15-4362-005

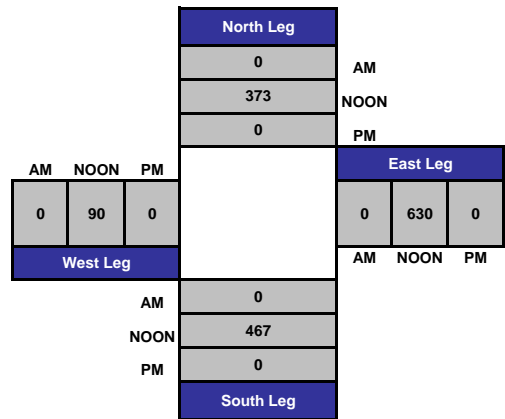
City: San Diego



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4362-005

Day: Saturday

City: San Diego

Date: 12/5/2015

NS/EW Streets:	AM												TOTAL
	Mission Bay Dr			Mission Bay Dr			Clairemont Dr			Clairemont Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	2	0	1	1	1	

UTURNS			
NB	SB	EB	WB

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000			0.000			0.000			0.000			0.000

CONTROL : 4-Way Stop

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4362-005

Day: Saturday

City: San Diego

Date: 12/5/2015

PM

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			Clairemont Dr			Clairemont Dr			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	2	0	1	1	1	

UTURNS			
NB	SB	EB	WB

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000			0.000			0.000			0.000			0.000

CONTROL : 4-Way Stop

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4362-005

Day: Saturday

City: San Diego

Date: 12/5/2015

NOON

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			Clairemont Dr			Clairemont Dr			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	0	1	0	0	1	0	0	2	0	1	1	1	
11:00 AM	3	14	38	24	8	2	2	4	2	44	11	41	193
11:15 AM	3	15	25	27	18	2	3	8	2	44	5	29	181
11:30 AM	2	16	40	42	20	2	2	11	2	38	6	28	209
11:45 AM	1	10	33	31	14	0	3	10	5	46	8	27	188
12:00 PM	1	11	49	18	17	0	0	6	1	54	7	38	202
12:15 PM	2	24	29	15	11	0	2	4	3	35	5	37	167
12:30 PM	1	27	29	31	18	1	0	3	1	34	10	21	176
12:45 PM	0	28	27	20	20	0	0	6	2	35	5	37	180
<b>TOTAL VOLUMES :</b>	13	145	270	208	126	7	12	52	18	330	57	258	1496
<b>APPROACH %'s :</b>	3.04%	33.88%	63.08%	61.00%	36.95%	2.05%	14.63%	63.41%	21.95%	51.16%	8.84%	40.00%	
<b>PEAK HR START TIME :</b>	1115 AM												<b>TOTAL</b>
<b>PEAK HR VOL :</b>	7	52	147	118	69	4	8	35	10	182	26	122	780
<b>PEAK HR FACTOR :</b>	0.844			0.746			0.736			0.833			0.933

UTURNS			
NB	SB	EB	WB
0	0	0	4
0	0	0	4
0	0	0	3
0	0	0	6
0	0	0	7
0	0	0	7
0	0	0	2
0	0	0	4
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>37</b>

CONTROL : 4-Way Stop

# ITM Peak Hour Summary

Prepared by:

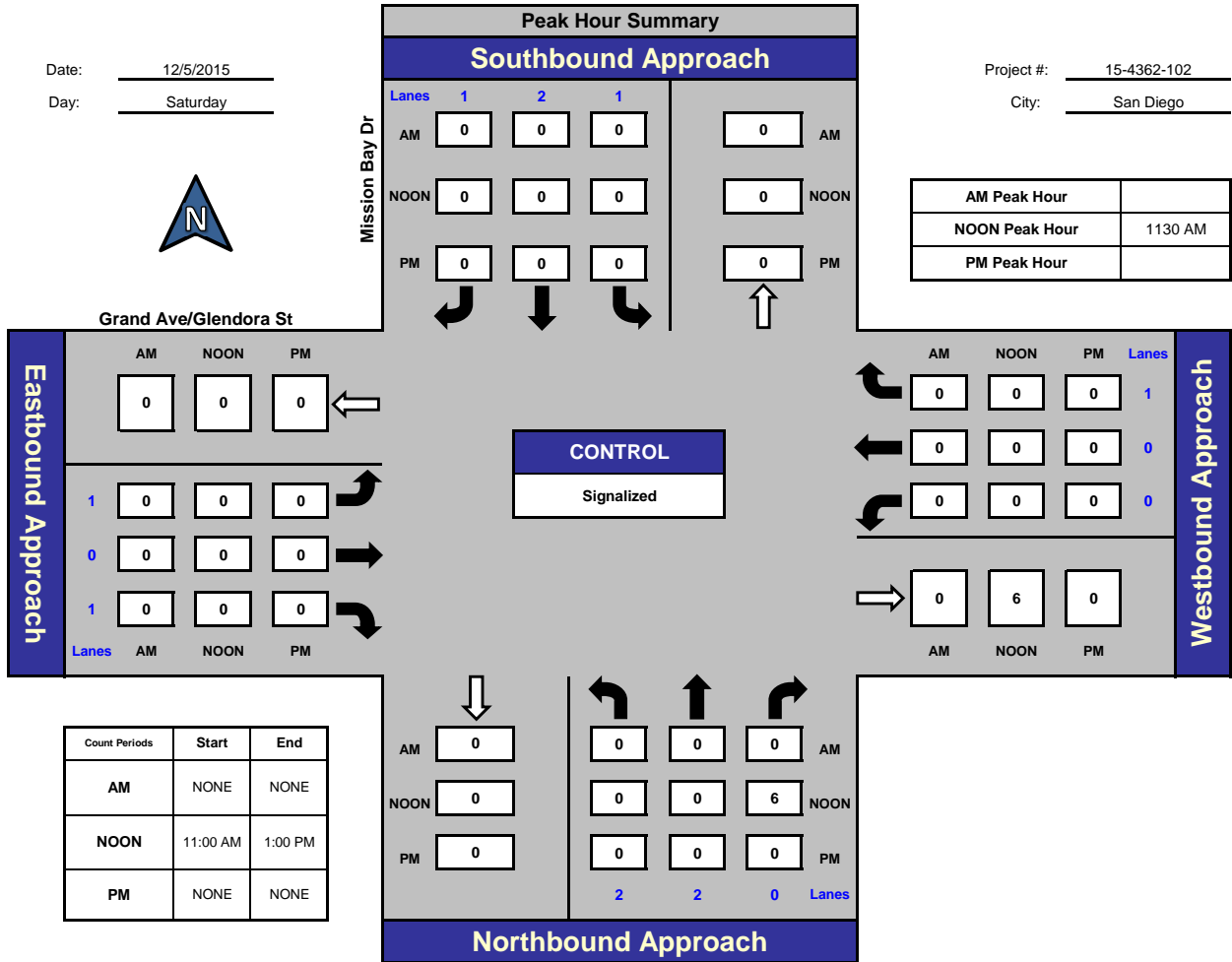


National Data & Surveying Services

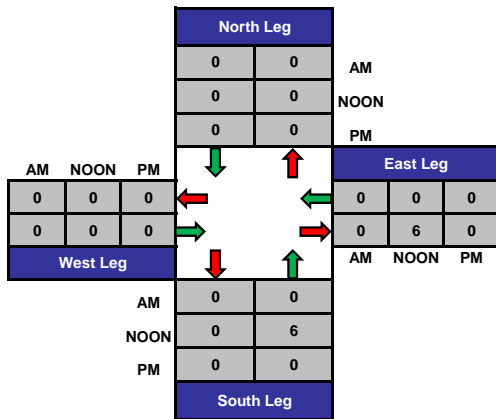
## Mission Bay Dr and Grand Ave/Glendor St, San Diego

Date: 12/5/2015  
Day: Saturday

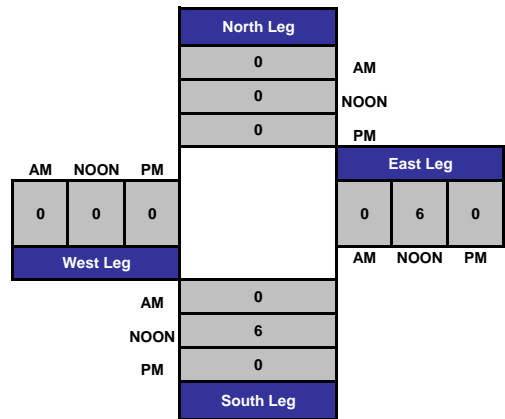
Project #: 15-4362-102  
City: San Diego



### Total Ins & Outs



### Total Volume Per Leg



# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4362-102

Day: Saturday

City: San Diego

Date: 12/5/2015

AM

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			Grand Ave/Glendora St			Grand Ave/Glendora St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	2	0	1	2	1	1	0	1	0	0	1	

UTURNS			
NB	SB	EB	WB

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000			0.000			0.000			0.000			0.000

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4362-102

Day: Saturday

City: San Diego

Date: 12/5/2015

PM

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			Grand Ave/Glendora St			Grand Ave/Glendora St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	2	0	1	2	1	1	0	1	0	0	1	

UTURNS			
NB	SB	EB	WB

TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

NB	SB	EB	WB
0	0	0	0

PEAK HR START TIME :	0 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000			0.000			0.000			0.000			0.000

CONTROL : Signalized

# Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 15-4362-102

Day: Saturday

City: San Diego

Date: 12/5/2015

NOON

NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			Grand Ave/Glendora St			Grand Ave/Glendora St			TOTAL
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	
	2	2	0	1	2	1	1	0	1	0	0	1	
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	1	0	0	0	0	0	0	0	0	0	1
11:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
12:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	3	0	0	0	0	0	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	0	0	0	0	0	0
<b>TOTAL VOLUMES :</b>	0	0	6	0	0	0	0	0	0	0	0	0	6
<b>APPROACH %'s :</b>	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
<b>PEAK HR START TIME :</b>	1130 AM												
<b>PEAK HR VOL :</b>	0	0	6	0	0	0	0	0	0	0	0	0	6
<b>PEAK HR FACTOR :</b>	0.500			0.000			0.000			0.000			0.500

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

CONTROL : Signalized



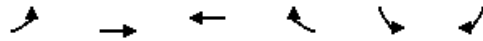
# Appendix B

---

Intersection LOS Worksheets

De Anza Cove  
1: Grand Ave & Figueroa Blvd


















Existing Weekday  
Timing Plan: AM



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↶↶	↶↶			
Volume (vph)	68	1960	743	18	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3			
Lane Util. Factor	1.00	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	1770	3539	3527			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	1770	3539	3527			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	72	2085	790	19	0	0
RTOR Reduction (vph)	0	0	1	0	0	0
Lane Group Flow (vph)	72	2085	808	0	0	0
Turn Type	Prot	NA	NA			
Protected Phases	5 8	2	6			
Permitted Phases						
Actuated Green, G (s)	16.5	133.9	123.8			
Effective Green, g (s)	12.5	133.9	123.8			
Actuated g/C Ratio	0.08	0.89	0.83			
Clearance Time (s)		5.3	5.3			
Vehicle Extension (s)		3.0	3.0			
Lane Grp Cap (vph)	147	3159	2910			
v/s Ratio Prot	c0.04	c0.59	0.23			
v/s Ratio Perm						
v/c Ratio	0.49	0.66	0.28			
Uniform Delay, d1	65.7	2.1	3.0			
Progression Factor	1.00	1.00	0.57			
Incremental Delay, d2	2.6	1.1	0.2			
Delay (s)	68.3	3.2	1.9			
Level of Service	E	A	A			
Approach Delay (s)		5.4	1.9		0.0	
Approach LOS		A	A		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			4.4		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.67			
Actuated Cycle Length (s)			150.0		Sum of lost time (s)	13.7
Intersection Capacity Utilization			58.6%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						













De Anza Cove  
2: Mission Bay Dr & Grand Ave

Existing Weekday  
Timing Plan: AM

							
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations			 	 		 	
Volume (vph)	352	1639	605	615	0	656	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.0	5.7	5.7		4.9	4.9
Lane Util. Factor	1.00	1.00	0.97	0.95		0.95	1.00
Flt	1.00	0.85	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00		1.00	1.00
Satd. Flow (prot)	1770	1583	3433	3539		3539	1583
Flt Permitted	0.95	1.00	0.95	1.00		1.00	1.00
Satd. Flow (perm)	1770	1583	3433	3539		3539	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	378	1762	651	661	0	705	125
RTOR Reduction (vph)	0	0	0	0	0	0	85
Lane Group Flow (vph)	378	1762	651	661	0	705	40
Turn Type	Prot	Free	Prot	NA	Prot	NA	Perm
Protected Phases	4		1	6	5	2	
Permitted Phases		Free					2
Actuated Green, G (s)	19.0	75.0	17.1	45.9		23.9	23.9
Effective Green, g (s)	19.0	75.0	17.1	45.9		23.9	23.9
Actuated g/C Ratio	0.25	1.00	0.23	0.61		0.32	0.32
Clearance Time (s)	4.4		5.7	5.7		4.9	4.9
Vehicle Extension (s)	2.0		2.0	4.6		3.6	3.6
Lane Grp Cap (vph)	448	1583	782	2165		1127	504
v/s Ratio Prot	0.21		0.19	0.19		0.20	
v/s Ratio Perm		c1.11					0.03
v/c Ratio	0.84	1.11	0.83	0.31		0.63	0.08
Uniform Delay, d1	26.6	37.5	27.6	6.9		21.7	17.9
Progression Factor	1.03	1.00	0.86	1.11		1.00	1.00
Incremental Delay, d2	10.3	58.3	7.2	0.4		2.6	0.3
Delay (s)	37.8	95.8	31.0	8.1		24.4	18.2
Level of Service	D	F	C	A		C	B
Approach Delay (s)	85.6			19.5		23.4	
Approach LOS	F			B		C	
<b>Intersection Summary</b>							
HCM 2000 Control Delay			53.3		HCM 2000 Level of Service		D
HCM 2000 Volume to Capacity ratio			1.39				
Actuated Cycle Length (s)			75.0		Sum of lost time (s)		15.0
Intersection Capacity Utilization			67.4%		ICU Level of Service		C
Analysis Period (min)			15				
c Critical Lane Group							




















De Anza Cove  
3: I-5 SB On-Ramp & Mission Bay Dr

Existing Weekday  
Timing Plan: AM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations					  	
Volume (vph)	294	26	0	0	2150	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4			5.7	4.0
Lane Util. Factor	1.00	1.00			0.91	1.00
Flt	1.00	0.85			1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1583			5085	1583
Flt Permitted	0.95	1.00			1.00	1.00
Satd. Flow (perm)	1770	1583			5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	320	28	0	0	2337	165
RTOR Reduction (vph)	0	3	0	0	0	0
Lane Group Flow (vph)	320	25	0	0	2337	165
Turn Type	Prot	Perm			NA	Free
Protected Phases	4				2	
Permitted Phases		4				Free
Actuated Green, G (s)	17.9	17.9			47.0	75.0
Effective Green, g (s)	17.9	17.9			47.0	75.0
Actuated g/C Ratio	0.24	0.24			0.63	1.00
Clearance Time (s)	4.4	4.4			5.7	
Vehicle Extension (s)	3.0	3.0			6.1	
Lane Grp Cap (vph)	422	377			3186	1583
v/s Ratio Prot	c0.18				c0.46	
v/s Ratio Perm		0.02				0.10
v/c Ratio	0.76	0.07			0.73	0.10
Uniform Delay, d1	26.5	22.1			9.7	0.0
Progression Factor	1.00	1.00			1.07	1.00
Incremental Delay, d2	7.6	0.1			0.5	0.0
Delay (s)	34.2	22.2			10.8	0.0
Level of Service	C	C			B	A
Approach Delay (s)	33.2			0.0	10.1	
Approach LOS	C			A	B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			12.9		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.74			
Actuated Cycle Length (s)			75.0		Sum of lost time (s)	10.1
Intersection Capacity Utilization			66.2%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

De Anza Cove  
4: Mission Bay Dr & N Mission Bay Dr

Existing Weekday  
Timing Plan: AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	12	34	264	42	15	0	99	16	31	0	14	6
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	13	37	284	45	16	0	106	17	33	0	15	6
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	333	61	0	106	51	0	22					
Volume Left (vph)	13	45	0	106	0	0	0					
Volume Right (vph)	284	0	0	0	33	0	6					
Hadj (s)	-0.47	0.18	0.00	0.53	-0.43	0.00	-0.18					
Departure Headway (s)	4.0	4.9	3.2	5.9	5.0	5.6	5.4					
Degree Utilization, x	0.37	0.08	0.00	0.18	0.07	0.00	0.03					
Capacity (veh/h)	871	687	1121	573	677	600	607					
Control Delay (s)	9.3	8.4	6.2	9.0	7.1	7.4	7.4					
Approach Delay (s)	9.3	8.4		8.4		7.4						
Approach LOS	A	A		A		A						
Intersection Summary												
Delay			8.9									
Level of Service			A									
Intersection Capacity Utilization			44.2%	ICU Level of Service								A
Analysis Period (min)			15									

Intersection												
Intersection Delay, s/veh	19.9											
Intersection LOS	C											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	2	5	4	0	198	19	127	0	3	195	278
Peak Hour Factor	0.92	0.91	0.91	0.91	0.92	0.91	0.91	0.91	0.92	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2	5	4	0	218	21	140	0	3	214	305
Number of Lanes	0	0	2	0	0	1	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	10.5	13	27.4
HCM LOS	B	B	D

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	1%	44%	0%	100%	0%	0%	62%
Vol Thru, %	41%	56%	38%	0%	100%	0%	34%
Vol Right, %	58%	0%	62%	0%	0%	100%	4%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	476	5	7	198	19	127	141
LT Vol	195	3	3	0	19	0	48
Through Vol	278	0	4	0	0	127	5
RT Vol	3	2	0	198	0	0	88
Lane Flow Rate	523	5	7	218	21	140	155
Geometry Grp	7	8	8	7	7	7	7
Degree of Util (X)	0.806	0.011	0.015	0.426	0.038	0.225	0.29
Departure Headway (Hd)	5.549	8.019	7.343	7.041	6.53	5.816	6.728
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	654	444	484	511	547	615	533
Service Time	3.293	5.812	5.134	4.794	4.283	3.568	4.488
HCM Lane V/C Ratio	0.8	0.011	0.014	0.427	0.038	0.228	0.291
HCM Control Delay	27.4	10.9	10.2	15	9.5	10.3	12.2
HCM Lane LOS	D	B	B	B	A	B	B
HCM 95th-tile Q	8.2	0	0	2.1	0.1	0.9	1.2

**Intersection**

Intersection Delay, s/veh  
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	88	48	5
Peak Hour Factor	0.92	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	97	53	5
Number of Lanes	0	0	1	0

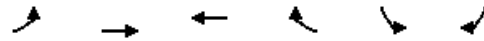
**Approach** SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	12.2
HCM LOS	B

**Lane**

De Anza Cove  
1: Grand Ave & Figueroa Blvd

Existing Weekday  
Timing Plan: PM

















Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	59	1231	1470	25	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3			
Lane Util. Factor	1.00	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	1770	3539	3530			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	1770	3539	3530			
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	63	1310	1564	27	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	63	1310	1591	0	0	0
Turn Type	Prot	NA	NA			
Protected Phases	5 8	2	6			
Permitted Phases						
Actuated Green, G (s)	17.1	153.2	143.2			
Effective Green, g (s)	13.1	153.2	143.2			
Actuated g/C Ratio	0.08	0.90	0.84			
Clearance Time (s)		5.3	5.3			
Vehicle Extension (s)		3.0	3.0			
Lane Grp Cap (vph)	136	3189	2973			
v/s Ratio Prot	c0.04	c0.37	c0.45			
v/s Ratio Perm						
v/c Ratio	0.46	0.41	0.54			
Uniform Delay, d1	75.1	1.3	3.8			
Progression Factor	1.00	1.00	0.68			
Incremental Delay, d2	2.5	0.4	0.5			
Delay (s)	77.6	1.7	3.1			
Level of Service	E	A	A			
Approach Delay (s)		5.2	3.1		0.0	
Approach LOS		A	A		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			4.1		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.53			
Actuated Cycle Length (s)			170.0		Sum of lost time (s)	13.7
Intersection Capacity Utilization			52.8%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						















De Anza Cove  
2: Mission Bay Dr & Grand Ave

Existing Weekday  
Timing Plan: PM

							
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Volume (vph)	124	1083	1181	953	7	662	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.0	5.7	5.7	4.4	4.9	4.9
Lane Util. Factor	1.00	1.00	0.97	0.95	1.00	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1583	3433	3539	1770	3539	1583
Flt Permitted	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	1583	3433	3539	1770	3539	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	133	1165	1270	1025	8	712	310
RTOR Reduction (vph)	0	0	0	0	0	0	181
Lane Group Flow (vph)	133	1165	1270	1025	8	712	129
Turn Type	Prot	Free	Prot	NA	Prot	NA	Perm
Protected Phases	4		1	6	5	2	
Permitted Phases		Free					2
Actuated Green, G (s)	17.4	170.0	79.2	136.7	1.4	58.4	58.4
Effective Green, g (s)	17.4	170.0	79.2	136.7	1.4	58.4	58.4
Actuated g/C Ratio	0.10	1.00	0.47	0.80	0.01	0.34	0.34
Clearance Time (s)	4.4		5.7	5.7	4.4	4.9	4.9
Vehicle Extension (s)	2.0		2.0	4.6	2.0	3.6	3.6
Lane Grp Cap (vph)	181	1583	1599	2845	14	1215	543
v/s Ratio Prot	0.08		c0.37	0.29	0.00	0.20	
v/s Ratio Perm		c0.74					0.08
v/c Ratio	0.73	0.74	0.79	0.36	0.57	0.59	0.24
Uniform Delay, d1	74.1	0.0	38.5	4.6	84.0	45.9	39.9
Progression Factor	0.99	1.00	1.01	0.96	1.00	1.00	1.00
Incremental Delay, d2	11.7	2.9	2.6	0.4	30.5	2.1	1.0
Delay (s)	84.7	2.9	41.7	4.7	114.5	47.9	40.9
Level of Service	F	A	D	A	F	D	D
Approach Delay (s)	11.3			25.2		46.3	
Approach LOS	B			C		D	
<b>Intersection Summary</b>							
HCM 2000 Control Delay			26.0		HCM 2000 Level of Service		C
HCM 2000 Volume to Capacity ratio			0.82				
Actuated Cycle Length (s)			170.0		Sum of lost time (s)		15.0
Intersection Capacity Utilization			71.4%		ICU Level of Service		C
Analysis Period (min)			15				
c Critical Lane Group							




















De Anza Cove  
3: I-5 SB On-Ramp & Mission Bay Dr

Existing Weekday  
Timing Plan: PM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations					  	
Volume (vph)	105	21	0	0	1333	483
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4			5.7	4.0
Lane Util. Factor	1.00	1.00			0.91	1.00
Fr <sub>t</sub>	1.00	0.85			1.00	0.85
Fl <sub>t</sub> Protected	0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1583			5085	1583
Fl <sub>t</sub> Permitted	0.95	1.00			1.00	1.00
Satd. Flow (perm)	1770	1583			5085	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	23	0	0	1449	525
RTOR Reduction (vph)	0	20	0	0	0	0
Lane Group Flow (vph)	114	3	0	0	1449	525
Turn Type	Prot	Perm			NA	Free
Protected Phases	4				2	
Permitted Phases		4				Free
Actuated Green, G (s)	9.5	9.5			65.4	85.0
Effective Green, g (s)	9.5	9.5			65.4	85.0
Actuated g/C Ratio	0.11	0.11			0.77	1.00
Clearance Time (s)	4.4	4.4			5.7	
Vehicle Extension (s)	3.0	3.0			6.1	
Lane Grp Cap (vph)	197	176			3912	1583
v/s Ratio Prot	c0.06				c0.28	
v/s Ratio Perm		0.00				0.33
v/c Ratio	0.58	0.01			0.37	0.33
Uniform Delay, d <sub>1</sub>	35.8	33.6			3.2	0.0
Progression Factor	1.00	1.00			0.79	1.00
Incremental Delay, d <sub>2</sub>	4.1	0.0			0.2	0.4
Delay (s)	39.9	33.6			2.7	0.4
Level of Service	D	C			A	A
Approach Delay (s)	38.9			0.0	2.1	
Approach LOS	D			A	A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			4.5		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.40			
Actuated Cycle Length (s)			85.0		Sum of lost time (s)	10.1
Intersection Capacity Utilization			40.0%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

De Anza Cove  
4: Mission Bay Dr & N Mission Bay Dr

Existing Weekday  
Timing Plan: PM

															
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations															
Sign Control		Stop			Stop			Stop			Stop				
Volume (vph)	8	71	82	47	36	1	412	9	46	0	19	21			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93			
Hourly flow rate (vph)	9	76	88	51	39	1	443	10	49	0	20	23			
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2								
Volume Total (vph)	173	89	1	443	59	0	43								
Volume Left (vph)	9	51	0	443	0	0	0								
Volume Right (vph)	88	0	1	0	49	0	23								
Hadj (s)	-0.26	0.15	-0.57	0.53	-0.55	0.00	-0.33								
Departure Headway (s)	5.3	5.9	3.2	5.8	4.8	5.9	5.6								
Degree Utilization, x	0.25	0.15	0.00	0.72	0.08	0.00	0.07								
Capacity (veh/h)	624	559	1121	601	735	574	593								
Control Delay (s)	10.1	9.8	6.2	21.1	7.0	7.7	7.8								
Approach Delay (s)	10.1	9.8		19.5		7.8									
Approach LOS	B	A		C		A									
Intersection Summary															
Delay			15.8												
Level of Service			C												
Intersection Capacity Utilization			53.2%				ICU Level of Service				A				
Analysis Period (min)			15												

Intersection												
Intersection Delay, s/veh	36.8											
Intersection LOS	E											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	3	34	7	0	215	39	107	0	5	69	183
Peak Hour Factor	0.92	0.91	0.91	0.91	0.92	0.91	0.91	0.91	0.92	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	3	37	8	0	236	43	118	0	5	76	201
Number of Lanes	0	0	2	0	0	1	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	11.8	15.2	15.8
HCM LOS	B	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	2%	15%	0%	100%	0%	0%	68%
Vol Thru, %	27%	85%	71%	0%	100%	0%	31%
Vol Right, %	71%	0%	29%	0%	0%	100%	1%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	257	20	24	215	39	107	500
LT Vol	69	17	17	0	39	0	154
Through Vol	183	0	7	0	0	107	6
RT Vol	5	3	0	215	0	0	340
Lane Flow Rate	282	22	26	236	43	118	549
Geometry Grp	7	8	8	7	7	7	7
Degree of Util (X)	0.512	0.053	0.062	0.507	0.087	0.215	1
Departure Headway (Hd)	6.531	8.709	8.431	7.727	7.318	6.597	6.922
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	556	414	428	470	499	554	527
Service Time	4.204	6.399	6.121	5.424	4.924	4.225	4.606
HCM Lane V/C Ratio	0.507	0.053	0.061	0.502	0.086	0.213	1.042
HCM Control Delay	15.8	11.9	11.7	18.1	10.6	11	65.4
HCM Lane LOS	C	B	B	C	B	B	F
HCM 95th-tile Q	2.9	0.2	0.2	2.8	0.3	0.8	14

**Intersection**

Intersection Delay, s/veh  
 Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	340	154	6
Peak Hour Factor	0.92	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	374	169	7
Number of Lanes	0	0	1	0

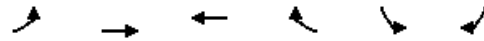
**Approach** SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	65.4
HCM LOS	F

**Lane**

De Anza Cove  
1: Grand Ave & Figueroa Blvd















Existing Saturday  
Timing Plan: MD



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↶↶	↶↶			
Volume (vph)	53	1308	1069	22	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3			
Lane Util. Factor	1.00	0.95	0.95			
Frt	1.00	1.00	1.00			
Flt Protected	0.95	1.00	1.00			
Satd. Flow (prot)	1770	3539	3529			
Flt Permitted	0.95	1.00	1.00			
Satd. Flow (perm)	1770	3539	3529			
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	54	1335	1091	22	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	54	1335	1113	0	0	0
Turn Type	Prot	NA	NA			
Protected Phases	5 8	2	6			
Permitted Phases						
Actuated Green, G (s)	14.3	134.9	126.0			
Effective Green, g (s)	10.3	134.9	126.0			
Actuated g/C Ratio	0.07	0.90	0.84			
Clearance Time (s)		5.3	5.3			
Vehicle Extension (s)		3.0	3.0			
Lane Grp Cap (vph)	121	3182	2964			
v/s Ratio Prot	c0.03	c0.38	0.32			
v/s Ratio Perm						
v/c Ratio	0.45	0.42	0.38			
Uniform Delay, d1	67.1	1.2	2.8			
Progression Factor	1.00	1.00	0.25			
Incremental Delay, d2	2.6	0.4	0.3			
Delay (s)	69.7	1.6	1.0			
Level of Service	E	A	A			
Approach Delay (s)		4.3	1.0		0.0	
Approach LOS		A	A		A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			2.8		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.43			
Actuated Cycle Length (s)			150.0		Sum of lost time (s)	13.7
Intersection Capacity Utilization			41.7%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						













De Anza Cove  
2: Mission Bay Dr & Grand Ave

Existing Saturday  
Timing Plan: MD

							
Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Volume (vph)	143	1160	961	867	0	746	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.0	5.7	5.7		4.9	4.9
Lane Util. Factor	1.00	1.00	0.97	0.95		0.95	1.00
Flt	1.00	0.85	1.00	1.00		1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00		1.00	1.00
Satd. Flow (prot)	1770	1583	3433	3539		3539	1583
Flt Permitted	0.95	1.00	0.95	1.00		1.00	1.00
Satd. Flow (perm)	1770	1583	3433	3539		3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	147	1196	991	894	0	769	142
RTOR Reduction (vph)	0	0	0	0	0	0	105
Lane Group Flow (vph)	147	1196	991	894	0	769	37
Turn Type	Prot	Free	Prot	NA	Prot	NA	Perm
Protected Phases	4		1	6	5	2	
Permitted Phases		Free					2
Actuated Green, G (s)	10.6	75.0	29.8	54.3		19.6	19.6
Effective Green, g (s)	10.6	75.0	29.8	54.3		19.6	19.6
Actuated g/C Ratio	0.14	1.00	0.40	0.72		0.26	0.26
Clearance Time (s)	4.4		5.7	5.7		4.9	4.9
Vehicle Extension (s)	2.0		2.0	4.6		3.6	3.6
Lane Grp Cap (vph)	250	1583	1364	2562		924	413
v/s Ratio Prot	0.08		0.29	0.25		0.22	
v/s Ratio Perm		c0.76					0.02
v/c Ratio	0.59	0.76	0.73	0.35		0.83	0.09
Uniform Delay, d1	30.2	0.0	19.1	3.8		26.1	21.0
Progression Factor	1.15	1.00	1.02	1.37		1.00	1.00
Incremental Delay, d2	2.1	3.2	1.7	0.4		8.7	0.4
Delay (s)	36.8	3.2	21.2	5.6		34.8	21.4
Level of Service	D	A	C	A		C	C
Approach Delay (s)	6.8			13.8		32.7	
Approach LOS	A			B		C	
<b>Intersection Summary</b>							
HCM 2000 Control Delay			15.7		HCM 2000 Level of Service		B
HCM 2000 Volume to Capacity ratio			0.94				
Actuated Cycle Length (s)			75.0		Sum of lost time (s)		15.0
Intersection Capacity Utilization			68.5%		ICU Level of Service		C
Analysis Period (min)			15				
c Critical Lane Group							

De Anza Cove  
3: I-5 SB On-Ramp & Mission Bay Dr




















Existing Saturday  
Timing Plan: MD

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations					  	
Volume (vph)	168	62	0	0	1734	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4			5.7	4.0
Lane Util. Factor	1.00	1.00			0.91	1.00
Flt	1.00	0.85			1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1583			5085	1583
Flt Permitted	0.95	1.00			1.00	1.00
Satd. Flow (perm)	1770	1583			5085	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	179	66	0	0	1845	185
RTOR Reduction (vph)	0	12	0	0	0	0
Lane Group Flow (vph)	179	54	0	0	1845	185
Turn Type	Prot	Perm			NA	Free
Protected Phases	4				2	
Permitted Phases		4				Free
Actuated Green, G (s)	12.8	12.8			52.1	75.0
Effective Green, g (s)	12.8	12.8			52.1	75.0
Actuated g/C Ratio	0.17	0.17			0.69	1.00
Clearance Time (s)	4.4	4.4			5.7	
Vehicle Extension (s)	3.0	3.0			6.1	
Lane Grp Cap (vph)	302	270			3532	1583
v/s Ratio Prot	c0.10				c0.36	
v/s Ratio Perm		0.03				0.12
v/c Ratio	0.59	0.20			0.52	0.12
Uniform Delay, d1	28.7	26.7			5.5	0.0
Progression Factor	1.00	1.00			0.50	1.00
Incremental Delay, d2	3.1	0.4			0.4	0.1
Delay (s)	31.8	27.1			3.1	0.1
Level of Service	C	C			A	A
Approach Delay (s)	30.5			0.0	2.8	
Approach LOS	C			A	A	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			5.8		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.54			
Actuated Cycle Length (s)			75.0		Sum of lost time (s)	10.1
Intersection Capacity Utilization			51.2%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						



De Anza Cove  
4: Mission Bay Dr & N Mission Bay Dr

Existing Saturday  
Timing Plan: MD

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	32	14	67	20	85	24	83	89	106	47	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	1	35	15	74	22	93	26	91	98	116	52	2
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	52	96	93	26	189	116	54					
Volume Left (vph)	1	74	0	26	0	116	0					
Volume Right (vph)	15	0	93	0	98	0	2					
Hadj (s)	-0.14	0.19	-0.57	0.53	-0.33	0.53	0.01					
Departure Headway (s)	4.8	5.1	3.2	5.6	4.7	5.6	5.1					
Degree Utilization, x	0.07	0.13	0.08	0.04	0.25	0.18	0.08					
Capacity (veh/h)	683	656	1121	619	732	615	678					
Control Delay (s)	8.2	8.9	6.5	7.6	8.1	8.7	7.3					
Approach Delay (s)	8.2	7.7		8.0		8.2						
Approach LOS	A	A		A		A						
Intersection Summary												
Delay			8.0									
Level of Service			A									
Intersection Capacity Utilization			37.1%	ICU Level of Service								A
Analysis Period (min)			15									

Intersection												
Intersection Delay, s/veh	11.4											
Intersection LOS	B											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	8	35	10	0	182	26	122	0	7	52	147
Peak Hour Factor	0.92	0.93	0.93	0.93	0.92	0.93	0.93	0.93	0.92	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	9	38	11	0	196	28	131	0	8	56	158
Number of Lanes	0	0	2	0	0	1	1	1	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	3	2	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	3
HCM Control Delay	9.9	11.1	11.1
HCM LOS	A	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	3%	31%	0%	100%	0%	0%	62%
Vol Thru, %	25%	69%	64%	0%	100%	0%	36%
Vol Right, %	71%	0%	36%	0%	0%	100%	2%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	206	26	28	182	26	122	191
LT Vol	52	18	18	0	26	0	69
Through Vol	147	0	10	0	0	122	4
RT Vol	7	8	0	182	0	0	118
Lane Flow Rate	222	27	30	196	28	131	205
Geometry Grp	7	8	8	7	7	7	7
Degree of Util (X)	0.34	0.053	0.054	0.349	0.046	0.19	0.358
Departure Headway (Hd)	5.518	6.986	6.565	6.425	5.918	5.208	6.282
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	651	512	545	560	606	689	573
Service Time	3.251	4.735	4.314	4.156	3.648	2.938	4.016
HCM Lane V/C Ratio	0.341	0.053	0.055	0.35	0.046	0.19	0.358
HCM Control Delay	11.1	10.1	9.7	12.6	8.9	9.2	12.5
HCM Lane LOS	B	B	A	B	A	A	B
HCM 95th-tile Q	1.5	0.2	0.2	1.6	0.1	0.7	1.6

**Intersection**

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	118	69	4
Peak Hour Factor	0.92	0.93	0.93	0.93
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	127	74	4
Number of Lanes	0	0	1	0

**Approach** SB

Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	3
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	12.5
HCM LOS	B

**Lane**