

# Clairemont Community Plan Update



## Mobility Element Appendices

Prepared for:



Prepared by:



Final:  
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# Appendix A-1

Pedestrian Environmental Quality Evaluations (PEQE) Scores

Intersection ID	Intersection	Intersection Leg	Physical Features	Operational Features	ADA Curb Ramps	Traffic Control	Score	Grade
5	Clairemont Mesa Boulevard and Luna Avenue	East	1	1	2	2	6	Medium
		North	1	1	2	2	6	Medium
		South	1	1	2	2	6	Medium
		West	1	1	2	2	6	Medium
6	Jutland Drive and Luna Avenue	North	1	0	2	1	4	Medium
		South	1	1	2	1	5	Medium
		West	1	1	2	1	5	Medium
8	Clairemont Mesa Boulevard and Moraga Avenue	East	1	1	2	2	6	Medium
		North	0	1	2	2	5	Medium
		South	1	1	2	2	6	Medium
		West	1	1	2	2	6	Medium
9	Clairemont Drive and Clairemont Mesa Boulevard	East	1	0	2	2	5	Medium
		North	1	0	2	2	5	Medium
		South	1	0	2	2	5	Medium
		West	0	0	2	2	4	Medium
10	Rolfe Road and Clairemont Mesa Boulevard	East	0	0	2	2	4	Medium
		North	0	0	2	2	4	Medium
		South	0	0	2	2	4	Medium
		West	0	0	2	2	4	Medium
11	Clairemont Drive - Kleefeld Avenue and Clairemont Mesa Boulevard	East	1	1	2	2	6	Medium
		North	0	1	2	2	5	Medium
		South	0	1	1	2	4	Medium
		West	1	1	0	2	4	Medium
12	Genesee Avenue and Clairemont Mesa Boulevard	East	1	1	2	2	6	Medium
		North	1	1	1	2	5	Medium
		South	1	1	2	2	6	Medium
		West	1	1	2	2	6	Medium
13	Limerick Avenue and Clairemont Mesa Boulevard	East	0	0	2	2	4	Medium
		North	0	0	2	2	4	Medium
		South	0	0	0	2	2	Low
		West	0	0	0	2	2	Low
14	I-805 SB Ramps and Clairemont Mesa Boulevard	All Legs	NA	NA	NA	NA	NA	NA
16	Genesee Avenue and Derrick Drive	East	0	0	2	2	4	Medium
		North	0	0	2	2	4	Medium
		South	0	0	2	2	4	Medium
17	Genesee Avenue & Mt. Etna Drive	East	0	0	2	2	4	Medium
		North	0	0	2	2	4	Medium
		South	0	0	2	2	4	Medium
		West	0	0	2	2	4	Medium

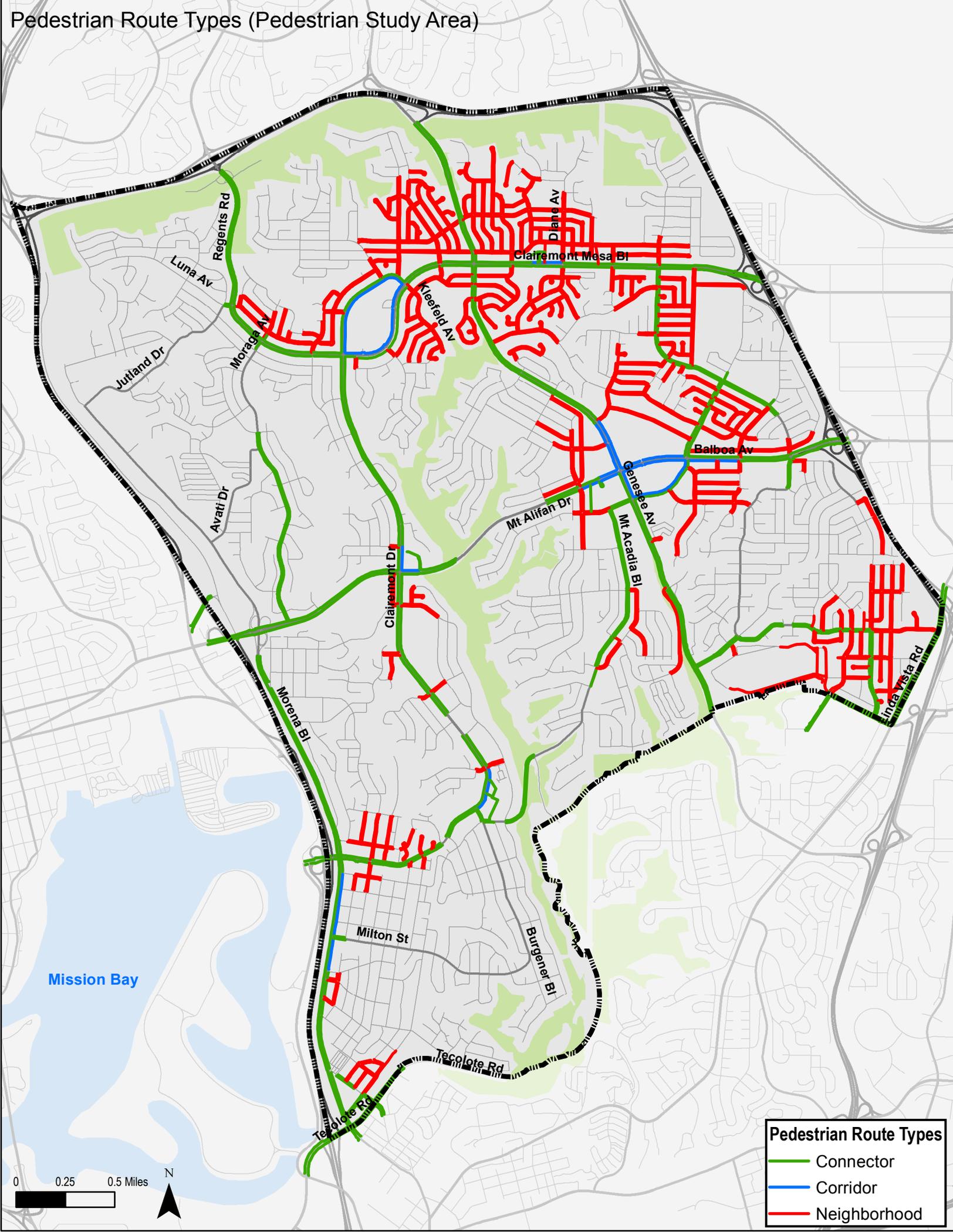
Intersection ID	Intersection	Intersection Leg	Physical Features	Operational Features	ADA Curb Ramps	Traffic Control	Score	Grade
18	Genesee Avenue and Balboa Avenue	East	0	1	2	2	5	Medium
		North	0	1	2	2	5	Medium
		South	1	1	2	2	6	Medium
		West	0	1	2	2	5	Medium
19	Genesee Avenue and Mt. Alifan Drive	East	1	1	1	2	5	Medium
		North	1	1	1	2	5	Medium
		South	0	1	1	2	4	Medium
		West	0	1	1	2	4	Medium
20	Mt. Alifan Drive and Mt. Abraham Avenue	All Legs	NA	NA	NA	NA	NA	NA
21	Mt. Abernathy Avenue and Balboa Avenue	East	0	1	2	2	5	Medium
		North	0	1	2	2	5	Medium
		South	1	1	2	2	6	Medium
		West	0	1	2	2	5	Medium
22	Mt. Abernathy Avenue and Balboa Arms Drive	North	1	0	0	0	1	Low
		South	0	0	0	2	2	Low
		West	1	0	1	2	4	Medium
23	Cannington Drive and Balboa Avenue	East	1	0	1	2	4	Medium
		North	1	0	1	2	4	Medium
		South	1	0	1	2	4	Medium
24	Charger Boulevard and Balboa Avenue	North	1	0	2	2	5	Medium
		South	1	0	2	2	5	Medium
		West	1	0	2	2	5	Medium
25	I-805 SB Ramps and Balboa Avenue	North	0	1	1	2	4	Medium
		South	0	0	0	0	0	Low
27	Clairemont Drive and Balboa Avenue	East	1	1	2	2	6	Medium
		North	1	1	2	2	6	Medium
		South	1	1	2	2	6	Medium
		West	1	1	2	2	6	Medium
28	I-5 SB Ramps and Mission Bay Drive	North	0	0	2	0	2	Low
		South	0	0	1	0	1	Low
		South	0	0	2	1	3	Low
29	I-5 NB Ramps and Clairemont Drive	North	0	0	2	2	4	Medium
		South	0	0	2	2	4	Medium
30	Denver Street and Clairemont Drive	East	0	0	1	2	3	Low
		North	0	0	2	2	4	Medium
		South	0	0	1	2	3	Low
		West	0	0	0	2	2	Low
31	Burgener Boulevard and Clairemont Drive	East	0	0	2	2	4	Medium
		North	0	0	2	2	4	Medium
		South	1	0	2	2	5	Medium
		West	1	0	2	2	5	Medium

Intersection ID	Intersection	Intersection Leg	Physical Features	Operational Features	ADA Curb Ramps	Traffic Control	Score	Grade
32	Burgener Boulevard and Field Drive	East	1	0	2	1	4	Medium
		North	1	0	2	1	4	Medium
		South	1	0	2	1	4	Medium
		West	1	0	2	1	4	Medium
33	Clairemont Drive and Iroquois Drive	East	0	0	0	2	2	Low
		North	1	0	2	2	5	Medium
		South	1	0	0	2	3	Low
		West	0	0	2	2	4	Medium
34	Morena Boulevard and Napier Street	East	0	0	1	0	1	Low
		North	NA	NA	NA	NA	NA	NA
		South	NA	NA	NA	NA	NA	NA
		West	NA	NA	NA	NA	NA	NA
35	Morena Boulevard and Ashton Street	East	0	0	2	2	4	Medium
		North	0	0	2	2	4	Medium
		South	0	0	2	2	4	Medium
36	Morena Boulevard and West Morena Boulevard	East	0	0	1	2	3	Low
		North	0	0	1	2	3	Low
37	Knoxville Street and Morena Boulevard	East	0	0	1	2	3	Low
		North	0	0	1	2	3	Low
		South	0	0	1	2	3	Low
		West	0	0	1	2	3	Low
38	Ticolote Road and Morena Boulevard	East	1	0	0	2	3	Low
		North	0	0	2	2	4	Medium
		West	1	0	2	2	5	Medium
39	Genesee Avenue and Marlesta Drive	East	0	0	2	2	4	Medium
		North	1	0	0	2	3	Low
43	Linda Vista Road and Mesa College Drive	East	1	1	2	2	6	Medium
		North	1	1	1	2	5	Medium
		South	1	1	2	2	6	Medium
		West	1	1	2	2	6	Medium
49	Morena Boulevard and Balboa Avenue EB Ramps	All Legs	NA	NA	NA	NA	NA	NA

ROUTE TYPE:	1. District Sidewalks	2. Corridor Sidewalks	3. Connector Sidewalks	4. Neighborhood Sidewalks	5. Ancillary Pedestrian Facilities	6. Path	7. Trail (Included for Reference Only, not a Focus of this Plan)
<b>Purpose</b>	Sidewalks Along Roads that Support Heavy Pedestrian Levels in Mixed-use Concentrated Urban Areas	Sidewalks Along Roads that Support Moderate Density Business & Shopping Districts with Moderate Pedestrian Levels	Sidewalks Along Roads that Support Institutional, Industrial or Business Complexes with Limited Lateral Access & Low Pedestrian Levels	Sidewalks Along Roads that Support Low to Moderate Density Housing with Low to Moderate Pedestrian Levels	Facilities Away or Crossing Over Streets such as Plazas, Paseos, Promenades, Courtyards or Pedestrian Bridges & Stairways	Walkways and Paved Paths that are not adjacent to Roads that Support Recreational and Transportation Purposes	Unpaved Walk Not Adjacent to Roads Used for Recreational Purposes
<b>Typical Adjacent "Street Design Manual" Classifications</b>	All types of adjacent streets are possible	Commercial, Urban Collector, Urban Major & Arterial	Commercial, Industrial, Urban Major, Rural Collector & Arterial	Rural, Low Volume Residential, Residential Local & Sub-collector	Not associated with a street	Not associated with a street	Not associated with a street
<b>Cross Reference to Related "Strategic Framework Plan" Definitions</b>	Existing: Regional Centers, Urban Villages & Neighborhood Villages	Existing: Subregional Districts and Transit Corridors	Existing: Subregional Districts, Transit Corridors, & Suburban Residential along Major Arterials	All other Residential Areas not Classified under the Strategic Framework Plan	Most common in Regional Centers, Urban or Neighborhood Villages but can be in any area	Can occur in any area, but most often found in Recreation, Tourist or Open Space Areas	Can occur in any area, but most often found in Recreation or Open Space Areas
<b>Typical Adjacent Land Uses</b>	Mixed-use Housing, Commercial, Office & Entertainment with Urban Densities	Multiple Land Uses but may be Separated. Often Strip Commercial or Office Complex.	Open Space, Industrial Uses, Institutional Uses or other Pedestrian Restricted Uses	Single-family and Moderate Density Multi-Family with Limited Supporting Neighborhood Commercial	Adjacent Land Uses Vary	Adjacent Uses Vary, Often Recreational or Open Space or Housing	Open Space, Parks and Natural Areas

Source: City of San Diego (2015).

# Pedestrian Route Types (Pedestrian Study Area)



**Pedestrian Route Types**

- Connector
- Corridor
- Neighborhood

0 0.25 0.5 Miles

N









# Appendix A-2

Pedestrian Connectivity Ratios

Intersection ID	Intersection	1/2-Mile Walkshed Land Area (acres)	1/2-Mile Crow Flies Area (Acres)	Pedestrian Connectivity Ratio
5	Clairemont Mesa Boulevard and Luna Avenue	272.4	502.7	54%
6	Jutland Drive and Luna Avenue	283.8	502.7	56%
8	Clairemont Mesa Boulevard and Moraga Avenue	282.5	502.7	56%
9	Clairemont Drive and Clairemont Mesa Boulevard	296.7	502.7	59%
10	Rolfe Drive and Clairemont Mesa Boulevard	257.9	502.7	51%
11	Clairemont Drive - Kleefield and Clairemont Mesa Boulevard	322.2	502.7	64%
12	Genesee Avenue and Clairemont Mesa Boulevard	307.4	502.7	61%
13	Limerick Avenue and Clairemont Mesa Boulevard	295.3	502.7	59%
14	I-805 SB Ramps and Clairemont Mesa Boulevard	173.4	502.7	34%
16	Genesee Avenue and Derrick Drive	293.3	502.7	58%
17	Genesee Avenue and Mt. Etna Drive	292.0	502.7	58%
18	Genesee Avenue and Balboa Avenue	292.0	502.7	58%
19	Genesee Avenue and Mt. Alifan Drive	289.2	502.7	58%
20	Mt. Alifan Drive and Mt. Abraham Drive	301.2	502.7	60%
21	Mt. Abernathy Drive and Balboa Avenue	323.4	502.7	64%
22	Mt. Abernathy Drive and Balboa Arms	310.7	502.7	62%
23	Cannington Street and Balboa Avenue	318.9	502.7	63%
24	Charger Avenue and Balboa Avenue	310.2	502.7	62%
25	I-805 SB Ramps and Balboa Avenue	187.6	502.7	37%
27	Clairemont Drive and Balboa Avenue	289.5	502.7	58%
28	I-5 SB Ramps and Mission Bay Drive	176.9	502.7	35%
29	I-5 NB Ramps and Clairemont Drive	215.6	502.7	43%
30	Denver Street and Clairemont Drive	271.2	502.7	54%
31	Burgener Boulevard and Clairemont Drive	237.5	502.7	47%
32	Burgener Boulevard and Field Drive	237.6	502.7	47%
33	Clairemont Drive and Iroquois Drive	190.4	502.7	38%
34	Morena Boulevard and Napier Street	166.8	502.7	33%
35	Morena Boulevard and Ashton Street	162.8	502.7	32%
36	Morena Boulevard and West Morena Boulevard	183.5	502.7	37%
37	Knoxville Street and Morena Boulevard	259.6	502.7	52%
38	Tecolote Road and Morena Boulevard	279.6	502.7	56%
39	Genesee Avenue and Marlesta Road	114.9	502.7	23%
43	Linda Vista Road and Mesa College Drive	259.9	502.7	52%
49	Morena Boulevard and Balboa Avenue EB Ramps	210.6	502.7	42%

# Appendix B

Bicycle Quality Evaluation Criteria and LTS Scores

## Bicycle Facility Quality – Appendix – Methodology Details

This section describes the specific methodology used in the Bicycle Quality / Level of Traffic Stress (LTS) analysis. It consists of two sections:

1. General Evaluation Criteria: Defines the general LTS evaluation criteria for all facility types, in accordance with methodology established by the Mineta Transportation Institute in its 2012 report, "Low Stress Bicycling and Network Connectivity."<sup>1</sup>
2. Key Assumptions: Provides more detail on the key assumptions employed in this analysis.

### General Evaluation Criteria

As defined by the Mineta Institute and shown in Table 1, LTS utilizes four primary criteria depending on the facility type.

Table 1: LTS Criteria by Facility Type

Criterion	Class I / IV Separated Facilities	Class II Bicycle Lanes	Class III and Other Shared Roadways
Speed Limit or Prevailing Speed	N/A (Generally assumed to be LTS 1)	•	•
Street Width (Auto Lanes)		•	•
Bike Lane/Parking Width		•	
Bike Lane Blockage		•	

Source: "Low Stress Bicycling and Network Connectivity," Mineta Transportation Institute, pp. 17-21.

### Class I and Class IV Separated Facilities

Traditional LTS presumes separated bicycle facilities to be LTS 1, the lowest level of stress, as they are physically separated from automobile traffic and therefore unaffected by the auto-centric criteria listed in Table 1. As explained by the Mineta Institute:

*Bikeways that are physically separated from motor traffic have the lowest level of traffic stress between intersections, LTS 1. They include standalone paths as well as those that run alongside a road that may be called cycle tracks, sidepaths, or segregated lanes. Means of physical separation from motor traffic include, but are not limited to, curbs, raised medians, parking lanes, and flexible bollards.*

*This category includes shared-use paths as well as bicycling-only facilities. (While there can be some stress in sharing a path with pedestrians, it is not in the same class as traffic danger; it is more akin to congestion which can force a traveler to go slow, and, unlike traffic danger, is rarely a factor that keeps people from riding a bike.)<sup>2</sup>*

<sup>1</sup> <http://transweb.sjsu.edu/project/1005.html>

<sup>2</sup> "Low Stress Bicycling and Network Connectivity," Mineta Transportation Institute, p. 17.

## Class II Bicycle Lanes

Striped Class II bicycle lanes can cover the entire range of LTS levels, and their evaluation depends upon the largest number of criteria.

Table 2 shows the criteria for Class II lanes located alongside a parking lane, while Table 3 shows the criteria for Class II lanes not located alongside a parking lane. As explained by the Mineta Institute:

*Bike lanes can exhibit the full range of traffic stress. Where they have ample width and are positioned on a road whose traffic is slow and simple (a single lane per direction), they can offer cyclists a low-stress riding environment. However, bike lanes can also present a high-stress environment when positioned on roads with highway speeds or turbulent traffic, or next to high-turnover parking lanes without adequate clearance.<sup>3</sup>*

Assigning a segment's LTS level requires identifying the "weakest link" among all criteria:

*For any given segment, these criteria aggregate following the weakest link principle: the dimension with the worst level of stress governs. For this reason, traffic stress levels in the tables that follow use notations such as "LTS > 2," which means the factor puts a floor on traffic stress at level 2. For example, if a segment's street width matches the criteria for LTS > 1, its prevailing speed matches LTS > 2, and its bike lane blockage matches LTS > 3, then the segment as a whole has LTS 3.<sup>4</sup>*

Table 2: LTS Criteria for Class II Bike Lanes Alongside a Parking Lane

Criterion	LTS > 1	LTS > 2	LTS > 3	LTS > 4
Street width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Sum of bike lane and parking lane width (includes marked buffer and paved gutter)	15 ft. or more	14 or 14.5 ft.*	13.5 ft. or less	(no effect)
Speed limit or prevailing speed	25 mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage (typically applies in commercial areas)	rare	(no effect)	frequent	(no effect)

Source: "Low Stress Bicycling and Network Connectivity," Mineta Transportation Institute, p. 18.

Note: (no effect) = factor does not trigger an increase to this level of traffic stress.

\* If speed limit < 25 mph or Class = residential, then any width is acceptable for LTS 2.

<sup>3</sup> "Low Stress Bicycling and Network Connectivity," Mineta Transportation Institute, pp. 17-18.

<sup>4</sup> "Low Stress Bicycling and Network Connectivity," Mineta Transportation Institute, p. 18.

Table 3: LTS Criteria for Class II Bike Lanes Not Alongside a Parking Lane

Criterion	LTS > 1	LTS > 2	LTS > 3	LTS > 4
Street width (through lanes per direction)	1	2, if directions are separated by a raised median	more than 2, or 2 without a separating median	(no effect)
Bike lane width (includes marked buffer and paved gutter)	6 ft. or more	5.5 ft. or less	(no effect)	(no effect)
Speed limit or prevailing speed	30 mph or less	(no effect)	35 mph	40 mph or more
Bike lane blockage (typically applies in commercial areas)	rare	(no effect)	frequent	(no effect)

Source: "Low Stress Bicycling and Network Connectivity," Mineta Transportation Institute, p. 18.

Note: (no effect) = factor does not trigger an increase to this level of traffic stress.

### Class III and Other Shared Roadways

Class III and other shared roadways rely on two criteria—street width and speed—as shown in Table 4. This evaluation applies both to segments specifically designated as Class III (often marked by signs and sharrows) as well as to all other local roadways that are not marked specifically for bicycles and are therefore implicitly shared. As explained by the Mineta Institute:

*Where cyclists share space on the road with motor traffic, level of traffic stress is assumed to be unaffected by signage (e.g., "Bike Route" or "Share the Road" signs), shared-lane markings, or having a wide outside lane. Studies of shared-lane markings have shown that they have a small beneficial effect but nothing comparable to the benefit of designating an exclusive bicycling zone by marking a bike lane.<sup>5</sup>*

Table 4: LTS Criteria for Class III Shared Roadways

Speed Limit	Street Width		
	2-3 lanes	4-5 lanes	6+ lanes
Up to 25 mph	LTS 1 or 2 *	LTS 3	LTS 4
30 mph	LTS 2 or 3 *	LTS 4	LTS 4
35+ mph	LTS 4	LTS 4	LTS 4

Source: "Low Stress Bicycling and Network Connectivity," Mineta Transportation Institute, p. 21.

Note: Use lower value for streets without marked centerlines or classified as residential and with fewer than 3 lanes; use higher value otherwise.

<sup>5</sup> "Low Stress Bicycling and Network Connectivity," Mineta Transportation Institute, pp. 20-21.

## Key Assumptions

Applying the general LTS methodology to the specific conditions of Clairemont Mesa requires several data sources and key assumptions.

### *Key Assumptions*

The sources and key assumptions for each criterion are:

- Traffic Speed: The posted speed limit for autos, gathered from street network data and field observation..
- Street Width (Auto Lanes): The number of auto through lanes in each direction, gathered from field observation as well as functional classification data.
- Bike Lane/Parking Width: Assumed standard widths of 5 feet for all Class II bicycle lanes and 8 feet for all parking lanes alongside Class II bicycle lanes.
- Bike Lane Blockage: This criterion is categorized simply into "Frequent" and "Rare," with "Frequent" generally applying only in busy commercial districts. Assumed "Rare" for all areas with Class II bike lanes.

## LTS Scores

Roadway Name	Roadway Segment	Bicycle Class	Prevailing Auto Speed	Street Width (through lanes)	Bike Lane Width (feet)	Parking Lane Width (feet)	Bike Lane Blockage	Segment LTS
Balboa Ave	Morena Boulevard SB Ramps to Morena Boulevard NB Ramps	3	35	2	NA	NA	Rare	4
Balboa Ave	Morena Boulevard NB Ramps to Moraga Avenue	3	51	2	NA	NA	Rare	4
Balboa Ave	Moraga Avenue to Balboa Terrace	3	51	2	NA	NA	Rare	4
Balboa Ave	Balboa Terrace to Clairemont Drive	3	51	2	NA	NA	Rare	4
Balboa Ave	Clairemont Drive to Genesee Avenue	2	55	2	5	8	Rare	4
Balboa Ave	Genesee Avenue to Mt. Abernathy Avenue	2	40	3	5	8	Rare	4
Balboa Ave	Mt. Abernathy Avenue to Mt. Albertine Avenue	3	40	3	NA	NA	Rare	4
Balboa Ave	Mt. Albertine Avenue to Charger Boulevard	3	40	3	NA	NA	Rare	4
Balboa Ave	Charger Boulevard to I-805 SB Ramps	3	40	3	NA	NA	Rare	4
Balboa Ave	I-805 SB Ramps to I-805 NB Ramps	3	40	3	NA	NA	Rare	4
Clairemont Drive Nb	Kleefeld Avenue to Clairemont Mesa Boulevard	2	39	2	5	8	Rare	3
Clairemont Drive	Clairemont Mesa Boulevard to Chippewa Court	2	41	1	5	8	Rare	4
Clairemont Drive	Chippewa Court to Balboa Avenue	2	41	1	5	8	Rare	4
Clairemont Drive	Balboa Avenue to Iroquois Avenue	3	41	2	NA	NA	Rare	4
Clairemont Drive	Iroquois Avenue to Burgener Boulevard	3	41	2	NA	NA	Rare	4
Clairemont Drive	Burgener Boulevard to Denver Street	2	40	1	5	8	Rare	4
Clairemont Drive	Burgener Boulevard to Denver Street	3	40	2	NA	NA	Rare	4
Clairemont Drive	Denver Street to I-5 NB Ramps	3	40	2	NA	NA	Rare	4
Clairemont Drive	West of I-5 NB Ramps	3	40	2	NA	NA	Rare	4
Clairemont Mesa Boulevard	Luna Avenue to Moraga Avenue	2	42	2	5	8	Rare	4
Clairemont Mesa Boulevard	Moraga Avenue to Clairemont Drive	2	42	2	5	8	Rare	4
Clairemont Mesa Boulevard	Clairemont Drive to Rolfe Road	3	37	2	NA	NA	Rare	4
Clairemont Mesa Boulevard	Rolfe Road to Clairemont Drive / Kleefeld Avenue	3	37	2	NA	NA	Rare	4
Clairemont Mesa Boulevard	Clairemont Drive / Kleefeld Avenue to Genesee Avenue	2	37	2	5	8	Rare	3
Clairemont Mesa Boulevard	Genesee Avenue to Limerick Avenue	3	37	2	NA	NA	Rare	4
Clairemont Mesa Boulevard	Limerick Avenue to I-805 SB Ramps	3	37	3	NA	NA	Rare	4
Clairemont Mesa Boulevard	I-805 SB Ramps to I-805 NB Ramps	3	37	2	NA	NA	Rare	4
Garnet Ave	I-5 SB On-Ramp to I-5 NB Off-Ramp	3	35	2	NA	NA	Rare	4
Garnet Ave	I-5 NB Off-Ramp to Morena Boulevard SB On-Ramp	3	35	2	NA	NA	Rare	4
Genesee Ave	SR-52 WB Ramps to Clairemont Mesa Boulevard	2	49	2	5	8	Rare	4
Genesee Ave	Clairemont Mesa Boulevard to Bannock Avenue	2	37	2	5	8	Rare	4
Genesee Ave	Bannock Street to Sauk Avenue	2	37	2	5	8	Rare	3
Genesee Ave	Sauk Avenue to Derrick Drive	2	46	2	5	8	Rare	4
Genesee Ave	Derrick Drive to Mt. Etna Drive	2	34	3	5	8	Rare	3
Genesee Ave	Mt. Etna Drive to Balboa Avenue	2	34	2	5	8	Rare	3
Genesee Ave	Balboa Avenue to Mt. Alifan Drive	2	34	2	5	8	Rare	3
Genesee Ave	Mt. Alifan Drive to Genesee Court East	2	34	2	5	8	Rare	3
Genesee Ave	Genesee Court East to Marlesta Drive	2	52	2	5	8	Rare	4
Genesee Ave	Marlesta Drive to Osler Street	2	50	1	5	8	Rare	4
Luna Ave	Clairemont Mesa Boulevard to Jutland Drive	3	35	1	NA	NA	Rare	4
Jutland Drive	Luna Avenue to Camino Coralino <sup>1</sup>	3	32	1	NA	NA	Rare	2
Jutland Drive	Camino Coralino to Morena Boulevard	3	32	1	NA	NA	Rare	3
Moraga Ave	Clairemont Mesa Boulevard to Moraga Place	3	34	1	NA	NA	Rare	2
Moraga Ave	Moraga Place to Balboa Avenue	3	43	2	NA	NA	Rare	4
Morena Boulevard	North of Balboa Avenue	3	50	2	NA	NA	Rare	4
Morena Boulevard Nb	Balboa Avenue to Napier Street	3	52	2	NA	NA	Rare	4

Roadway Name	Roadway Segment	Bicycle Class	Prevailing Auto Speed	Street Width (through lanes)	Bike Lane Width (feet)	Parking Lane Width (feet)	Bike Lane Blockage	Segment LTS
Morena Boulevard Nb	Napier Street to West Morena Boulevard	3	47	2	NA	NA	Rare	4
Morena Boulevard	West Morena Boulevard to Knoxville Street	3	36	1	NA	NA	Rare	4
Morena Boulevard	Knoxville Street to Tecolote Road	3	36	1	NA	NA	Rare	4
Mt Alifan Drive	Balboa Avenue to Genesee Avenue	3	36	2	NA	NA	Rare	4
Regents Road	SR-52 WB Ramps to Luna Avenue	2	54	2	5	8	Rare	4
Tecolote Road	South of Morena Boulevard	3	25	1	NA	NA	Rare	1

<sup>1</sup> The segment along Jutland Drive between Luna Avenue and Camino Coralino is surrounded by residential use. The bicycle quality (LTS) evaluation criteria includes in Appendix B states that, for shared roadways with a speed between 26-35mph, the LTS method directs either LTS 2 or 3, depending on the land uses and the presence of a centerline. The methodology specifically states: "Use lower value for streets without marked centerlines or classified as residential and with fewer than 3 lanes; use higher value otherwise."

# Appendix C

Existing Transit Route Information



**CASH FARES / Tarifas en efectivo**

Exact fare, please / Favor de pagar la cantidad exacta

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

**MONTHLY PASSES / Pases mensual**

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

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

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

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

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

**DIRECTORY / Directorio**

<b>Regional Transit Information</b> <i>Información de transporte público regional</i>	<b>511</b> or/ó <b>(619) 233-3004</b>
<b>TTY/TDD (teletype for hearing impaired)</b> <i>Teletipo para sordos</i>	<b>(619) 234-5005</b> or/ó <b>(888) 722-4889</b>
<b>InfoExpress (24-hour info via Touch-Tone phone)</b> <i>Información las 24 horas (via teléfono de teclas)</i>	<b>(619) 685-4900</b>
<b>Customer Service / Suggestions</b> <i>Servicio al cliente / Sugerencias</i>	<b>(619) 557-4555</b>
<b>SafeWatch</b>	<b>(619) 557-4500</b>
<b>Lost &amp; Found</b> <i>Objetos extraviados</i>	<b>Weekday</b> <b>(619) 409-4601</b> <b>Saturday</b> <b>(877) 841-3278</b>
<b>The Transit Store</b>	<b>(619) 234-1060</b> 1st & Broadway, Downtown San Diego M-F 9am-5pm

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*Planificación de viajes por Internet*

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

**27**

**Pacific Beach – Kearny Mesa**

via Balboa Av.

**DESTINATIONS**

- Balboa Av.
- Clairemont High School
- Crystal Pier
- Garnet Av.
- Genesee Plaza



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

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Route 41 – Monday through Friday / Lunes a viernes

Fashion Valley → Clairemont → UCSD / VA Medical Center

Table with columns A-G and rows for Fashion Valley Transit Center, Genesee Av. & Linda Vista Rd., Balboa Av., Governor Dr., UTC Transit Center, V.A. Medical Center, and Gilman Transit Center (UCSD). Includes departure and arrival times.

UCSD / VA Medical Center → Clairemont → Fashion Valley

Table with columns G-A and rows for Gilman Transit Center (UCSD), V.A. Medical Center, UTC Transit Center, Genesee Av. & Governor Dr., Balboa Av., Linda Vista Rd., and Fashion Valley Transit Center. Includes departure and arrival times.

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

Route 41 – Saturday / sábado

Fashion Valley → Clairemont → UTC

Table with columns A-E and rows for Fashion Valley Transit Center, Genesee Av. & Linda Vista Rd., Balboa Av., Governor Dr., and UTC Transit Center. Includes departure and arrival times.

UTC → Clairemont → Fashion Valley

Table with columns E-A and rows for UTC Transit Center, Genesee Av. & Governor Dr., Balboa Av., Linda Vista Rd., and Fashion Valley Transit Center. Includes departure and arrival times.



**CASH FARES / Tarifas en efectivo**

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

**MONTHLY PASSES / Pases mensual**

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

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

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

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

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

**DIRECTORY / Directorio**

Regional Transit Information Información de transporte público regional	511 or/ó (619) 233-3004
TTY/TDD (teletype for hearing impaired) Teletipo para sordos	(619) 234-5005 or/ó (888) 722-4889
InfoExpress (24-hour info via Touch-Tone phone) Información las 24 horas (via teléfono de teclas)	(619) 685-4900
Customer Service / Suggestions Servicio al cliente / Sugerencias	(619) 557-4555
SafeWatch	(619) 557-4500
The Transit Store / Lost & Found The Transit Store / Objetos extraviados	(619) 234-1060
Articles found on the bus are turned in at The Transit Store Artículos encontrados en los autobuses son entregados a The Transit Store	1st & Broadway Downtown San Diego M-F 9am-5pm
For MTS online trip planning Planificación de viajes por Internet	www.sdmts.com

For more information on riding MTS services, pick up a Rider's Guide on a bus or at The Transit Store, or visit [www.sdmts.com](http://www.sdmts.com).  
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Thank you for riding MTS! ¡Gracias por viajar con MTS!

**44**

**Clairemont – Old Town**  
via Linda Vista / Mesa College

**DESTINATIONS**

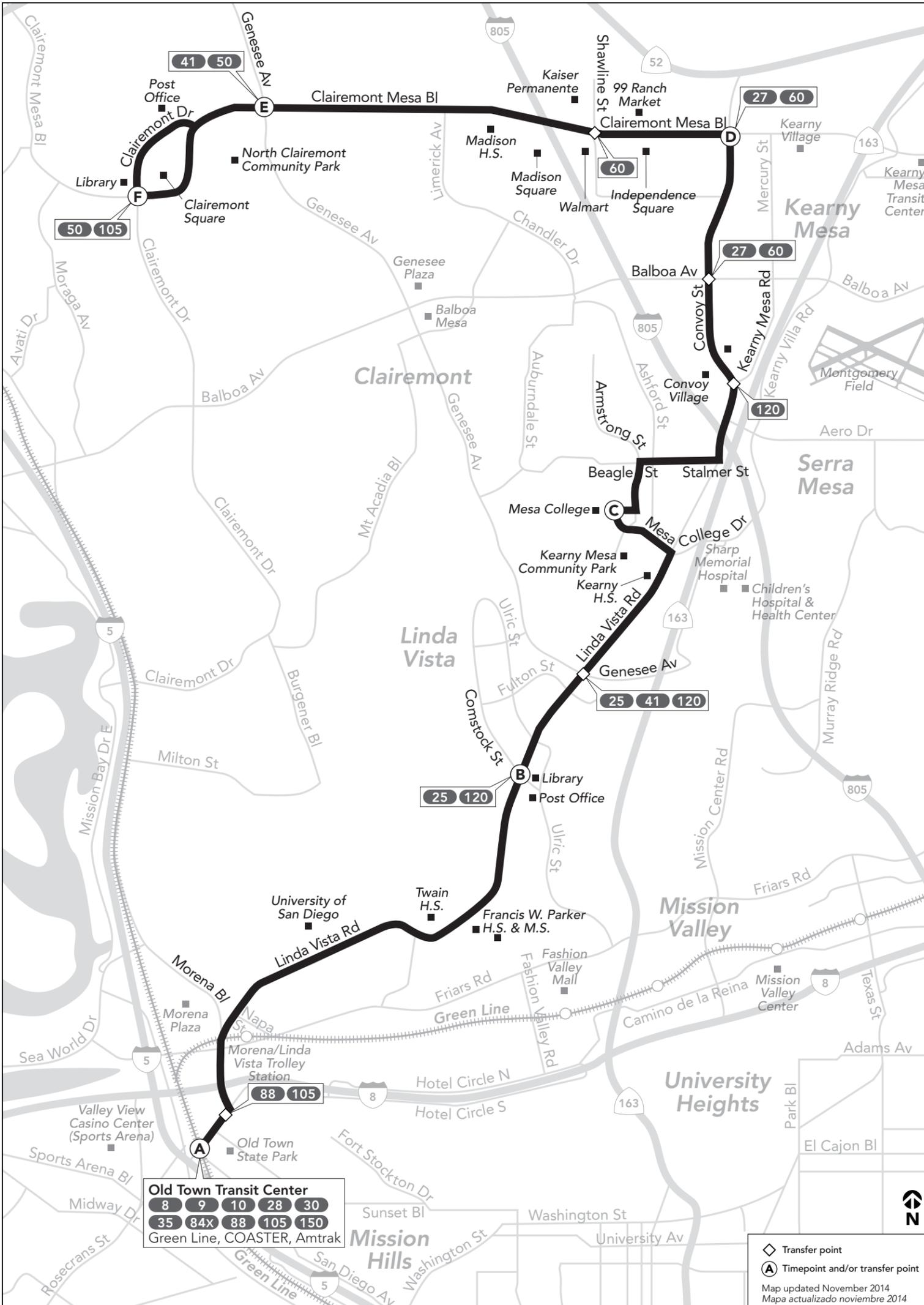
- Clairemont Square
- Convoy Village
- Kearny High School
- Madison High School
- Mesa College
- University of San Diego



Old Town  
Morena/Linda Vista



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



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**CASH FARES / Tarifas en efectivo**

Exact fare, please / Favor de pagar la cantidad exacta

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

**MONTHLY PASSES / Pases mensual**

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

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

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

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

**DIRECTORY / Directorio**

<b>Regional Transit Information</b> Información de transporte público regional	<b>511</b> or/ó <b>(619) 233-3004</b>
<b>TTY/TDD (teletype for hearing impaired)</b> Teletipo para sordos	<b>(619) 234-5005</b> or/ó <b>(888) 722-4889</b>
<b>InfoExpress (24-hour info via Touch-Tone phone)</b> Información las 24 horas (via teléfono de teclas)	<b>(619) 685-4900</b>
<b>Customer Service / Suggestions</b> Servicio al cliente / Sugerencias	<b>(619) 557-4555</b>
<b>SafeWatch</b>	<b>(619) 557-4500</b>
<b>Lost &amp; Found</b> Objetos extraviados	<b>(619) 557-4555</b>
<b>Transit Store</b>	<b>(619) 234-1060</b> 12th & Imperial Transit Center M-F 8am-5pm

For MTS online trip planning **sdmts.com**  
Planificación de viajes por Internet

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

**105**

**Old Town – UTC**  
via Morena Bl. / Clairemont Dr.

**DESTINATIONS**

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



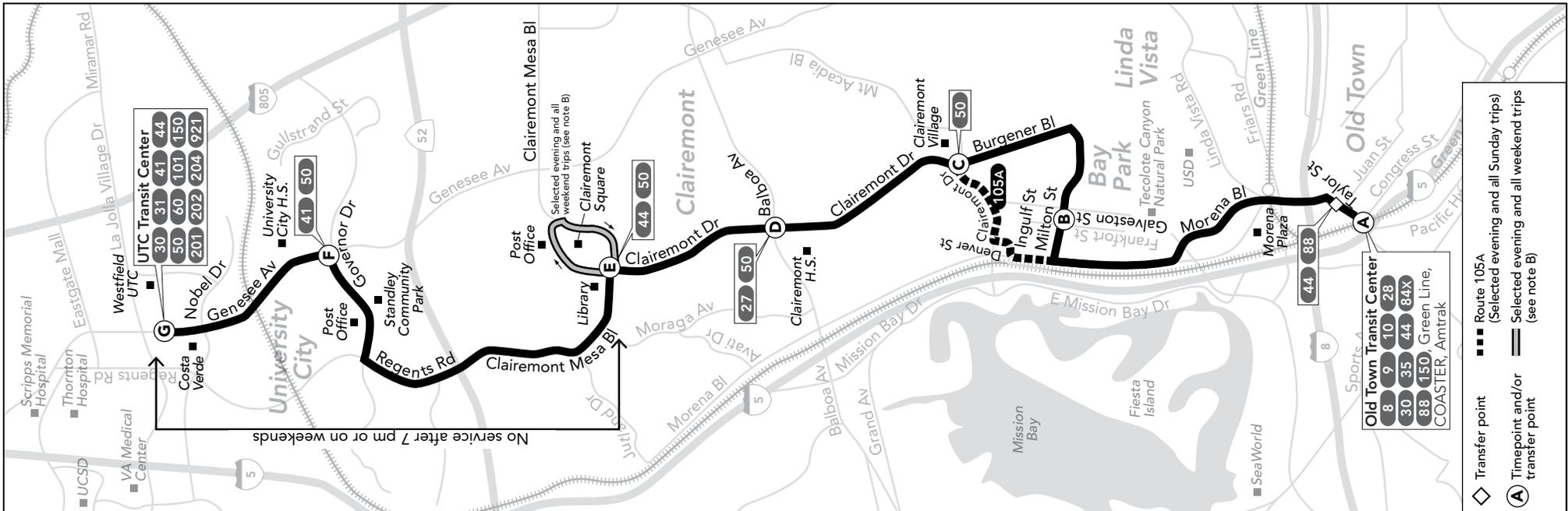
Old Town



01/17



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# Appendix D

Existing Count Information

## Roadway Segment Counts



























24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16 THURSDAY
JOB #: PTD-16-1202-01

CITY: CLAIREMONT
LOCATION: BALBOA BTN I-805 SB RAMPS & I-805 B RAMPS

Main data table with columns for AM TIME (0:00-11:45), PM Time (12:00-23:45), and 14 lanes (1-13) for EASTBOUND traffic, plus TOTAL columns for AM and PM. Values represent counts per time interval.

AM PEAK HOUR 9:00 AM
AM PEAK VOLUME 2,521

PM PEAK HOUR 12:15 PM
PM PEAK VOLUME 2,088

Classification key table with 13 classes: CLASS 1 MOTORCYCLES, CLASS 2 PASSENGER VEHICLES, CLASS 3 FOUR TIRE SINGLE UNIT, CLASS 4 BUSSES, CLASS 5 TWO AXLE SIX TIRE, CLASS 6 THREE AXLE SINGLE UNIT, CLASS 7 FOR OR MORE AXLE SINGLE UNIT, CLASS 8 FOUR OR LESS AXLE TRAILER, CLASS 9 5-AXLE TRACTOR SEMITRAILER, CLASS 10 6 OR MORE AXLE SINGLE TRAILER, CLASS 11 5-OR MORE AXLE MULTI TRAILER, CLASS 12 6-AXLE MULTI TRAILER, CLASS 13 7-OR MORE AXLE MULTI TRAILER.

SUMMARY TABLE 1: TOTAL: AM+PM 617, % OF TOTAL 2.0%, 88.9%, 5.1%, 0.8%, 1.9%, 0.5%, 0.2%, 0.2%, 0.1%, 0.1%, 0.1%, 0.1%, 0.0%, 100.0%

SUMMARY TABLE 2: TOTAL: ALL 1,477, % OF TOTAL 4.7%, 183.7%, 10.9%, 1.8%, 5.0%, 1.1%, 0.5%, 0.3%, 0.2%, 0.2%, 0.1%, 0.2%, 0.1%, 100.0%

















24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIREMONT
LOCATION: CLAIREMONT DRIVE BTN IROQUIS & BURGNER

Table with columns for AM TIME, SOUTHBOUND (1-13), TOTAL, PM Time, SOUTHBOUND (1-13), and TOTAL. Rows represent 15-minute intervals from 0:00 to 11:45 AM and 12:00 to 23:45 PM.

AM PEAK HOUR: 8:15 AM
AM PEAK VOLUME: 622

PM PEAK HOUR: 3:15 PM
PM PEAK VOLUME: 659

CLASS 1 MOTORCYCLES
CLASS 2 PASSENGER VEHICLES
CLASS 3 FOUR TIRE SINGLE UNIT
CLASS 4 BUSES
CLASS 5 TWO AXLE SIX TIRE
CLASS 6 THREE AXLE SINGLE UNIT
CLASS 7 FOR OR MORE AXLE SINGLE UNIT
CLASS 8 FOUR OR LESS AXLE TRAILER
CLASS 9 5-AXLE TRACTOR SEMITRAILER
CLASS 10 6 OR MORE AXLE SINGLE TRAILER
CLASS 11 5-OR MORE AXLE MULTI TRAILER
CLASS 12 6-AXLE MULTI TRAILER
CLASS 13 7-OR MORE AXLE MULTI TRAILER

TOTAL: AM+PM 79
% OF TOTAL: 1.0%, 89.2%, 6.8%, 0.9%, 1.1%, 0.6%, 0.2%, 0.1%, 0.1%, 0.1%, 0.0%, 0.0%, 0.0%, 100.0%





































24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/01/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIREMONT

LOCATION: CLAIREMONT MESA BTN LIMERICK & I-805 SB RAMPS

Table with columns: AM TIME, WESTBOUND (1-13), TOTAL, PM Time, WESTBOUND (1-13), TOTAL. Rows for each 15-minute interval from 0:00 to 11:45.

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 1,206

PM PEAK HOUR 3:00 PM
PM PEAK VOLUME 1,566

Table with columns: CLASS 1-7 and CLASS 8-13. Lists vehicle types such as MOTORCYCLES, PASSENGER VEHICLES, and FOUR OR LESS AXLE TRAILER.

Table with columns: TOTAL: AM+PM, % OF TOTAL. Provides aggregate counts and percentages for each vehicle class.

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/01/16 THURSDAY
JOB #: PTD-16-1202-01

CITY: CLAIREMONT
LOCATION: CLAIREMONT MESA BTN I-805 SB RAMPS & I-805 NB RAMPS

Main data table with columns: AM TIME, EASTBOUND (1-13), TOTAL, PM Time, EASTBOUND (1-13), TOTAL. Rows represent 15-minute intervals from 0:00 to 11:45 AM and 12:00 to 23:45 PM.

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 1,509

PM PEAK HOUR 4:30 PM
PM PEAK VOLUME 1,694

CLASSIFICATION KEY table with columns: CLASS 1-7 and CLASS 8-13, listing vehicle types such as MOTORCYCLES, PASSENGER VEHICLES, FOUR OR LESS AXLE TRAILER, etc.

TOTAL: AM+PM and % OF TOTAL table showing counts and percentages for each of the 13 roadways.

TOTAL: ALL and % OF TOTAL table showing overall counts and percentages for all roadways.







# VOLUME

## Garnet Ave W/O Mission Bay Dr

Day: Thursday  
Date: 6/9/2016

City: Pacific Beach  
Project #: CA16\_4185\_004

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	31,342	30,616	61,958

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			142	127	269	12:00			450	406	856			
00:15			100	122	222	12:15			509	472	981			
00:30			44	29	73	12:30			516	443	959			
00:45			48	334	49	327	12:45		461	1936	467	1788	928	3724
01:00			61	43	104	13:00			514	476	990			
01:15			42	45	87	13:15			481	474	955			
01:30			39	22	61	13:30			519	451	970			
01:45			39	181	25	135	13:45		503	2017	460	1861	963	3878
02:00			44	29	73	14:00			545	516	1061			
02:15			36	15	51	14:15			534	490	1024			
02:30			34	15	49	14:30			567	510	1077			
02:45			20	134	28	87	14:45		511	2157	484	2000	995	4157
03:00			19	13	32	15:00			544	514	1058			
03:15			20	19	39	15:15			532	514	1046			
03:30			21	15	36	15:30			493	514	1007			
03:45			16	76	19	66	15:45		542	2111	523	2065	1065	4176
04:00			26	22	48	16:00			490	528	1018			
04:15			43	23	66	16:15			435	566	1001			
04:30			42	34	76	16:30			460	565	1025			
04:45			47	158	51	130	16:45		420	1805	527	2186	947	3991
05:00			67	40	107	17:00			451	552	1003			
05:15			115	51	166	17:15			440	577	1017			
05:30			183	76	259	17:30			438	550	988			
05:45			202	567	110	277	17:45		424	1753	556	2235	980	3988
06:00			251	128	379	18:00			465	570	1035			
06:15			271	182	453	18:15			439	522	961			
06:30			410	306	716	18:30			472	558	1030			
06:45			394	1326	356	972	18:45		414	1790	543	2193	957	3983
07:00			468	383	851	19:00			399	504	903			
07:15			524	362	886	19:15			385	444	829			
07:30			545	359	904	19:30			340	437	777			
07:45			560	2097	352	1456	19:45		299	1423	428	1813	727	3236
08:00			481	376	857	20:00			269	374	643			
08:15			498	369	867	20:15			308	384	692			
08:30			526	403	929	20:30			331	352	683			
08:45			507	2012	402	1550	20:45		294	1202	319	1429	613	2631
09:00			490	413	903	21:00			313	319	632			
09:15			404	412	816	21:15			305	371	676			
09:30			461	393	854	21:30			274	316	590			
09:45			484	1839	420	1638	21:45		250	1142	297	1303	547	2445
10:00			479	379	858	22:00			269	319	588			
10:15			410	371	781	22:15			232	310	542			
10:30			433	428	861	22:30			216	231	447			
10:45			462	1784	437	1615	22:45		205	922	229	1089	434	2011
11:00			427	399	826	23:00			183	213	396			
11:15			481	402	883	23:15			187	189	376			
11:30			477	443	920	23:30			175	150	325			
11:45			502	1887	477	1721	23:45		144	689	128	680	272	1369
TOTALS			12395	9974	22369	TOTALS			18947	20642	39589			
SPLIT %			55.4%	44.6%	36.1%	SPLIT %			47.9%	52.1%	63.9%			

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	31,342	30,616	61,958

AM Peak Hour			07:15	11:30	11:45	PM Peak Hour			14:00	17:15	14:30
AM Pk Volume			2110	1798	3775	PM Pk Volume			2157	2253	4176
PK Hr Factor			0.942	0.942	0.962	PK Hr Factor			0.951	0.976	0.969
7 - 9 Volume	0	0	4109	3006	7115	4 - 6 Volume	0	0	3558	4421	7979
7 - 9 Peak Hour			07:15	08:00	07:45	4 - 6 Peak Hour			16:00	17:00	16:30
7 - 9 Pk Volume	0	0	2110	1550	3565	4 - 6 Pk Volume	0	0	1805	2235	3992
PK Hr Factor	0.000	0.000	0.942	0.962	0.959	PK Hr Factor	0.000	0.000	0.921	0.968	0.974

# VOLUME

## Garnet Avenue Bet. Mission Bay Drive & I-5 SB On-Ramp

Day: Tuesday  
Date: 5/10/2016

City: San Diego  
Project #: CA16\_4124\_001

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	18,751	18,655	37,406

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL			
00:00			36	39	75	12:00			292	306	598			
00:15			30	30	60	12:15			325	323	648			
00:30			34	21	55	12:30			343	343	686			
00:45			26	126	12	12:45			342	1302	313	1285	655	2587
01:00			25	20	45	13:00			323	340	663			
01:15			18	21	39	13:15			333	304	637			
01:30			28	12	40	13:30			312	280	592			
01:45			21	92	16	13:45			321	1289	299	1223	620	2512
02:00			12	13	25	14:00			313	285	598			
02:15			5	11	16	14:15			389	361	750			
02:30			14	12	26	14:30			342	386	728			
02:45			18	49	17	14:45			358	1402	369	1401	727	2803
03:00			17	6	23	15:00			324	366	690			
03:15			9	8	17	15:15			317	350	667			
03:30			14	4	18	15:30			334	355	689			
03:45			16	56	9	15:45			369	1344	371	1442	740	2786
04:00			16	14	30	16:00			334	352	686			
04:15			24	14	38	16:15			355	371	726			
04:30			22	12	34	16:30			356	326	682			
04:45			25	87	22	16:45			340	1385	336	1385	676	2770
05:00			30	27	57	17:00			343	343	686			
05:15			42	47	89	17:15			348	362	710			
05:30			65	57	122	17:30			342	341	683			
05:45			84	221	90	17:45			270	1303	336	1382	606	2685
06:00			90	74	164	18:00			316	360	676			
06:15			108	143	251	18:15			300	307	607			
06:30			134	202	336	18:30			285	262	547			
06:45			173	505	223	18:45			246	1147	304	1233	550	2380
07:00			191	252	443	19:00			247	219	466			
07:15			297	291	588	19:15			255	184	439			
07:30			331	282	613	19:30			232	222	454			
07:45			333	1152	270	19:45			184	918	190	815	374	1733
08:00			331	308	639	20:00			177	192	369			
08:15			338	277	615	20:15			152	171	323			
08:30			326	261	587	20:30			167	184	351			
08:45			333	1328	268	20:45			130	626	140	687	270	1313
09:00			293	294	587	21:00			152	169	321			
09:15			276	269	545	21:15			148	161	309			
09:30			264	252	516	21:30			118	129	247			
09:45			304	1137	277	21:45			118	536	96	555	214	1091
10:00			264	252	516	22:00			99	83	182			
10:15			243	274	517	22:15			84	97	181			
10:30			272	259	531	22:30			60	70	130			
10:45			273	1052	270	22:45			82	325	65	315	147	640
11:00			277	274	551	23:00			67	57	124			
11:15			279	297	576	23:15			54	53	107			
11:30			302	307	609	23:30			48	41	89			
11:45			305	1163	332	23:45			37	206	39	190	76	396
TOTALS			6968	6742	13710	TOTALS			11783	11913	23696			
SPLIT %			50.8%	49.2%	36.7%	SPLIT %			49.7%	50.3%	63.3%			

DAILY TOTALS						NB	SB	EB	WB	Total
						0	0	18,751	18,655	37,406

AM Peak Hour			07:30	11:45	11:45	PM Peak Hour			15:45	14:15	14:15
AM Pk Volume			1333	1304	2569	PM Pk Volume			1414	1482	2895
PK Hr Factor			0.986	0.950	0.936	PK Hr Factor			0.958	0.960	0.965
7 - 9 Volume	0	0	2480	2209	4689	4 - 6 Volume	0	0	2688	2767	5455
7 - 9 Peak Hour			07:30	07:15	07:30	4 - 6 Peak Hour			16:15	16:00	16:00
7 - 9 Pk Volume	0	0	1333	1151	2470	4 - 6 Pk Volume	0	0	1394	1385	2770
PK Hr Factor	0.000	0.000	0.986	0.934	0.966	PK Hr Factor	0.000	0.000	0.979	0.933	0.954







































































































## Peak Hour AM / PM Intersection Turning Movement Counts







































































































































































































































































































































































































































































































































































